

RCTS Log of 60001 The Railway Observer January to December 2005

Following the naming of 60001 at Toton on 23rd February 2001, Bob Wallen, Dave Hinde and Andrew Lait have attempted to maintain as complete as possible a record of the workings of the locomotive. Acknowledgements are due to those RCTS members, and many others, who have contributed the information that has enabled the following to be put together on behalf of the Society; also to Freightmaster and its editor Mark, without which many train descriptions would not be possible, and to 60gen, other e-mail groups and the Class 60 Data Site. Your reports of sightings of 60001 will contribute to the completeness of this log and make it more interesting, please support us by sending them to us. There is a link on the 60001 Log page to help you do this.

Monthly summaries are now included in this log. The most recent summaries will be also be published in The Railway Observer, normally twice per year.

January 2005

Summary. 60001's year began at Immingham with local workings during the first week, for which information was fairly sparse. An empty 'binliner' took it over to Northenden. Much of the rest of the month was spent on stone workings from the Peak Forest area including one to Bletchley and immediately after it one to Norwich with limestone for the seasonal sugar beet industry, both workings being new to the 60001 log, interspersed with further workings of the Greater Manchester 'binliners' and weekend engineers' trains. On 16th January 60001 worked an engineers' train to New Mills South Junction. On 29th January it was seen in a light engine movement of four class 60s and a class 66 from Immingham to Doncaster for engineers' trains the following day. In the case of 60001 that was to Haughley Junction, north of Stowmarket. The month then finished with an "old faithful", the Lindsey to Jarrow oil tanks.

Sat. 1st	No specific information, probably taking its New Year Holiday at Immingham TMD
Sun. 2nd	Located Immingham TMD at 22:35
Mon. 3rd	Located Immingham TMD in the morning
Tues. 4th	Working on Immingham to Santon 'ore circuit' Located Santon ore terminal at 10:30
Wed. 5th	Working on Immingham to Santon 'ore circuit' 6T22 07:50 Immingham to Santon loaded iron ore tipplers Located Santon ore terminal at 11:45, either before departure of 6K22 return empties or after arrival of 6T24 loaded iron ore tipplers
Thur. 6th	Working on Immingham to Santon 'ore circuit' Located Santon ore terminal at 11:00
Fri. 7th	6M05 Roxby Gullet to Northenden 'binliner' empties, noted Stockport at 13:49 Allocated 0H05 light engine to Peak Forest
Sat. 8th	No information available
Sun. 9th	Located Peak Forest at 15:40
Mon. 10th	6M17 Stourton RMC terminal to Peak Forest empty bogie stone hoppers

RCTS Log of 60001 The Railway Observer January to December 2005

January (continued)

- Tues. 11th 6M85 Tunstead to Ratcliffe loaded bogie stone hoppers, noted Alfreton & Mansfield Parkway at 14:08
- Wed. 12th 6H06 19:49 Oakleigh to Tunstead empty bogie lime hoppers
- Thur. 13th 8T00 01:30 light engine Tunstead to Peak Forest
6F02 04:02 Tunstead to Oakleigh loaded bogie limestone hoppers
6H03 08:05 Oakleigh to Tunstead empty bogie limestone hoppers
OT00 10:30 light engine Tunstead to Peak Forest
OE01 22:10 light engine Peak Forest to Northenden
6E01 23:55 Northenden to Roxby Gullet loaded 'binliner', arrived 04:44 on 14th
- Fri. 14th 0E01 04:55 light engine Roxby Gullet to Scunthorpe
6D56 08:10 Scunthorpe to Flixborough exchange sidings loaded steel
0M05 08:40 light engine Flixborough exchange sidings to Roxby Gullet
6M05 09:15 Roxby Gullet to Northenden 'binliner' empties,
noted Calder Bridge Junction at 11:35 and Healey Mills where it arrived at 11:37
and departed at 12:13
0H05 14:49 light engine Northenden to Peak Forest
0E01 23:05 light engine Peak Forest to Northenden
- Notes. The line between Flixborough exchange sidings (Normanby Park) and Flixborough wharf is worked by an industrial shunter; this comment also applies for the next day. The times at Calder Bridge Junction and Healey Mills are from two different observers; the train would have taken more than 2 minutes between these locations.
- Sat. 15th 6E01 00:20 Northenden to Roxby Gullet loaded 'binliner'
0E01 04:55 light engine Roxby Gullet to Scunthorpe
6D56 08:00 Scunthorpe to Flixborough exchange sidings loaded steel
0M05 08:25 light engine Flixborough exchange sidings to Roxby Gullet
6M05 08:55 Roxby Gullet to Northenden 'binliner' empties,
noted Thorne Junction at 10:20
0H05 13:55 light engine Northenden to Peak Forest
- Sun. 16th 6L65 08:22 Peak Forest to New Mills South Junction engineers' train
6L65 20:46 reported as New Mills South Junction to Northenden engineers' train
- Note. 60001 was allocated to work 6L65 from New Mills South Junction to Crewe Basford Hall and 0L65 light engine to Peak Forest but was then reported to have worked 6L65 direct to Northenden. That seems unlikely because Northenden is a private terminal. It seems more likely that 6L65 worked from New Mills South Junction to Peak Forest, where 60001 would have refuelled and then ran light engine to Northenden for its next working.
- Mon. 17th 6E01 01:25 Northenden to Roxby Gullet loaded 'binliner'
0E01 05:55 light engine Roxby Gullet to Scunthorpe
6D56 08:25 Scunthorpe to Flixborough exchange sidings loaded steel
0M05 08:40 light engine Flixborough exchange sidings to Roxby Gullet
6M05 Roxby Gullet to Northenden 'binliner' empties, noted Huddersfield at 12:36
and Guide Bridge at 13:26
- Tues. 18th No information available
- Wed. 19th 6M85 Tunstead to Ratcliffe loaded bogie stone hoppers,
noted Clay Cross Junction at 13:22
6M95 Ratcliffe to Tunstead return empties
- Thur. 20th 6M11 Washwood Heath RMC terminal to Peak Forest empty bogie stone hoppers
- Fri. 21st 6M05 Roxby Gullet to Northenden 'binliner' empties
Allocated 0H05 light engine Northenden to Peak Forest

RCTS Log of 60001 The Railway Observer January to December 2005

January (continued)

Sat. 22nd Noted stabled Peak Forest at 12:00

Sun. 23rd No information available

Mon. 24th 6M11 Washwood Heath to Peak Forest empty bogie stone hoppers, noted Tamworth at 13:34

Tues. 25th No information available

Wed. 26th 6F02 04:00 Tunstead to Oakleigh loaded bogie limestone hoppers
6H03 08:45 Oakleigh to Tunstead empty bogie limestone hoppers
Light engine to Peak Forest
6B10 18:45 Peak Forest to Bletchley loaded bogie stone hoppers, recessed in Bescot yard from 23:05 to 23:30 and in Rugby yard from 01:00 to 04:50 on 27th, arrived Bletchley at 06:35 on 27th

Thur. 27th 6H55 10:12 Bletchley to Peak Forest empty bogie stone hoppers, noted Nuneaton at 12:13
6Z90 23:32 Peak Forest to Norwich loaded limestone in megaboxes, arrived 07:30 on 28th

Note. Limestone is seasonal traffic for the sugar beet industry that is forwarded by road from Norwich. See also RO April 2005, page 176, under the heading 'Sugarstone workings'.

Fri. 28th 0P47 09:10 light engine Norwich to Peterborough SD
0E88 17:06 light engine Peterborough SD to Ketton
6E83 18:26 Ketton to Immingham yard empty MEA box wagons

Note. These would have been empties after coal was delivered from Immingham docks to Ketton cement works

Sat. 29th 0E83 00.08 light engine Immingham yard to Immingham TMD
Noted Barnetby at 12:37 as part of Immingham TMD to Doncaster TMD light engine movement comprising 60091, 60068, 60001, 66091 and 60032

Sun. 30th Reported on engineers' train at Haughley Junction, north of Stowmarket

Mon. 31st 6N04 Lindsey to Jarrow loaded bogie oil tanks, reported in RO April 2005 under Darlington, running on the regular freight route, coming off the ECML at Northallerton, running via Stillington to rejoin the main line at Ferryhill
6N13 16.32 Tyne yard to Jarrow, the second half of the consist that was worked as far as Tyne yard on 6N04
6D44 21.15 Jarrow to Lindsey empty bogie oil tanks, arrived 02:40 on 1st Feb.

RCTS Log of 60001 The Railway Observer January to December 2005

February 2005

Summary. The month started with three days on oil tank workings from Lindsey to Kingsbury and Rectory Junction with a day on Tinsley steel workings between the two workings to Kingsbury. An Enterprise took 60001 down to Newport. It then spent most of the next ten days on various steel workings apart from a short overnight stint of about 18 hours on Boulby Mine potash trains. It then spent most of the next one and a half weeks on various stone trains from the Westbury area except for weekend engineers' trains to Cogload Junction and on to Exeter Riverside yard and the following weekend to Fairwood Junction at the west end of the Westbury avoiding line. The stone workings included trains to Appleford, Hamworthy and Stewarts Lane, all of which have previously been included in the 60001 Log for other workings but not for stone trains. The month finished with another steel working, this time Llanwern – Round Oak. The most interesting working, on 16th February, was another new one to this log. The little known Llanwern – East Usk yard steel via Orb works steel terminal on the Uskmouth branch, is believed to be the shortest regular freight working on Network Rail metals, as opposed to trip workings within yards and terminals.

Tues. 1st 0D07 03:05 light engine Lindsey to Immingham TMD
6M57 08:05 Lindsey to Kingsbury loaded bogie oil tanks
6E59 16:50 Kingsbury to Lindsey return empties
0T01 21:15 light engine Lindsey to Immingham TMD

Wed. 2nd 6J03 05:14 Immingham Dock to Tinsley Avesta loaded steel coil
6T03 08:30 Tinsley Avesta to Tinsley yard, a local trip working
6D03 20:18 Tinsley yard to Immingham Dock loaded steel slab
0D07 22:52 light engine Immingham Dock to Immingham TMD

Thur. 3rd 6M57 07:26 Lindsey to Kingsbury loaded bogie oil tanks
6E59 15:25 Kingsbury to Lindsey return empties
0E59 21:08 light engine Lindsey to Immingham TMD

Fri. 4th 6M11 02:15 Lindsey to Rectory Junction loaded bogie oil tanks
6E82 12:45 Rectory Junction to Lindsey return empties, noted looped at
Claypole, just south of Newark, between 14:04 and 14:38
6V19 18:34 Immingham yard to Margam yard Enterprise, arrived 08:30 on 5th

Sat. 5th Stabled at Margam LIP about 16:30

Sun. 6th No information available

Mon. 7th 6V08 Wolverhampton steel terminal to Margam yard steel coil empties,
noted Pontrilas at 07:54 and Newport at 08:39
6E20 Trostre to Doncaster Belmont yard steel coil empties

Tues. 8th 6D67 Doncaster Belmont yard to Rotherham steel terminal steel coil empties
6V19 Immingham yard to Margam yard Enterprise, conveying one loaded oil tank
for Toton TMD and ingots in vans for Bescot

Wed. 9th 6V19, as above, covered steel wagons noted Newport at 07:51
6H07 Margam yard to Llanwern loaded steel plate

Thur. 10th No information available

RCTS Log of 60001 The Railway Observer January to December 2005

February (continued)

- Fri. 11th 6N27 10:50 Hartlepool to Tees yard steel empties
0N10 12:00 light engine Tees yard to Thornaby TMD
Light engine Thornaby TMD to Tees Dock
6F25 15:45 Tees Dock to Boulby Mine empty potash hoppers
6F26 17:33 Boulby Mine to Tees Dock loaded potash hoppers
6F27 21:25 Tees Dock to Boulby Mine return empties
6F20 23:08 Boulby Mine to Tees Dock loaded potash hoppers,
arrived 00:25 on 12th
- Sat. 12th 6F21 00:59 Tees Dock to Boulby Mine empty potash hoppers via Tees Yard,
where it recessed from 01:20 to 03:38
6F22 05:56 Boulby Mine to Tees Dock loaded potash hoppers
0N10 08:50 light engine Tees Dock to Lackenby
6V36 09:30 Lackenby to Llanwern Exchange Sidings loaded steel slab
0T00 19:54 light engine Llanwern to Newport Godfrey Road
- Sun. 13th 0E49 10:10 light engine Newport Godfrey Road to Llanwern
Allocated to work 6E49 Llanwern to Lackenby steel empties, then 0E49 light
engine to Thornaby TMD but failed brake system, code 313 (triple valves and
distributors)
15:00 0Z60 light engine Llanwern to East Usk yard, almost certainly hauled DIT
by another locomotive
15:40 waiting transfer to TMD for repairs
- Mon. 14th Conveyed DIT between 66034 and 60018 in the consist of 6V00 23:49 [Sun]
Wembley yard to Margam yard Enterprise hauled by 66231. 60001 was probably
attached at Llanwern where 6V00 stopped from 02:50 to 03:10. 66034 was the
only serviceable locomotive of the three DIT, so may have hauled 60001 from
East Usk yard to Llanwern.
07:00 undergoing repairs to braking system (repair code 300)
08:15 work completed, no fault found
Light engine Margam LIP to Margam yard
6E09 10:10 Margam yard to Lackenby steel empties,
noted Newport at 11:30, Gatcombe (River Severn) at 12:25, Cheltenham at
13:00 and Milford Junction at 17:36
0N10 19:35 light engine Lackenby to Thornaby TMD
- Tues. 15th 0V40 04:35 light engine Thornaby TMD to Lackenby
6V40 05:20 Lackenby to Llanwern loaded steel slab,
noted Milford Junction at 08:36, Aldwarke at 09:27, Clay Cross Junction at 10:20
and Severn Tunnel Junction at 15:15
Light engine Llanwern to Newport Godfrey Road, arrived 16:11
17:54 light engine Newport Godfrey Road to Newport ADJ yard
7M12 Newport ADJ yard to Bescot Departmental, noted Newport at 18:45

RCTS Log of 60001 The Railway Observer January to December 2005

February (continued)

Wed. 16th 6F20 Llanwern to East Usk loaded steel coil
Allocated 6F23 East Usk yard to Llanwern
Noted stabled Newport Godfrey Road at 15:00
6C42 Newport ADJ yard to Westbury yard departmental, noted Newport at 17:35

Note. 6F20 and 6F23 are believed to be the shortest regular freight working on Network Rail metals, as opposed to trip workings within yards and terminals. The steel is bound for Orb works, on the Uskmouth branch, so the total journey time from Llanwern to East Usk yard is about 2 hours going via the Orb works steel terminal. 6F23 then retraces this route in the opposite direction to collect the return empties. Other steel trips in the Newport area are normally operated by the class 09 pilot running with headcode 8E01 but for some reason, probably weight, this particular trip always uses a main line locomotive. Thanks to Mark Rawlinson, editor of Freightmaster and Freightmaster OnLine for the information about these little known workings.

Thur. 17th Stabled Westbury yard at 08:15
6L21 11:54 Merehead quarry to Purfleet loaded stone in bogie boxes, noted Stratford at 19:24
6V22 23:40 Purfleet to Merehead quarry return empties, arrived 07:21 on 18th

Fri. 18th 0Y60 07:50 light engine Merehead quarry to Westbury Yard
Allocated to work 7B66 departmental to Newport ADJ yard and 7C42 departmental back to Westbury Yard
Allocation then changed to 0L21 light engine to Merehead quarry and 6L21 loaded stone in bogie boxes to Purfleet
This allocation was also cancelled and instead 60001 did shunting and trip workings between Westbury yard, Westbury PWD and Westbury virtual quarry in lieu of the local class 08 shunter
6F36 22:30 Westbury yard to Exeter Riverside yard, arrived 00:04 on 19th

Note. 6F36 was probably ballast for the weekend engineering work which seems to have been based on Exeter Riverside yard.

Sat. 19th 0F36 00:19 light engine Exeter Riverside yard to Westbury yard
6W29 20:45 Westbury yard to Cogload Junction engineers' train; reported passing Creech at 00:29 [Sun] onto possession at Bathpool, between Cogload Junction and Taunton

Sun. 20th 6W29 10:06 Taunton to Exeter Riverside yard engineers' train loaded with used ballast

Mon. 21st 6W29 11:22 Exeter Riverside yard to Westbury yard return engineers' train with a different consist of ballast wagons, noted Taunton at 12:03
15:31 A-exam completed, possibly by mobile fitters from Eastleigh TMD

Tues. 22nd 0A22 01:35 light engine Westbury yard to Whatley quarry
6A19 03:15 Whatley quarry to Acton yard loaded stone in bogie boxes
7M36 08:45 Acton yard to Gerrards Cross loaded stone in bogie boxes, noted South Ruislip at 09:36 top'n'tail with 66184
7V37 14:12 Gerrards Cross to Acton yard return empties, noted South Ruislip at 14:33 with the same pair of locos
0F03 15:20 light engine Acton yard to Acton LHS
0F03 15:30 light engine Acton LHS to Acton yard
6C50 19:45 Acton yard to Whatley quarry return empties
0T00 22:55 light engine Whatley quarry to Westbury yard

RCTS Log of 60001 The Railway Observer January to December 2005

February (continued)

Wed. 23rd 0F60 07:22 light engine Westbury yard to Whatley quarry
6O48 09:00 Whatley quarry to Hamworthy loaded stone in bogie boxes,
noted Eastleigh at 12:05
6V48 15:20 Hamworthy to Westbury yard return empties
0T00 21:30 light engine Westbury yard to Westbury PWD

Thur. 24th 6O70 01:05 Westbury PWD to Stewarts Lane loaded stone in megaboxes
6V74 08:50 Stewarts Lane to Merehead quarry return empties,
noted entering Acton yard at 11:00, Lavington at 13:22 and then recessed at
Westbury Yard from 13:30 to 13:45
7B12 15:10 Merehead quarry to Wootton Bassett loaded bogie stone hoppers
7C66 20:15 Wootton Bassett to Merehead quarry return empties
0T00 22:40 light engine Merehead quarry to Westbury yard

Note. 7B12 and 7C66 are normally hauled by a Mendip Rail class 59.

Fri. 25th 7A13 05:58 Westbury Yard to Appleford loaded stone in bogie boxes
7C48 11:56 Appleford to Merehead quarry return empties,
noted Didcot North Junction at 12:02, Swindon at 13:38 and then recessed at
Westbury Yard from 14:35 to 14:45
0Y60 16:20 light engine Merehead quarry to Westbury yard
6F74 18:31 Westbury yard to Exeter Riverside yard,
noted Tiverton Junction at 19:50
7F47 22:50 Exeter Riverside yard to Westbury yard, arrived 01:00 on 26th

Note. 6F74 and 7F47 were probably ballast trains for engineering work, as on the previous weekend.

Sat. 26th Local trip workings in the morning between Westbury yard and Westbury PWD, in
lieu of the local class 08 shunter, with the interesting headcode 0000
Stabled Westbury yard in afternoon
6W15 Westbury yard to Fairwood Junction, probably an engineers' train

Sun. 27th No information available

Mon.28th Stabled Newport Godfrey Road at 08:45
6M41 10:06 Llanwern to Round Oak loaded steel
6V61 17:25 Round Oak to Llanwern return empties
0V61 21:26 light engine Llanwern to Newport Godfrey Road

RCTS Log of 60001 The Railway Observer January to December 2005

March 2005

Summary. The month started with more steel workings until the weekend. 60001 next worked the Port Clarence – Bedworth oil tanks and then spent several days on Redcar – Scunthorpe coke trains for the steel works. It then resumed further steel workings mixed with a couple of Lynemouth – Newport Docks aluminium ingot workings, being observed in the docks while a batch of new Freightliner class 66s were being unloaded. The final nine days were mainly spent on oil tank workings from Robeston to Westerleigh and to Theale mixed with a couple of days of Trostre and Dee Marsh steel coil trains. 60001 had a B-exam at Margam LIP started on 23rd March. From 27th March to 2nd April it was on hire to the "administrative" pool WGAI.

Tues. 1st 6E05 05:11 Llanwern to Lackenby steel empties
0E05 14:40 light engine Lackenby to Thornaby TMD
6N31 15:40 A. V. Dawson, Middlesbrough to Tees yard steel empties
0N77 18:15 light engine Tees yard to Hartlepool
0N77 19:00 light engine Hartlepool to Lackenby
6N19 20:45 Lackenby to Tees yard loaded steel
0T00 21:38 light engine Tees yard to Thornaby TMD
6D42 23:57 Tees yard to Lackenby, arrive 00:20 on 2nd

Wed. 2nd 6S58 Lackenby to Dalzell loaded steel slab,
noted Dunbar at 09:50 and Longniddry at 10:03
6E30 15:40 Dalzell to Lackenby return empties,
worked by 60001 as far as Tees yard
0N00 22:25 light engine Tees yard to Thornaby TMD

Thur. 3rd 6S58 Lackenby to Dalzell loaded steel slab,
worked by 60001 from Tees yard departed 01:42
6E30 14:47 Dalzell to Lackenby return empties
0E30 20:50 light engine Lackenby to Thornaby TMD
0S58 23:30 light engine Thornaby TMD to Lackenby

Fri. 4th 6S58 02:26 Lackenby to Dalzell loaded steel slab
6E30 Dalzell to Lackenby return empties, noted Wallyford at 15:22
0E30 20:50 light engine Lackenby to Thornaby TMD

Sat. 5th 6S58 04:38 Lackenby to Dalzell loaded steel slab
6E28 Dalzell to Lackenby return empties
0E28 20:15 light engine Lackenby to Thornaby TMD

Sun. 6th Noted stabled Thornaby TMD at 13:00

Mon. 7th 6M04 Port Clarence to Bedworth loaded bogie oil tanks
6E70 Bedworth to Port Clarence return empties,
noted Nuneaton at 18:13 and Leicester at 19:55

Tues. 8th Located Redcar ore terminal at 08:45
Allocated 6D78 Redcar to Scunthorpe Trent yard loaded coke in HEA hoppers

Wed. 9th Located Scunthorpe at 01:00
6D78 Redcar to Scunthorpe Trent yard loaded coke in HEA hoppers

Thur. 10th 6N81 00:22 Scunthorpe Trent yard to Tees yard empty HEA hoppers
Light engine to Thornaby TMD
6N79 05:55 Tees yard to Redcar
6D78 10:35 Redcar to Scunthorpe Trent yard loaded coke in HEA hoppers

Note. 6N79 appears to have been the continuation of 6N81 after recessing in Tees yard.

RCTS Log of 60001 The Railway Observer January to December 2005

March (continued)

- Fri. 11th 6N81 00:20 Scunthorpe Trent yard to Tees yard empty HEA hoppers
6N79 05:32 Tees yard to Redcar (seen note under 10th)
6D78 08:57 Redcar ore terminal to Scunthorpe loaded coke in HEA hoppers
Between 17:30 and 23:00 recorded on a number of short run shunting
movements in Scunthorpe area, all with headcode 8T00
- Sat. 12th 6N81 00:43 Scunthorpe Trent yard to Tees yard
Light engine to Thornaby TMD
- Sun. 13th Noted Thornaby TMD at 07:50
Noted arriving Tees yard at 13:31 on loaded steel slab, probably for south Wales
- Mon. 14th 6M81 Llanwern to Round Oak loaded steel coil
6V07 Round Oak to Llanwern return empties
- Tues. 15th No information available
- Wed. 16th Noted in Newport Docks at 08:37 and 10:45 on empty bogie bolsters, most likely
6V49 (as worked on the 17th/18th) after unloading
Noted Chesterfield at 19:10 on northbound steel empties
- Thur. 17th 6N61 05:42 Tees yard to Lynemouth empty bogie bolsters
6N49 15:30 Lynemouth to Tees yard loaded aluminium ingots
6V49 20:54 Tees yard to Newport Docks loaded aluminium ingots, noted Wichnor
Junction at 01:40 and arrived 06:00 on 18th
Note. 6V49 is the continuation of 6N49 after recessing in Tees yard.
- Fri. 18th 0T00 07:00 light engine Newport Docks to Newport Godfrey Road
0E36 11:00 light engine Llanwern to Thornaby TMD,
noted Clay Cross Junction at 15:15
- Sat. 19th 0V40 04:08 light engine Thornaby TMD to Lackenby
6V40 05:25 Lackenby to Margam yard loaded steel slab, noted Derby at 10:25,
Stenson Junction at 10:36, Water Orton at 11:30 and Cheltenham at 13:35
Between 17:00 and 05:00 [Sun] recorded on a number shunting movements in
Margam yard, all with headcode 8T00
- Sun. 20th 6B11 08:25 Margam yard to Trostre loaded steel coil
6B61 09:59 Trostre to Margam yard steel coil empties
6B12 12:41 Margam yard to Trostre loaded steel coil
6B64 14:20 Trostre to Margam yard steel coil empties
6M94 Margam yard to Corby loaded steel coil, en-route at 08:30 on 21st
- Mon. 21st 6V92 Corby to Margam yard steel coil empties, noted at milepost 104½ near
Syston East Junction at 11:00 and departing Leicester about 11:20 after
recessing on station avoiding line to allow passenger trains to pass
6M94 22:00 Margam yard to Corby loaded steel coil, arrived 07:15 on 22nd
- Tues. 22nd 6V92 10:10 Corby to Margam yard steel coil empties, noted at milepost 82¼
north of Corby Tunnel at 10:30, Nuneaton at 12:45 and Cheltenham at 16:30
- Wed. 23rd 6B47 Westerleigh to Robeston empty bogie oil tanks, worked by 60001 from
Margam yard, departed 00:20
0B47 02:50 light engine Robeston to Margam LIP
Out of service from 13:00 until morning of Fri. 25th for B-exam
- Fri. 25th 04:20 B-exam completed
0B16 light engine Margam LIP to Robeston, noted Baglan at 17:50
6B16 20:00 Robeston to Westerleigh loaded bogie oil tanks, arr. 05:00 on 26th

RCTS Log of 60001 The Railway Observer January to December 2005

March (continued)

Sat. 26th 6B28 11:00 Westerleigh to Robeston empty bogie oil tanks, noted Newport at 12:55 and Coedkernew at 13:03, worked by 60001 as far as Margam yard
0B28 14:03 light engine Margam yard to Margam LIP

Sun. 27th 6B11 08:51 Margam yard to Trostre loaded steel coil
6B61 10:25 Trostre to Margam yard steel coil empties
6B12 14:12 Margam yard to Trostre loaded steel coil
6B64 16:25 Trostre to Margam yard steel coil empties
0B64 16:50 light engine Margam yard to Margam LIP

Note. 60001 was on hire to pool WGAI from 27th March to 2nd April. The End of the Line website www.wnxx.com described pool WGAI on its news page on 25th February "The hiring of a number of locomotives to the WGAI pool is connected with a new EWS accounting and diagramming ploy for controlling the active fleet." Pool WGAI therefore seems to be an "administrative" pool rather than a normal pool related to locomotive allocations and workings.

Mon. 28th 0A11 16:20 light engine Margam LIP to Robeston
6A11 19:45 Robeston to Theale loaded bogie oil tanks, arrived 05:20 on 29th

Tues. 29th 6B33 13:00 Theale to Robeston empty bogie oil tanks, noted Reading West Junction at 13:17, Lower Basildon at 13:27, Didcot at 13:42 and Uffington at 14:08, worked by 60001 as far as Margam yard

Wed. 30th 6B47 Westerleigh to Robeston empty bogie oil tanks, worked by 60001 from Margam yard, departed 00:26
6B13 04:17 Robeston to Westerleigh loaded bogie oil tanks, noted Newport at 09:37
6B47 18:50 Westerleigh to Robeston return empties, worked by 60001 as far as Margam yard

Thur. 31st 6B26 06:40 Margam yard to Trostre loaded steel coil
6B29 08:49 Trostre to Margam yard steel coil empties, noted Baglan at 09:25
6B03 10:04 Margam yard to Newport ADJ yard, noted passing Cardiff Canton TMD at 10:30
0M86 11:30 light engine Newport ADJ yard to Llanwern
6M86 12:31 Llanwern to Dee Marsh loaded steel coil, noted Pontrilas at 13:55, Hereford at 14:11 and Wrexham at 17:40
6V80 19:40 Dee Marsh to Llanwern return empties, arrived 00:55 on 1st April

Note. 6B03 is believed to be the continuation of 6B29 from Trostre, after recessing in Margam yard. The load when noted passing Cardiff Canton TMD was two covered coil carriers and four vans; there may have been changes to the consist when recessed at Margam yard for about half an hour.

RCTS Log of 60001 The Railway Observer January to December 2005

April 2005

Summary. The hire of 60001 to pool WGAI continued until the end of 2nd April. Steel workings continued for the first four days, then an intermodal took 60001 over from Tees yard to Carlisle where it was stabled in the station most of the day and then worked a local Workington departmental. Early the next day it ran as a 'thunderbird' to Lockerbie. It was hired to pool WBAK and hauled a failed class 67, on the Walsall to Aberdeen parcels, from there to Mossend yard where another class 67 took over. The hire to pool WBAK ended after 60001 had run light engine back to Carlisle yard. After a local trip working to MoD Longtown, it returned to Tees yard on another intermodal. Both the 'thunderbird' rescue and the trip working to MoD Longtown are new to this log. 60001 then returned to long distance steel workings and, after two runs to Dalzell and two weekend runs to Llanwern, it failed at Morpeth on 11th April while working another loaded train to Dalzell. 60001 and the loaded train were rescued by a class 66 and hauled as far as Millerhill yard, where 60001 was removed from the train and taken into the LIP covered with oil along about a quarter of one side as a result of engine failure. It was returned to Thornaby TMD two days later and has been under repair since then. At the time of compiling this log, the expected OK date was 30th April.

- Fri. 1st Still on hire to pool WGAI, see note under 27th March
6H10 01:23 Llanwern to Margam yard steel empties
07:38 (WTT time) 6H03 Margam yard to Llanwern loaded steel slabs,
noted Newport at 10:32 with 66086 DIT
6H04 12:40 Llanwern to Margam yard steel empties, noted Newport at 12:58
Various shunting movements at Margam yard, with headcode 8T00,
between 14:15 and 18:00
- Sat. 2nd 6B26 06:21 Margam yard to Trostre loaded steel coil
6B29 08:20 Trostre to Margam yard steel empties
6B41 11:16 Margam yard to Trostre loaded steel coil
6B16 13:50 Trostre to Margam yard steel empties
Hire to pool WGAI ended
- Sun. 3rd 6B46 09:39 Margam yard to Llanwern loaded steel
0T00 12:25 light engine Llanwern to Margam LIP
6E30 17:25 Margam yard to Hartlepool loaded steel coil and empty limestone
wagons, noted Pontrilas at 19:35 and Abergavenny at 19:17,
arrived 06:35 on 4th
- Mon. 4th 6N27 12:55 Hartlepool to Tees yard steel empties
0P00 13:30 light engine Tees yard to Thornaby TMD
6N74 16:44 Tees yard to Hartlepool loaded steel
6N77 19:56 Hartlepool to Tees yard steel empties
6M57 21:35 Tees yard to Carlisle yard intermodal, arrived 01:00 on 5th
- Tues. 5th Allocated 6C97 Carlisle yard to Workington yard departmental and 6C98 return
but instead 0T00 09:15 light engine Carlisle yard to Carlisle station stabling point
0C95 16:32 light engine Carlisle station stabling point to Workington
6C99 18:05 Workington yard to Carlisle yard departmental
0T00 19:34 light engine Carlisle yard to Carlisle station stabling point

RCTS Log of 60001 The Railway Observer January to December 2005

April (continued)

- Wed. 6th 0Z99 05:15 light engine Carlisle station stabling point to Carlisle station
1Z99 05:45 Carlisle station to Lockerbie; 1Z99 is the 'Thunderbird' headcode for a locomotive going to the assistance of a failed train
On hire to pool WABK, EWS class 67 RETB fitted
1S03 Lockerbie to Mossend yard, hauling failed 67004 DIT on 1S03 Walsall to Aberdeen parcels that failed at Lockerbie and was removed at Mossend; the train was taken forward to Aberdeen by 67027
0C19 08:50 light engine Mossend yard to Carlisle yard
Hire to pool WABK ended
6C80 13:40 Carlisle yard to MoD Longtown
6C85 15:40 MoD Longtown to Carlisle yard
6E62 17:27 Carlisle yard to Tees yard intermodal
0P00 21:30 light engine Tees yard to Thornaby TMD
Note. 6C80 and 6C85 would have been local trip workings for MoD traffic.
- Thur. 7th 6S58 01:20 Lackenby to Dalzell loaded steel slab
6E30 13:05 Dalzell to Lackenby return empties, noted Wester Hailes at 14:49
0E30 20:30 light engine Lackenby to Thornaby TMD
0D42 23:18 light engine Thornaby TMD to Lackenby
- Fri. 8th 6S58 02:00 Lackenby to Dalzell loaded steel slab
6E30 12:53 Dalzell to Lackenby return empties, noted Newcraighall at 14:56 and Wallyford at 15:30
0E30 20:45 light engine Lackenby to Thornaby TMD
- Sat. 9th Allocated to work 6N57 Tees yard to Tees Dock
0V36 07:38 light engine Tees Dock to Lackenby
6V36 09:10 Lackenby to Llanwern loaded steel slab
0V36 19:00 light engine Llanwern to East Usk yard
- Sun. 10th 6E48 10:15 Llanwern to Lackenby steel empties
0E48 light engine Lackenby to Thornaby TMD
0N23 light engine Tees yard to Lackenby, running instead of the allocated 6N23 Tees yard to Lackenby trip working
- Mon. 11th 6S58 01:50 Lackenby to Dalzell loaded steel slab, failed with loss of power while approaching Morpeth at 05:15 and crawled into the down loop. 66226 was attached to the front of the train and hauled 60001 DIT and the loaded train to Millerhill yard. 6S58 was then worked forward from Millerhill yard to Dalzell by 66175
0T00 09:57 light engine Millerhill yard to Millerhill LIP, hauled DIT by 66226
Noted inside Millerhill LIP at 14:30
Allocated repair code 100 (repairs to engine)
- Tues. 12th Located at Millerhill, noted outside south end of LIP in afternoon with approximately one quarter of the single grille side completely covered in oil around the grille
- Wed. 13th DIT on 6M49 05:10 Millerhill yard to Carlisle yard departmental, believed to have been hauled by 90039 which worked 6S50 Carlisle to Millerhill yard departmental in the afternoon
DIT on 6E62 16:52 Carlisle yard to Tees yard intermodal, noted Tyne Yard at about 19:55 hauled by 66123
0T00 21:30 light engine Tees yard to Thornaby TMD, probably hauled by 66123
- Thur. 14th Located at Thornaby TMD
Allocated repair code 120 (cylinder heads including gaskets and seals)
Expected OK 18:00 on 16th May

RCTS Log of 60001 The Railway Observer January to December 2005

April (continued)

- Thur. 21st 06:00 Expected OK brought forward to 18:00 on 30th April, repair code changed to 111 (cylinder liners and seals)
18:00 Repair code changed to 123 (cams, camshafts and timing gear), then back to 111 (cylinder liners and seals)
- Sat. 23rd Noted in the maintenance/repair bays at Thornaby TMD

May 2005

Summary. The repair to 60001's engine at Thornaby TMD took longer than originally expected. It returned to service on the afternoon or evening of 18th, initially restricted to out and back workings from Tees yard so that its condition could be monitored. As well as local workings to Boulby Mine, Hartlepool, Tees Dock and Thrislington, these out and back workings included a Scunthorpe steel working, a Dalzell steel working and a Port Clarence – Bedworth oil working. After this week "on probation" 60001 worked some engineers' trains on the WCML and then ended the month on coal trains in the Worksop area.

In the April log, the last report was "Expected OK" on 30th April, with repair code 111 (cylinder liners and seals). During the first half of May the "Expected OK" date moved backward several times, possibly due to waiting for spare parts. 60001 was moved outside the maintenance bay on at least one occasion, being noted from a passing train at 12:30 on 12th May but had been moved back inside when the correspondent passed the depot on his return journey at 16:55. It was also observed in the depot yard on 13th and 16th May. The repair code had reverted to 123 (cams, camshafts & timing gear) by the 17th. That would seem to indicate the final stage of reassembling the engine.

- Wed. 18th 60001 returned to service
0N53 15:39 light engine Thornaby TMD to Tees Dock
6N55 17:53 Tees Dock to Tees yard intermodal
6Z85 20:30 Tees yard to Tees Dock loaded steel
0Z85 21:00 light engine Tees Dock to Tees yard
0G63 22:00 light engine Thornaby TMD to Tees Dock
6G63 23:35 Tees Dock to Lackenby steel empties, arrived 00:10 on 19th
- Thur. 19th 6G60 02:05 Lackenby to Tees Dock loaded steel
0N10 02:55 light engine Tees Dock to Tees yard
6N90 08:20 Tees yard to Thrislington quarry empty lime wagons
6N91 11:03 Thrislington quarry to Tees yard loaded lime wagons
6D11 15:05 Lackenby to Scunthorpe Trent yard steel empties
0N73 19:30 light engine Scunthorpe to Lackenby
0Z00 23:00 light engine Lackenby to Thornaby TMD
- Fri. 20th 6D69 01:50 Lackenby to Scunthorpe steel empties
8T00 shunting at Scunthorpe steel works entrance C
6N30 13:30 Scunthorpe to Lackenby loaded steel
0N30 18:10 Lackenby to Thornaby TMD
- Sat. 21st No information available

RCTS Log of 60001 The Railway Observer January to December 2005

May (continued)

- Sun. 22nd 6G60 09:50 Lackenby to Tees Dock loaded steel
6P60 11:00 Tees Dock to Tees yard steel empties
Probably light engine to Lackenby
6G63 13:12 Lackenby to Tees Dock loaded steel
6G67 14:20 Tees Dock to Lackenby steel empties
0G68 15:10 light engine Lackenby to Tees Dock
6G68 19:42 Tees Dock to Lackenby steel empties
0G69 20:40 light engine Lackenby to Thornaby TMD
- Mon. 23rd 6E49 03:49 Tees yard to Lackenby steel empties
6G60 05:05 Lackenby to Tees Dock loaded steel
0G60 05:59 light engine Tees Dock to Thornaby TMD
6N90 07:42 Tees yard to Thrislington quarry empty lime wagons
6N91 11:15 Thrislington quarry to Tees yard loaded lime wagons,
noted arriving at 11:56
6N74 16:20 Tees yard to Hartlepool loaded steel
6N77 17:55 Hartlepool to Tees yard steel empties
0I00 18:40 light engine Tees yard to Thornaby TMD
20:00 out of service for brake blocks, returned to service 22:45
6D42 23:27 Tees yard to Lackenby, arrived 00:05 on 24th
- Tues. 24th 6S58 01:57 Lackenby to Dalzell loaded steel
6E30 13:20 Dalzell to Lackenby return empties, noted Longniddry at 15:41
0E30 20:35 light engine Lackenby to Thornaby TMD
- Wed. 25th 0M04 00:01 light engine Thornaby TMD to Port Clarence
6M04 01:10 Port Clarence to Bedworth loaded bogie oil tanks,
noted Toton at about 07:30, arrived Bedworth at 10:45
6E70 15:44 Bedworth to Port Clarence return empties,
noted Nuneaton at 17:13, arrived Port Clarence at 00:40 on 26th
- Thur. 26th 0E70 02:05 light engine Port Clarence to Thornaby TMD
6F45 09:02 Tees yard to Skinningrove steel empties
6F46 12:20 Skinningrove to Tees yard loaded steel,
noted Middlesbrough station at 14:32
Noted in eastbound loop east of Redcar station shortly after 15:00
with potash empties for Boulby Mine
Noted light engine passing Middlesbrough station at 16:33
and on Thornaby TMD at 16:56
- Fri. 27th 6M57 00:15 Tees yard to Carlisle yard intermodal
6C97 07:32 Carlisle yard to Workington departmental
6C98 10:00 Workington to Carlisle yard departmental
6K05 12:10 Carlisle yard to Crewe Basford Hall yard departmental,
noted Tebay at 13:30 and Carnforth at 14:30
6G06 19:12 Crewe Basford Hall yard to Bescot Engineers yard engineers' train
6P06 23:48 Bescot Engineers yard to Coventry station engineers' train,
arrived 01:28 on 28th
- Sat. 28th 20:15 6P06 Rugby Trent Valley Junction to Bescot down sidings engineers' train,
probably having worked along an engineers' possession from Coventry to Rugby
- Sun. 29th 0E03 21:22 light engine Bescot to Worksop, arrived 00:05 on 30th
- Mon. 30th Located all day at Worksop LHS

RCTS Log of 60001 The Railway Observer January to December 2005

May (continued)

Tues. 31st 0T00 07:00 light engine Worksop LHS to Worksop yard
6K41 08:00 Worksop yard to Rossington colliery empty MGR
6B41 10:30 Rossington colliery to Worksop yard loaded MGR

June 2005

Summary. The month started with 60001 working empty sand hoppers, which may have come from Monk Bretton, to Middleton Towers and then loaded sand hoppers to Goole glassworks, all these being new workings in the log. After a weekend engineers' train on the Hertford East branch, it had a week on its regular oil and iron ore routes, followed by another engineers' train, this time on the ECML in the Stoke Tunnel area. The next week had several interesting workings, 60001's first oil tanks working to Drax power station for two years and its first visit there since October 2003, its first working on bitumen tanks from Lindsey to Preston Docks, which it did again later in the month, and its first working on oil tanks from Lindsey to Pilkington Ravenhead Works, St. Helens which is a very occasional movement. After going light engine to Warrington, because there was no return load, 60001 failed with engine shut down and had to be hauled DIT on two Enterprises back to Immingham TMD where it had a B-exam. On return to service it mainly worked its regular iron ore and oil routes for the rest of the month.

Wed. 1st 6Z31 09:41 Worksop yard to Peterborough yard empty sand hoppers
6L98 11:21 Peterborough yard to Middleton Towers empty sand hoppers
6E88 18:15 Middleton Towers to Kings Lynn yard loaded sand hoppers

Note. The empty sand hoppers may have come from Monk Bretton; 60001 was initially allocated to work to Middleton Towers and back to Monk Bretton. 6Z31 and 6L98 were the same train with headcode change at Peterborough yard, probably accompanied by a crew change; it was initially allocated to make the whole journey from Worksop yard as 6L98.

Thur. 2nd 6Z88 04:20 Kings Lynn yard to Peterborough station loaded sand hoppers
6H92 05:43 Peterborough station to Goole glassworks loaded sand hoppers
6H93 16:03 Goole glassworks to Peterborough yard return empties

Note. 60001 worked 6E88 from Middleton Towers as far as Kings Lynn yard on the evening of the 1st, recessed there for 10 hours and continued as 6Z88 as far as Peterborough station where it changed headcode again to 6H92, probably accompanied by a crew change.

Fri. 3rd 6Z82 04:30 Peterborough yard to Doncaster Down Decoy yard departmental
0F00 06:31 light engine Doncaster Down Decoy yard to Peterborough SD
0E56 09:30 light engine Peterborough SD to Whitemoor yard
6E56 10:43 Whitemoor yard to Tallington departmental (empty flat wagons),
noted Whittlesea at 10:52
6L56 14:09 Tallington to Whitemoor yard departmental (new concrete sleepers),
noted Peterborough at 14:29
0E51 15:25 light engine Whitemoor yard to Peterborough SD

Sat. 4th 0T13 20:34 light engine Peterborough SD to Whitemoor yard
6T13 21:25 Whitemoor yard to Broxbourne engineers' train, arrived 00:09 on 5th
Note. 6T13 was worked top'n'tail with 60059 leading and 60001 DIT at the rear.

RCTS Log of 60001 The Railway Observer January to December 2005

June (continued)

Sun. 5th 6T13 08:27 Harlow Mill to Whitemoor yard return engineers' train
0T13 10:53 light engine Whitemoor yard to Peterborough SD
0D08 20:30 light engine Peterborough SD to Immingham TMD, arrived 00:16 on
6th

Note. After arrival at Broxbourne, 60001 then worked the train along the Hertford East branch, 60059 worked it back to Broxbourne Junction and 60001 hauled the return to Whitemoor yard. It is very likely that 0D08 would have been a convoy of several locos that had been working engineers' trains from Whitemoor yard; 60001, 60021, 60023 and 60059 were all working from Whitemoor yard over the weekend.

Mon 6th 6M57 06:54 Lindsey to Kingsbury loaded bogie oil tanks, noted Stenson Junction
at 11:01
6E59 16:25 Kingsbury to Lindsey return empties
0E59 23:25 light engine Lindsey to Immingham TMD

Tues. 7th 6N10 08:37 Humber to Jarrow loaded bogie oil tanks, noted Ferryhill at 13:03
0N04 15:43 light engine Jarrow to Tyne yard
6N13 17:28 Tyne yard to Jarrow loaded bogie oil tanks
6D46 21:05 Jarrow to Humber return empties, arrived 02:17 on 8th

Note. The full train 6N10 is worked from Lindsey to Tyne yard. Half the train is then 'tripped' forward to Jarrow. The loco returns light engine to Tyne yard to collect the second half of the train which is 'tripped' to Jarrow as 6N13. After unloading, the two empty halves of the train are combined at Jarrow and worked back to Lindsey.

Wed. 8th 0D46 03:15 light engine Humber to Immingham TMD
6M57 07:00 Lindsey to Kingsbury loaded bogie oil tanks, noted Wichnor Junction
at 11:11
6E59 Kingsbury to Lindsey return empties, noted Wrawby Junction at 20:55

Thur. 9th 6M57 Lindsey to Kingsbury loaded bogie oil tanks
6E59 Kingsbury to Lindsey return empties

Fri. 10th 6T18 01:34 Immingham to Santon loaded iron ore tipplers
6K18 02:51 Santon to Immingham return empties
6T23 10:00 Immingham to Santon loaded iron ore tipplers
6K23 11:17 Santon to Immingham return empties
6T27 16:59 Immingham to Santon loaded iron ore tipplers
6K27 18:15 Santon to Immingham return empties
6T29 19:48 Immingham to Santon loaded iron ore tipplers
6K29 22:50 Santon to Immingham return empties
0K29 23:36 light engine Immingham ore terminal to Immingham TMD

Sat. 11th 0H05 03:35 light engine Immingham TMD to Peterborough SD
0T00 light engine Peterborough SD to Whitemoor yard, arrived 18:40
7G01 19:30 Whitemoor yard to Stoke Tunnel engineers' train

Sun. 12th 7G01 08:45 Stoke Tunnel to Whitemoor yard return engineers' train
0T00 09:47 light engine Whitemoor yard to Peterborough SD
0D08 17:56 light engine Peterborough SD to Doncaster TMD

Mon. 13th 0D07 00:01 light engine Doncaster TMD to Immingham TMD
6D73 05:36 Lindsey to Drax loaded bogie oil tanks
6D13 14:32 Drax to Lindsey return empties
0D13 16:59 light engine Lindsey to Immingham TMD
0T30 20:41 light engine Immingham TMD to Immingham ore terminal
6T30 21:42 Immingham to Santon loaded iron ore tipplers
6K30 23:35 Santon to Immingham return empties, arrived 00:32 on 14th

RCTS Log of 60001 The Railway Observer January to December 2005

June (continued)

Tues. 14th 6T18 01:26 Immingham to Santon loaded iron ore tipplers
6K18 03:30 Santon to Immingham return empties
6T20 04:55 Immingham to Santon loaded iron ore tipplers
6K20 06:38 Santon to Immingham return empties
6T22 08:04 Immingham to Santon loaded iron ore tipplers
6K22 09:39 Santon to Immingham return empties
6T24 11:20 Immingham to Santon loaded iron ore tipplers, noted Barnetby at 11:52
6K24 13:10 Santon to Immingham return empties, noted Barnetby at 13:31
6T26 14:51 Immingham to Santon, noted Barnetby at 15:22 running light engine instead of loaded iron ore tipplers
6K26 17:26 Santon to Immingham return empties
6T28 19:09 Immingham to Santon loaded iron ore tipplers
6K28 20:35 Santon to Immingham return empties
OK28 21:45 light engine Immingham ore terminal to Immingham TMD

Wed. 15th 6M32 00:06 Lindsey to Preston Docks loaded bogie bitumen tanks
6E32 12:54 Preston Docks to Lindsey return empties, noted Lostock Hall Junction at 13:15 and Brocklesby Junction at 17:30
OD07 17:55 light engine Lindsey to Immingham TMD
6M60 22:50 Lindsey to Pilkington Ravenhead Works, St. Helens loaded bogie oil tanks, arrived 09:35 on 16th

Note. There is a pool of 17 TEA bogie tanks, see RO November 2005 page 532, for the bitumen traffic of which about 14 are operational and the remainder stored at Lindsey oil refinery. The bitumen is carried at temperatures above 100 degrees. RO November 2005 page 532 has a photo of 6E32 return empties being hauled by 60013 in April 2005.

Thur. 16th OT00 16:00 light engine Pilkington Ravenhead Works, St. Helens to Warrington Arpley LIP
Light engine Warrington Arpley LIP to Carnforth bottom end sidings, noted Hest Bank at 15:42
6L31 20:50 Carnforth bottom end sidings to Crewe Basford Hall yard departmental (ballast), noted Hest Bank at 21:13

Fri. 17th 6L32 00:46 Crewe Basford Hall yard to Guide Bridge departmental
7L32 04:40 Guide Bridge to Crewe Basford Hall yard departmental
OL32 06:45 light engine Crewe Basford Hall yard to Warrington Arpley yard
6L30 07:50 Warrington Arpley yard to Castleton cwr depot departmental
6Z30 13:21 Castleton cwr depot to Warrington Arpley yard departmental
OZ30 15:45 light engine Warrington Arpley yard to Warrington Arpley LIP

Sat. 18th Allocated to work 6E37 but failed, engine shut down
6E37 01:45 Warrington Arpley yard to Doncaster Belmont yard Enterprise, noted Warrington Bank Quay station at 01:55
6D65 09:30 Doncaster Belmont yard to Immingham yard Enterprise, noted Melton Ross at 10:52
OD65 11:30 light engine Immingham yard to Immingham TMD

Note. 60001 was hauled DIT by 66082 on both 6E37 and 6D65, probably also on OD65. Although they were both Enterprises, 6E37 and 6D65 were separate trains with different loads. 6E37 was mostly loaded MGR wagons while 6D65 was mainly ferryvans and containers
Out of service from 12:45 for B-exam, completed 19:00 on 19th

Sun. 19th 19:00 B-exam completed, available for service

RCTS Log of 60001 The Railway Observer January to December 2005

June (continued)

- Mon. 20th 6J03 03:55 Immingham Dock to Tinsley Avesta loaded steel coil
6T02 07:00 Tinsley Avesta to Tinsley yard, a local trip working
6D03 18:45 Tinsley yard to Immingham Dock loaded steel slab
6D03 21:10 light engine Immingham Dock to Immingham TMD
- Tues. 21st 6M11 02:15 Lindsey to Rectory Junction loaded bogie oil tanks, noted
Nottingham at 05:40
6E82 12:49 Rectory Junction to Lindsey return empties
OT01 light engine Lindsey to Immingham TMD
OT30 20:41 light engine Immingham TMD to Immingham ore terminal
6T30 21:52 Immingham to Santon loaded iron ore tipplers
6K30 23:25 Santon to Immingham return empties, arrived 00:30 on 22nd
- Wed. 22nd 6T18 01:43 Immingham to Santon loaded iron ore tipplers
6K18 03:17 Santon to Immingham return empties
6T20 04:42 Immingham to Santon loaded iron ore tipplers
6K20 07:18 Santon to Immingham return empties
6T22 Immingham to Santon loaded iron ore tipplers
Continued working the Immingham – Santon iron ore circuit, full details not
known but was reported on 6K24 Immingham to Santon empties and allocated to
work 6T27 Immingham to Santon loaded train
OK29 23:27 light engine Immingham ore terminal to Immingham TMD
- Thur. 23rd 6M18 17:25 Lindsey to Kingsbury loaded bogie oil tanks
- Fri. 24th 6E46 04:10 Kingsbury to Lindsey empty bogie oil tanks, noted Barnetby at 09:22
0E46 09:55 light engine Lindsey to Immingham TMD
0D96 13:47 light engine Immingham TMD to Welton; noted Barnetby at 14:09
6D96 15:27 Welton to Immingham Dock loaded bogie oil tanks
0D96 16:59 light engine Immingham Dock to Immingham TMD
OT30 20:41 light engine Immingham TMD to Immingham ore terminal
6T31 23:40 Immingham to Santon loaded iron ore tipplers, arrived 00:34 on
25th
- Sat. 25th 6K31 01:00 Santon to Immingham return empties
6T19 02:46 Immingham to Santon loaded iron ore tipplers
6K19 04:26 Santon to Immingham return empties
6T21 06:39 Immingham to Santon loaded iron ore tipplers
6K21 07:53 Santon to Immingham return empties
OK21 09:25 light engine Immingham ore terminal to Immingham TMD
- Sun. 26th Located all day at Immingham TMD
- Mon. 27th 6M32 00:44 Lindsey to Preston Docks loaded bogie bitumen tanks
6E32 12:54 Preston Docks to Lindsey return empties
0D07 17:50 light engine Lindsey to Immingham TMD
OT30 20:41 light engine Immingham TMD to Immingham ore terminal
6T30 22:36 Immingham to Santon loaded iron ore tipplers
6K30 23:55 Santon to Immingham return empties, arrived 00:39 on 28th
- Tues. 28th 6T18 01:29 Immingham to Santon loaded iron ore tipplers
6K18 03:02 Santon to Immingham return empties
6T21 06:54 Immingham to Santon loaded iron ore tipplers
6K21 08:25 Santon to Immingham return empties
Later workings not known; probably continued on the Immingham – Santon iron
ore circuit

RCTS Log of 60001 The Railway Observer January to December 2005

June (continued)

Wed. 29th 6M11 02:14 Lindsey to Rectory Junction loaded bogie oil tanks
6E82 13:15 Rectory Junction to Lindsey return empties
0E88 17:22 light engine Lindsey to Immingham TMD
0T30 20:41 light engine Immingham TMD to Immingham ore terminal
6T30 21:38 Immingham to Santon loaded iron ore tipplers
6K30 22:56 Santon to Immingham return empties

Thur. 30th 6T18 01:13 Immingham to Santon loaded iron ore tipplers
6K18 02:49 Santon to Immingham return empties
6T20 04:38 Immingham to Santon loaded iron ore tipplers
6K20 05:54 Santon to Immingham return empties
6T22 07:45 Immingham to Santon loaded iron ore tipplers
6K22 09:40 Santon to Immingham return empties
6T24 11:21 Immingham to Santon loaded iron ore tipplers
6K24 12:55 Santon to Immingham return empties
6T26 15:47 Immingham to Santon loaded iron ore tipplers
6K26 17:00 Santon to Immingham return empties
6T28 19:15 Immingham to Santon loaded iron ore tipplers
6K28 20:34 Santon to Immingham return empties
0K28 21:36 light engine Immingham ore terminal to Immingham TMD

July 2005

Summary. The month started with a day on the Immingham Dock – Tinsley steel trains, one of the most efficient freight workings because it is loaded in both directions. The following week was spent on stone workings from Bardon Hill quarry to Angerstein Wharf and to Harlow Mill. There followed a week on sand workings from Angerstein Wharf to Park Royal and Stewarts Lane; these workings are new to the log with Park Royal also being a new destination in it. There was another new destination the following week when 60001 worked ballast from Grain to West Ruislip London Underground depot. It then escaped from the London area by hauling empty megaboxes from Acton yard to Merehead quarry, normally diagrammed for a Mendip Rail class 59. The following day it hauled autoballasters on the Westbury to Newport ADJ yard departmental, its first working to Wales since it returned to service in May; two months away from Wales is a very long time for an active class 60. The rest of the month was spent mainly on oil trains from Robeston to Theale and Westerleigh interspersed with a steel train to Round Oak and one to Dee Marsh and a stone train from Jersey Marine.

60001 worked on engineers' trains every weekend in July, the first to Stevenage, then two successive weekends to Purley and finally two in the Bridgend area. During this month it was repaired twice, high pressure fuel pipes at Temple Mills TMD and again to the fuel and speed control system at Hither Green TMD.

Fri. 1st 6J03 04:01 Immingham Dock to Tinsley Avesta loaded steel coil
6T03 07:00 Tinsley Avesta to Tinsley yard, a local trip working
6D03 18:32 Tinsley yard to Immingham Dock loaded steel slab,
noted Kirk Sandall at 19:30
0D03 21:20 light engine Immingham Dock to Immingham TMD

RCTS Log of 60001 The Railway Observer January to December 2005

July (continued)

- Sat. 2nd 0H05 10:00 light engine Immingham TMD to Peterborough SD,
noted arriving at 12:25 with 60013 hauling 60023 and 60001 DIT
0G01 16:00 light engine with 60023 Peterborough SD to Whitemoor yard
8G01 17:30 Whitemoor yard to Stevenage engineers' train,
noted Peterborough at about 18:45 top'n'tailed with
60001 at south end of the train and 60023 at the north end
- Sun. 3rd 8G01 20:56 Stevenage to Whitemoor yard return engineers' train,
arrived 05:04 on 4th
- Mon. 4th 0T00 06:00 light engine Whitemoor yard to Peterborough SD
6M64 11:53 Peterborough yard to Mountsorrel quarry empty self-discharge train
0F54 19:00 light engine Mountsorrel quarry to Bardon Hill
6L18 21:27 Bardon Hill quarry to Harlow Mill loaded bogie stone hoppers,
arrived 07:00 on 5th
- Tues. 5th 6M14 11:00 Harlow Mill to Bardon Hill quarry empty bogie stone hoppers,
noted Whittlesea and then Peterborough a few minutes later at 13:01
0F79 19:03 light engine Bardon Hill quarry to Leicester SD
0O59 23:32 light engine Leicester SD to Bardon Hill quarry,
arrived 00:09 on 6th
- Wed. 6th 6O59 01:06 Bardon Hill quarry to Angerstein Wharf loaded bogie stone hoppers
6M79 12:26 Angerstein Wharf to Bardon Hill quarry return empties,
noted Belvedere at 12:59, Sidcup at 13:17 and Desborough at 17:10
6L18 19:43 Bardon Hill quarry to Harlow Mill loaded bogie stone hoppers,
arrived 07:00 on 7th
- Thur. 7th 6M14 10:30 Harlow Mill to Bardon Hill quarry empty bogie stone hoppers, noted
Ely at 11:37 and Peterborough at 14:08 after a long stay in the loop at March
0F54 18:02 light engine Bardon Hill quarry to Leicester SD
0O59 23:34 light engine Leicester SD to Bardon Hill quarry, arrived 00:12 on 8th
- Fri. 8th 6O59 00:48 Bardon Hill quarry to Angerstein Wharf loaded bogie stone hoppers
6M79 12:31 Angerstein Wharf to Bardon Hill quarry return empties, noted
Woolwich at 12:44, worked by 60001 as far as Acton yard where it was replaced
by 66178; 60001 was taken out of service because of suspected problems with
high pressure fuel pumps, code 150, and sent to Temple Mills TMD for repair
0M79 15:10 light engine Acton yard to Acton LHS
0F59 19:55 light engine Acton yard to Temple Mills TMD, 60001 appears to have
been hauled DIT by another locomotive
Out of service from 22:00 for repairs to high pressure fuel pipes, code 152,
repairs completed at 23:40
- Sat. 9th 0V03 00:16 light engine Temple Mills TMD to Acton yard
0F59 02:30 light engine Acton yard to Hoo Junction up yard
6Z32 08:44 Hoo Junction up yard to Purley engineers' train
- Sun. 10th Appears to have been at Purley all day
- Mon. 11th 6Z31 01:34 Purley to Hoo Junction yard return engineers' train
0Y05 light engine Hoo Junction yard to Hither Green TMD

RCTS Log of 60001 The Railway Observer January to December 2005

July (continued)

- Tues. 12th 0V54 05:30 light engine Hither Green LHS to Angerstein Wharf
7U40 09:55 Angerstein Wharf to Stewarts Lane loaded bogie sand hoppers
7U41 14:50 Stewarts Lane to Angerstein Wharf return empties
0077 17:53 light engine Angerstein Wharf to Hither Green LHS
- Wed. 13th 0V54 light engine Hither Green LHS to Angerstein Wharf
7V55 09:05 Angerstein Wharf to Park Royal loaded bogie sand hoppers,
noted Sidcup at 09:47
7O78 14:35 Park Royal to Angerstein Wharf return empties
0077 17:43 light engine Angerstein Wharf to Hither Green LHS
19:30 out of service at Hither Green TMD because of low power, available for
service at 22:15 after repair to governor and fuel pump linkage including drive,
repair code 141
- Thur. 14th Light engine Hither Green LHS to Angerstein Wharf
7V55 08:50 Angerstein Wharf to Park Royal loaded bogie sand hoppers,
noted Sidcup at 09:43
7O78 14:40 Park Royal to Angerstein Wharf return empties,
noted Castle Bar Park at 14:57 and Willesden Junction at 15:25
0077 17:43 light engine Angerstein Wharf to Hither Green LHS
- Fri. 15th 0V54 light engine Hither Green LHS to Angerstein Wharf
7U40 08:55 Angerstein Wharf to Stewarts Lane loaded bogie sand hoppers,
noted Sidcup at 09:40
7U41 14:15 Stewarts Lane to Angerstein Wharf return empties
0077 17:39 light engine Angerstein Wharf to Hither Green LHS
- Sat. 16th 7U38 09:15 Angerstein Wharf to Hither Green down sidings
loaded bogie sand hoppers
8T00 10:30 light engine Hither Green down sidings to Hither Green LHS
0Z21 17:00 light engine Hither Green LHS to Hoo Junction up yard
6Z42 19:07 Hoo Junction up yard to Purley engineers' train, mainly stone in box
wagons with 66087 at the rear, noted Dartford at 19:30
- Note. The consist from 7U38 would then be worked forward on Monday morning to either Luton,
Paddington new yard or Park Royal.
- Sun. 17th Appears to have been at Purley all day
- Mon. 18th Probably worked back to Hoo Junction yard in the early hours, as on the 11th
Light engine Hoo Junction yard to Hither Green LHS
6U54 22:04 Hither Green down sidings to Grain empty ballast wagons
- Tues. 19th 7M60 03:15 Grain to West Ruislip London Underground depot
loaded ballast in box wagons
0V60 07:13 light engine West Ruislip London Underground depot to Acton yard
0F03 08:07 light engine Acton yard to Acton LHS
6C77 11:58 Acton yard to Merehead quarry empty bogie boxes,
noted Theale at 13:32
0C77 16:30 light engine Merehead quarry to Westbury yard
- Wed. 20th 6B66 11:10 Westbury yard to Newport ADJ yard departmental,
empty autoballaster hoppers, noted Bath at 11:44, Pilning at 12:21
and Newport about 13:00
0B66 13:10 light engine Newport ADJ yard to Newport Godfrey Road
- Thur. 21st 0F85 06:56 light engine with 60086 Newport Godfrey Road to Margam LIP
0A11 17:54 light engine Margam LIP to Robeston
6A11 22:05 Robeston to Theale loaded bogie oil tanks, arrived 05:18 on 22nd

RCTS Log of 60001 The Railway Observer January to December 2005

July (continued)

- Fri. 22nd 6B33 13:30 (WTT time) Theale to Robeston empty bogie oil tanks, noted Didcot at 14:09 and Newport at 16:37, worked by 60001 as far as Margam yard
- Sat. 23rd 6M11 00:32 Margam yard to Round Oak loaded steel coil in hooded wagons
6V05 09:07 Round Oak to Margam yard return empties, running via Bristol Parkway, noted Standish Junction at 11:49 and Newport at 13:49
6W17 23:23 Margam yard to Bridgend engineers' train, arrived 03:47 on 24th, reported in September RO to be ballast for Pencoed
- Sun. 24th 6W16 20:48 Bridgend to Margam yard return engineers' train
OT00 21:10 light engine Margam yard to Port Talbot steel works
Shunting at Port Talbot steel works under headcode 8T00
- Mon. 25th 0B13 01:20 light engine Margam LIP to Robeston
6B13 04:00 Robeston to Westerleigh loaded bogie oil tanks, noted Newport at 09:45
6B47 19:36 Westerleigh to Robeston return empties, noted passing East Usk yard at 21:35, recessed at Margam yard from 23:13 until 00:25 for fuelling at Margam LIP, arrived Robeston 02:28 on 26th
- Tues. 26th 6B13 03:35 Robeston to Westerleigh loaded bogie oil tanks, noted Bridgend at 09:30 and Newport at 10:34
6B47 19:46 Westerleigh to Robeston return empties, recessed at Briton Ferry yard from 23:18 until 01:33, arrived Robeston 03:38 on 27th
- Wed. 27th 0B47 03:53 light engine Robeston to Margam LIP
6B42 08:45 Margam yard to Jersey Marine empty four-wheel stone hoppers
6B75 11:25 Jersey Marine to Margam yard loaded four-wheel stone hoppers
0A11 17:46 light engine Margam LIP to Robeston
6A11 21:24 Robeston to Theale loaded bogie oil tanks, arrived 05:25 on 28th
- Thur. 28th 6B33 13:25 Theale to Robeston empty bogie oil tanks, noted Lower Basildon (between Pangbourne and Goring & Streatley) at 13:49, Didcot at 14:05, Swindon at 15:28, Newport at 16:43 and Marshfield (halfway between Newport and Cardiff) at 17:00, worked by 60001 as far as Margam yard
6M76 22:47 Margam yard to Dee Marsh loaded steel coil, arrived 08:20 on 29th
- Fri. 29th Shunting at Dee Marsh under headcode 8T32
6V75 09:12 Dee Marsh to Margam yard steel empties, noted Gobowen at 10:19, Meole Brace (Shrewsbury) at 10:50, Pontrilas at 12:12 and Cardiff Central at 14:17
- Sat. 30th 6W15 23:24 Margam yard to Bridgend engineers' train
- Sun. 31st 6W15 20:19 Bridgend to Margam yard return engineers' train

RCTS Log of 60001 The Railway Observer January to December 2005

August 2005

Summary. The month started as July had finished with steel from Margam and oil from Robeston. Another steel working took 60001 up to Teesside where it spent a couple of days on local lime and steel trip workings. It then worked empty lime hoppers to Hardendale, returning with the loaded train over the weekend and therefore recessing overnight in Tyne yard. A few more local trip workings and 60001 returned to Wales on an overnight metals train. There followed a night time MGR working between Swansea Burrows sidings and Onllwyn, a first for this log, before 60001 settled down for a long stint of almost two weeks on oil tanks from Robeston to Theale and to Westerleigh interspersed with a couple of steel workings from Margam to Dee Marsh and an exhaust system repair on the 13th. This stint finished on 23rd August when 60001 came to a complete stop on 'Stormy Bank', just east of Margam, while working Robeston to Westerleigh oil tanks. It was rescued by a class 66 which later worked a shortened rake of the tanks to forward to Westerleigh many hours late. Fortunately the repair, again to the exhaust system, was completed the same day. 60001, temporarily in the quarantine pool WNQX, worked another MGR between Swansea Burrows sidings and Onllwyn very early the following morning and then returned to normal service with a daytime steel empties up to Lackenby. Thornaby must have been keeping a close eye on 60001 as most of the next three days was spent on local steel trip workings with the longest being an out and back to Scunthorpe. The month ended with a Lindsey to Rectory Junction oil train and a 'binliner' to Bredbury.

Mon. 1st 6M76 02:24 Margam yard to Llanwern loaded steel coil
 0F85 08:12 light engine Newport Godfrey Road to Margam LIP

Note. 60001 was allocated to work 6M76 Margam yard to Dee Marsh loaded steel coil and 6V75 return empties. 6M76 took almost three hours from Margam yard to Llanwern; it was reported that this was due to a fatality in the Port Talbot area. 6M76 was 'caped', that is terminated short of destination, at Llanwern with 60001 then returning light engine to Margam and 6V75 was cancelled.

Tues. 2nd 0B13 00:20 light engine Margam LIP to Robeston
 6B13 03:25 Robeston to Westerleigh loaded bogie oil tanks,
 noted Llanelli at 09:43 and Bridgend at 11:35
 6B47 20:07 Westerleigh to Robeston return empties,
 worked by 60001 as far as Margam yard
 0B47 23:10 light engine Margam yard to Margam LIP

Note. After leaving Robeston about two hours early, 6B13 was over two hours late through Llanelli; it was reported that the train had been stopped for a fire brigade to deal with smoking wagons. 6B13 was also reported to have been diverted at Llandeilo Junction

Wed. 3rd 6B42 07:43 Margam yard to Jersey Marine empty four-wheel stone hoppers
 6B75 10:15 Jersey Marine to Margam yard loaded four-wheel stone hoppers
 6E30 16:43 Margam yard to Hartlepool loaded steel coil,
 noted Newport at 19:14, arrived Tees yard at 02:50 on 4th

Thur. 4th 6G30 07:50 Tees yard to Hartlepool loaded steel coil
 6N27 12:30 Hartlepool to Tees yard return empties, noted Greatham at 12:31
 0P00 13:01 light engine Tees yard to Thornaby TMD
 6N31 16:14 A.V.Dawson, Middlesbrough to Tees yard steel empties
 0N74 16:53 light engine Tees yard to Hartlepool
 6N77 19:21 Hartlepool to Tees yard steel empties
 6G87 23:16 Tees yard to Tees Dock loaded steel
 0N10 23:59 light engine Tees Dock to Thornaby TMD, arrived 00:22 on 5th

Note. 6G30 was the forward working of 6E30 after recessing in Tees yard for five hours

RCTS Log of 60001 The Railway Observer January to December 2005

August (continued)

Fri. 5th 6N90 11:00 Tees yard to Thrislington quarry empty lime wagons
6N91 14:14 Thrislington quarry to Tees yard loaded lime wagons
6N31 15:02 light engine Thornaby TMD to A. V. Dawson, Middlesbrough
6N31 16:15 A. V. Dawson, Middlesbrough to Tees yard steel empties
6N74 17:01 Tees yard to Hartlepool loaded steel
6N77 18:34 Hartlepool to Tees yard steel empties
0N77 21:41 light engine Tees yard to Lackenby
6N19 22:30 Lackenby to Tees yard loaded steel

Sat. 6th 0N31 09:50 light engine Thornaby TMD to Lackenby
6N32 11:59 Lackenby to Tees yard empty four-wheel lime hoppers
6M46 Redcar to Hardendale quarry empty four-wheel lime hoppers,
worked by 60001 from Tees yard departed 12:55
6E61 18:50 Hardendale quarry to Tyne yard loaded four-wheel lime hoppers

Note. The consists of 6N32 from Lackenby and 6M46 from Redcar are combined at Tees yard and worked forward as 6M46 to Hardendale

Sun. 7th 6N61 07:25 Tyne yard to Lackenby loaded four-wheel lime hoppers,
noted Darlington station loop at 08:30
6G61 10:40 Lackenby to Tees yard loaded steel
0N10 12:00 light engine Tees yard to Thornaby TMD

Note. 6N61 is the onward working of 6E61 after recessing overnight at Tyne yard. It appears to have been diverted via Darlington, instead of taking the direct route from Tursdale Junction to Teesside, probably due to weekend engineering work

Mon. 8th 6G66 01:17 Lackenby to Tees Dock loaded steel
6G67 02:40 Tees Dock to Lackenby steel empties
6G60 04:24 Lackenby to Tees Dock loaded steel
6G61 07:00 Tees Dock to Lackenby steel empties
0N10 07:55 light engine Lackenby to Thornaby TMD
6V49 Tees yard to Newport Docks, noted Thirsk at 21:23 and Newport station
08:05 on 9th, worked by 60001 as far as Newport ADJ yard

Note. 6V49 carries aluminium ingots from Lynemouth and can also convey a mix of loaded and empty steel wagons. On this day the train observed at Thirsk was mostly loaded steel which must have been dropped of en route as the consist through Newport was only two wagons loaded with aluminium ingots.

Tues. 9th Light engine Newport ADJ yard to Newport Godfrey Road, arrived 08:25
17:57 Light engine with 66024 Newport Godfrey Road to Margam LIP

Wed. 10th 6O68 01:01 Swansea Burrows sidings to Onllwyn empty MGR
6O69 03:00 Onllwyn to Swansea Burrows sidings loaded MGR
0T00 09:45 light engine Swansea Burrows sidings to Margam LIP
0A11 18:05 light engine Margam LIP to Robeston
6A11 21:00 Robeston to Theale loaded bogie oil tanks, arrived 06:00 on 11th

Thur. 11th 6B33 13:03 Theale to Margam yard empty bogie oil tanks,
noted Didcot at 13:43, Swindon at 14:52 and Severn Tunnel Junction at 15:53
6M76 23:35 Margam yard to Dee Marsh loaded steel coil, arrived 08:10 on 12th

Fri. 12th 6V75 08:56 Dee Marsh to Margam yard steel empties, noted Pontrilas at 12:13

Sat. 13th 6M76 00:05 Margam yard to Dee Marsh loaded steel coil,
noted Wrexham at 07:21
6V75 09:15 Dee Marsh to Margam yard return empties,
noted Pontrilas at 12:14 and passing Newport ADJ yard at 14:42
0V75 15:47 light engine Margam yard to Margam LIP
18:30 out of service for repair to exhaust system including gaskets, code 131

RCTS Log of 60001 The Railway Observer January to December 2005

August (continued)

- Sun. 14th 00:15 Available for service after repairs completed
Remained at Margam LIP all day
- Mon. 15th 0A11 light engine Margam LIP to Robeston
6A11 Robeston to Theale loaded bogie oil tanks
- Tues. 16th 6B33 Theale to Robeston empty bogie oil tanks,
noted Tilehurst at 13:55 and Didcot at 14:19
0B33 20:55 light engine Robeston to Margam LIP
- Wed. 17th 6B47 Westerleigh to Robeston empty bogie oil tanks,
worked by 60001 from Margam yard departed 00:01
6B13 03:50 Robeston to Westerleigh loaded bogie oil tanks,
noted Newport at 09:32
6B47 19:17 Westerleigh to Robeston return empties, arrived 03:00 at 18th
- Thur. 18th 6B13 04:15 Robeston to Westerleigh loaded bogie oil tanks,
noted Newport at 09:45 and passing under the former GW Badminton route
approaching Westerleigh at 12:15
6B47 19:40 Westerleigh to Robeston return empties, recessed Swansea Burrows
sidings from 23:09 to 01:54 while 60001 ran light engine to Margam LIP for
fuelling, arrived 04:05 on 19th
- Fri. 19th 6B13 05:12 Robeston to Westerleigh loaded bogie oil tanks,
noted Newport at 09:56
6B47 19:08 Westerleigh to Robeston return empties, arrived 02:00 on 20th
- 20th & 21st Located at Margam LIP
- Mon. 22nd 0B13 00:45 light engine Margam LIP to Robeston
6B13 03:10 Robeston to Westerleigh loaded bogie oil tanks,
noted Newport at 09:45, Standish Junction at 11:35 and Yate at 12:05
6B47 19:22 Westerleigh to Robeston return empties, arrived 02:25 on 23rd
- Tues. 23rd 6B13 03:20 Robeston to Westerleigh loaded bogie oil tanks, departed Margam
yard 08:36, failed shortly after whilst climbing up "Stormy" Bank coming to a
stop due to loss of power
66134 came out light engine from Margam and hauled the failed 60001 and
loaded tanks back to Margam yard and then 60001 to Margam LIP where it was
noted at about 11:00. 66134 hauled a shortened rake of tanks from Margam
yard to Westerleigh, being noted through Newport at 15:00 running
approximately five and a half hours late; the rest of the consist was seen to be
still in Margam yard the next day
11:24 60001 temporarily placed in quarantine pool WNQX
Repair to exhaust system including gaskets, code 131, completed midnight
- Wed. 24th 6O68 00:50 Swansea Burrows sidings to Onllwyn empty MGR
6O69 02:45 Onllwyn to Swansea Burrows sidings loaded MGR
0T00 03:32 light engine Swansea Burrows sidings to Margam LIP
06:53 returned to pool WCAN
6E09 09:32 Margam yard to Lackenby steel empties, noted Thirsk at 18:49
0E09 21:05 light engine Lackenby to Thornaby TMD

RCTS Log of 60001 The Railway Observer January to December 2005

August (continued)

- Thur. 25th 6D69 02:00 Lackenby to Scunthorpe steel empties
6N30 13:24 Scunthorpe to Lackenby loaded steel slabs,
noted Colton Junction at 15:30
6P60 18:45 Lackenby to Tees yard loaded steel
6N97 20:18 Tees yard to Tees Dock Enterprise
0N10 21:05 light engine Tees Dock to Tees yard
- Fri. 26th 0G66 01:15 light engine Thornaby TMD to Lackenby
6G60 02:20 Lackenby to Tees Dock loaded steel
6G67 03:29 Tees Dock to Lackenby steel empties
0G67 04:35 light engine Lackenby to Tees Dock
6G61 07:55 Tees Dock to Lackenby steel empties
0N10 08:52 light engine Lackenby to Thornaby TMD
7N55 09:40 Tees yard to Redcar mineral terminal loaded lime in MGR hoppers
6N92 12:30 Redcar ore terminal to Tees yard return empties,
noted Cargo Fleet at 12:44
0G64 light engine to Tees Dock
6G64 20:53 Tees Dock to Lackenby steel empties
6G65 22:15 Lackenby to Tees Dock loaded steel
6P60 23:23 Tees Dock to Tees yard steel empties
0P60 23:57 light engine Tees yard to Tees Dock, arrived 00:15 on 27th
- Note. 7N55 is the forward working of the previous day's Shap quarry to Tees yard
- Sat. 27th 6G67 03:01 Tees Dock to Lackenby steel empties
0N10 03:55 light engine Lackenby to Thornaby TMD
6G65 Rylstone to Redcar loaded bogie stone hoppers,
worked by 60001 from Tees yard departed 09:26
6G66 12:25 Redcar to Rylstone return empties, noted departing Tees yard 14:10
after scheduled crew change and Colton Junction at 15:38
0D66 18:11 light engine Rylstone to Healey Mills LHS, noted Skipton at 19:00
- 28th & 29th Located at Healey Mills LHS
- Tues. 30th 6D32 05:34 Healey Mills yard to Immingham yard empty MEA box wagons
0D32 08:51 light engine Immingham yard to Immingham TMD
6M55 Lindsey to Rectory Junction loaded bogie oil tanks,
noted Hatfield & Stainforth station at 12:16, Clay Cross Junction at 14:00 and
Nottingham 15:05 having taken the branch from Trowell Junction to Mansfield
Junction (Nottingham) avoiding Toton
6E81 Rectory Junction to Lindsey return empties
- Wed. 31st 6M06 Roxby Gullet to Bredbury empty 'binliner',
noted Doncaster at 18:30 and Dore at 20:08

RCTS Log of 60001 The Railway Observer January to December 2005

September 2005

Summary. The first eight days of September were spent of stone workings based on Peak Forest, starting with one across the Pennines to Stourton and then the following week on more local trip workings; Tunstead – Hindlow via Great Rocks, Tunstead – Oakleigh, Dowlow – Ashburys and possibly Dowlow – Northenden. It then ‘escaped’ by working a ‘binliner’ from Bredbury to Roxby Gullet. After repairs to its lubricating system at IM, it then did two days on the Immingham – Santon iron ore circuit and one on Jarrow tanks before three successive days on the Immingham – Tyne yard Enterprises, new workings for this log. 60001 was then out of service at IM for a week, undergoing a B-exam and traction motor repair. A ‘binliner’ to Bredbury then took it back to the Peak Forest area from where it spent the rest of the month on more local stone workings mixed with ‘binliners’ from Bredbury and from Northenden to Roxby Gullet.

Thur. 1st 6E17 Peak Forest to Stourton loaded bogie stone hoppers
Allocated to work 6M17 Stourton to Peak Forest return empties

Fri. 2nd 6H20 04:00 Tunstead to Hindlow loaded bogie limestone hoppers
6H21 07:20 Hindlow to Tunstead return empties
6F05 15:55 Tunstead to Oakleigh loaded bogie limestone hoppers,
noted Peak Forest at 16:04 and emerging from the short tunnel north of Dove
Holes Tunnel at about 16:15
6H06 20:10 Oakleigh to Tunstead return empties

Note. The short tunnel is where the freight line goes under the Buxton – Manchester line east of Chapel-en-le-Frith station

Sat. 3rd 6H20 03:51 Tunstead to Hindlow loaded bogie limestone hoppers
6H21 08:00 Hindlow to Tunstead return empties

Sun. 4th 6H27 08:30 Tunstead to Hindlow loaded bogie limestone hoppers
6H29 12:10 Hindlow to Tunstead return empties,
noted arriving Great Rocks at 12:57; the locomotive runs round the train there
0H29 13:45 light engine Tunstead to Peak Forest

Mon. 5th 6H30 03:35 Peak Forest to Dowlow empty megaboxes
6H56 06:06 Dowlow to Ashburys loaded limestone in megaboxes
6H57 12:10 Ashburys to Dowlow return empties
6H52 16:43 Dowlow to Ashburys loaded limestone in megaboxes
6H53 21:55 Ashburys to Peak Forest return empties

Tues. 6th 6H30 03:27 Peak Forest to Dowlow empty megaboxes
6H56 06:07 Dowlow to Ashburys loaded limestone in megaboxes
6H57 12:30 Ashburys to Dowlow return empties, noted Guide Bridge at 13:13
6H52 17:08 Dowlow to Ashburys loaded limestone in megaboxes
6H53 22:15 Ashburys to Peak Forest return empties, arrived 00:01 on 7th

Note. 6H30 appears to be the forward working of 6H53 after recessing at Peak Forest

Wed. 7th 6H30 03:33 Peak Forest to Dowlow empty megaboxes
6H56 Dowlow to Ashburys loaded limestone in megaboxes
6H57 Ashburys to Dowlow return empties, noted Guide Bridge at 13:16
Allocated to work 6H63 Dowlow to Northenden loaded limestone in megaboxes

Thur. 8th 6H56 Dowlow to Ashburys loaded limestone in megaboxes
6H57 Ashburys to Dowlow return empties

RCTS Log of 60001 The Railway Observer January to December 2005

September (continued)

- Fri. 9th 0E06 light engine Peak Forest to Bredbury
6E06 Bredbury to Roxby Gullet loaded 'binliner',
noted Ashton Under Lyne at 11:09 and Diggle at 11:30
- Sat. 10th Out of service at Immingham TMD for repair to Lubricating Oil System
Components, repair code 170, completed at 20:30
- Sun. 11th 0T24 13:20 light engine Immingham TMD to Immingham ore terminal
6T26 14:33 Immingham ore terminal to Santon loaded iron ore tipplers
6K26 15:52 Santon to Immingham ore terminal return empties
6T28 18:13 Immingham ore terminal to Santon loaded iron ore tipplers
6K28 20:10 Santon to Immingham ore terminal return empties
6T30 22:28 Immingham ore terminal to Santon loaded iron ore tipplers
6K30 23:55 Santon to Immingham ore terminal return empties,
arrived 00:38 on 12th
- Mon. 12th 6T18 01:25 Immingham ore terminal to Santon loaded iron ore tipplers
6K18 04:20 Santon to Immingham ore terminal return empties
6T21 05:35 Immingham ore terminal to Santon loaded iron ore tipplers
6K21 08:00 Santon to Immingham ore terminal return empties
6T23 10:03 Immingham ore terminal to Santon loaded iron ore tipplers
6K23 11:27 Santon to Immingham ore terminal return empties
6T25 13:10 Immingham ore terminal to Santon loaded iron ore tipplers
6K25 14:34 Santon to Immingham ore terminal return empties
6T27 17:00 Immingham ore terminal to Santon loaded iron ore tipplers
6K27 18:26 Santon to Immingham ore terminal return empties
0K29 21:50 light engine Immingham ore terminal to Immingham TMD
- Tues. 13th 6N10 07:57 Humber to Jarrow loaded bogie oil tanks
0N04 15:40 light engine Jarrow to Tyne yard
6N13 17:35 Tyne yard to Jarrow loaded bogie oil tanks
6D46 22:07 Jarrow to Humber return empties, arrived 03:55 on 14th
- Note. The full train 6N10 is worked from Lindsey to Tyne yard. Half the train is then 'tripped'
forward to Jarrow. The loco returns light engine to Tyne yard to collect the second half of the
train which is 'tripped' to Jarrow as 6N13. After unloading, the two empty halves of the train are
combined at Jarrow and worked back to Lindsey.
- Wed. 14th 0D46 04:10 light engine Humber to Immingham TMD
6N86 18:55 Immingham yard to Tyne yard Enterprise, noted Thirsk at 22:09
- Thur. 15th 6D84 03:37 Tyne yard to Immingham yard Enterprise
0D84 08:47 light engine Immingham yard to Immingham TMD
6N86 19:00 Immingham yard to Tyne yard Enterprise,
noted Scunthorpe at 19:45
- Fri. 16th 6D84 04:45 Tyne yard to Immingham yard Enterprise
6D84 11:13 light engine Immingham yard to Immingham TMD
6N86 19:24 Immingham yard to Tyne yard Enterprise
- Sat. 17th 6D84 03:35 Tyne yard to Immingham yard Enterprise
6D84 09:10 light engine Immingham yard to Immingham TMD
11:00 out of service for B-exam and repair to traction motor(s), code 420,
60001 had been running on 5 motors from the afternoon of the 13th
- Sat. 24th 13:30 B-exam completed, available for service
- Sun. 25th All day at Immingham TMD

RCTS Log of 60001 The Railway Observer January to December 2005

September (continued)

Mon. 26th 6D90 06:06 Immingham Dock to Welton empty bogie oil tanks
0D90 08:00 light engine Welton to Immingham TMD
0M06 13:33 light engine with 66145, Immingham TMD to Scunthorpe,
noted Barnetby at 14:00
0E06 14:30 light engine Scunthorpe to Roxby Gullet
6M06 16:55 Roxby Gullet to Bredbury 'binliner' empties
0H06 21:51 light engine Bredbury to Peak Forest
0E01 23:22 light engine Peak Forest to Northenden, arrived 00:26 on 27th

Tues. 27th 6E01 01:05 Northenden to Roxby Gullet loaded 'binliner'
6M05 08:35 Roxby Gullet to Northenden return empties,
noted Scunthorpe station at 10:25, Diggle at 13:18 and Guide Bridge at 13:30
0H05 15:00 light engine Northenden to Peak Forest

Wed. 28th 6F02 04:45 Tunstead to Oakleigh loaded bogie limestone hoppers
6H03 09:40 Oakleigh to Tunstead return empties
6T00 14:50 light engine Tunstead to Peak Forest

Thur. 29th 0E06 07:55 light engine Peak Forest to Bredbury
6E06 09:40 Bredbury to Roxby Gullet loaded 'binliner'
6M06 16:55 Roxby Gullet to Bredbury return empties
0H06 21:50 light engine Bredbury to Peak Forest

Fri. 30th 6H20 03:10 Tunstead to Hindlow loaded bogie limestone hoppers
6H21 07:35 Hindlow to Tunstead return empties
6H22 11:13 Tunstead to Hindlow loaded bogie limestone hoppers
6H23 Hindlow to Tunstead return empties
Light engine Tunstead to Peak Forest

October 2005

Summary. The month started with a 'sugarstone' working from Peak Forest to Brandon, a new destination in this log. On the return journey 60001 was commandeered for weekend engineering work on the MML and then a Toton – Castleton trip working. A 'binliner' took it over the Pennines for more than a week working from Immingham on a mix of Jarrow oil trains, the Santon iron ore circuit and a Tinsley steel working. There followed a coal working to Ketton cement works followed by an engineers' train just outside Doncaster station on the line toward Hull. After returning to Immingham it worked the Preston Docks bitumen train and then resumed working from Peak Forest on a mixture of more 'binliners', local stone workings and a weekend engineers' train from Guide Bridge to Cornbrook Junction, west of Deansgate, returning via Basford Hall yard. The 24th saw local stone workings from Tunstead to Pendleton and to Bredbury, both new to this log for stone workings, followed by two days to Stourton with more Bredbury trips and then a longer stone working to Acton yard and on to West Drayton. After a local London trip working, it moved in a light engine convoy to Didcot for a weekend engineers' train to Princes Risborough. Another light engine movement to south Wales saw 60001 on local Enterprise workings to Cardiff Tidal yard and on to Canton TMD, the latter to deliver fuel for the dmU depot. The month then finished with a steel working to Teesside.

On 3rd October 60001 had repairs to the low pressure fuel system at Toton TMD. On the 13th it had repairs to the governor and fuel pump linkage at Immingham TMD after being taken out of service with low power the previous day.

RCTS Log of 60001 The Railway Observer January to December 2005

October (continued)

Sat. 1st 6M48 13:35 Brandon to Toton North yard empty megaboxes
 0M48 18:00 light engine Toton North yard to Toton TMD
 0B04 19:00 light engine Toton TMD to Toton Up yard

Note. 60001 would have worked down overnight on 6L91 Tunstead to Brandon loaded limestone in megaboxes. Limestone is seasonal traffic for the sugar beet industry that is forwarded by road from Brandon, Bury St. Edmunds and Norwich. See also RO October 2005, page 477, under the heading 'Sugarstone' and the entry in this log for 27th January 2005. On Saturdays 6M48 recesses in Toton yard and is worked forward to Tunstead on Sunday evening.

Sun. 2nd 6B04 05:53 Toton Up yard to Leagrave Junctions engineers' train, but actually worked further south being noted southbound through Harpenden at 09:43
 6B04 19:45 Leagrave Junctions to Sandiacre ballast sidings return engineers' train, arrived 01:25 on 3rd

Mon. 3rd 0B04 01:30 light engine Sandiacre ballast sidings to Toton TMD
 06:30 out of service for repair to LP fuel system, code 160, completed 08:00
 0M23 10:12 Toton Up yard to Castleton departmental (empty cwr carriers)
 6M24 13:38 Castleton to Toton Up yard departmental (rails)

Tues. 4th 6M56 Peterborough yard to Peak Forest empty box wagons, worked by 60001 from Toton Up yard departed 02:08
 0E06 07:48 light engine Peak Forest to Bredbury
 6E06 09:00 Bredbury to Roxby Gullet loaded 'binliner', noted Ashton Under Lyne at 11:07, Diggle at 11:30, Thornhill LNW Junction, near Dewsbury, at 11.59 and Healey Mills at 12:30; there is a photo of this train passing Healey Mills on the front cover of RO November 2005

Note. 6E06 waits at Healey Mills for the arrival of 6M05 Roxby Gullet to Northenden empty 'binliner' so that the drivers can swap trains.

 0M06 14:40 light engine Roxby Gullet to Immingham TMD
 0T30 20:41 light engine Immingham TMD to Immingham ore terminal
 6T30 21:40 Immingham to Santon loaded iron ore tipplers
 6K30 23:05 Santon to Immingham return empties

Wed. 5th 6T18 01:16 Immingham to Santon loaded iron ore tipplers
 6K18 02:25 Santon to Immingham return empties
 6T20 03:51 Immingham to Santon loaded iron ore tipplers
 6K20 05:30 Santon to Immingham return empties
 6T22 07:57 Immingham to Santon loaded iron ore tipplers
 6K22 09:33 Santon to Immingham return empties, noted Barnetby at 09:55
 6T24 11:35 Immingham to Santon loaded iron ore tipplers, noted Barnetby at 12:05
 6K24 12:59 Santon to Immingham return empties, noted Melton Ross at 13:40
 6T26 15:24 Immingham to Santon loaded iron ore tipplers, noted Barnetby at 15:50
 6K26 16:46 Santon to Immingham return empties
 6T28 18:06 Immingham to Santon loaded iron ore tipplers
 6K28 20:15 Santon to Immingham return empties
 0K28 20:40 light engine Immingham ore terminal to Immingham TMD

RCTS Log of 60001 The Railway Observer January to December 2005

October (continued)

Thur. 6th 6N03 01:10 Lindsey to Jarrow loaded bogie oil tanks
0N03 07:48 light engine Jarrow to Tyne yard
6N05 09:08 Tyne yard to Jarrow loaded bogie oil tanks
6D43 Jarrow to Lindsey return empties, noted Thirsk at 18:05
0D43 light engine Lindsey to Immingham TMD

Note. The full train 6N03 is worked from Lindsey to Tyne yard. Half the train is then 'tripped' forward to Jarrow. The loco returns light engine to Tyne yard to collect the second half of the train which is 'tripped' to Jarrow as 6N05. After unloading, the two empty halves of the train are combined at Jarrow and worked back to Lindsey.

Normal loading for a class 60 is 27 tanks to Tyne yard and then the first 16 are taken down to Jarrow oil terminal as that is the maximum that can be taken at one go. The other 11 follow in the later trip working. The locomotive then waits and takes all 27 empties out at one go. Thanks to Raymond Embleton, a regular observer of the Jarrow tanks, for this additional note.

Fri. 7th 6N03 01:08 Lindsey to Jarrow loaded bogie oil tanks
0N03 07:45 light engine Jarrow to Tyne yard
6N05 09:08 Tyne yard to Jarrow loaded bogie oil tanks
6D43 13:40 Jarrow to Lindsey return empties,
noted Colton Junction at 18:40 and Barnetby at 20:10
0D43 20:45 light engine Lindsey to Immingham TMD
0T31 22:25 light engine Immingham TMD to Immingham ore terminal
6T31 23:35 Immingham to Santon loaded iron ore tippers, arrived 00:25 on 8th

Sat. 8th 6K31 01:00 Santon to Immingham return empties
6T19 02:40 Immingham to Santon loaded iron ore tippers
6K19 04:07 Santon to Immingham return empties
6T21 06:37 Immingham to Santon loaded iron ore tippers
6K21 08:02 Santon to Immingham return empties
6T23 09:58 Immingham to Santon loaded iron ore tippers
6K23 11:19 Santon to Immingham return empties
6T25 13:30 Immingham to Santon loaded iron ore tippers
6K25 14:51 Santon to Immingham yard return empties
0K25 15:30 light engine Immingham yard to Immingham TMD

Note. 6K25 worked to Immingham yard, rather than the ore terminal, and 0K25 ran from there to the TMD; presumably the empty wagons would then be worked to the ore terminal very early Monday morning.

Sun. 9th 6N03 21:15 Lindsey to Jarrow loaded bogie oil tanks, arrived 07:00 on 10th

Mon. 10th 0N03 07:46 light engine Jarrow to Tyne yard
6N05 08:50 Tyne yard to Jarrow loaded bogie oil tanks
6D43 13:58 Jarrow to Lindsey return empties, noted Browney, just south of Durham, at 16:30 and Colton Junction at 19:00

Tues. 11th 6J03 04:18 Immingham Dock to Tinsley yard loaded steel coil
6D03 20:35 Tinsley yard to Immingham Dock loaded steel slab

Wed. 12th 01:30 out of service with low power

Thur. 13th Available for service at 01:30 after repair to governor and fuel pump linkage including drive, repair code 141
6M88 12:07 Immingham yard to Ketton cement works
loaded coal in MEA box wagons
0E71 20:41 light engine Ketton cement works to Peterborough SD

RCTS Log of 60001 The Railway Observer January to December 2005

October (continued)

Fri. 14th 0E88 16:40 light engine Peterborough SD to Ketton cement works
6E83 18:17 Ketton cement works to Immingham Dock empty MEA box wagons
0E83 23:10 light engine Immingham Dock to Immingham TMD

Sat. 15th 0H05 light engine Immingham TMD to Doncaster TMD with 60028/041/056,
order of the four locomotives not known; this working was reported on various
e-mail groups as 0H05 Immingham TMD to Peterborough SD
7T73 Doncaster yard to Doncaster Marshgate Junction engineers' train
for work on the Doncaster – Hull line

Sun. 16th 7T73 15:00 Doncaster Marshgate Junction to Doncaster Up Decoy yard return
engineers' train; 60028 which had worked another engineers' train to the same
possession returned earlier
0T55 19:00 light engine Doncaster Up Decoy yard to Doncaster TMD
0M32 21:20 light engine Doncaster TMD to Lindsey
6M32 23:37 Lindsey to Preston Docks loaded bogie bitumen tanks,
arrived 06:10 on 17th

Mon. 17th 6E32 06:50 Preston Docks to Lindsey empty bogie bitumen tanks, noted
Blackburn at 07:30 and Melton Ross at 13:18
0C85 14:30 light engine Lindsey to Roxby Gullet
6M06 16:58 Roxby Gullet to Bredbury empty 'binliner'
0H06 22:20 light engine Bredbury to Peak Forest

Note. There are now two rakes of tanks for the Lindsey – Preston Docks bitumen traffic. As a result 6E32 has been retimed and departs less than an hour after the arrival of 6M32. This allows the Healey Mills driver to work out and back on the same shift. In June, when 60001 first did these workings, 6M32 arrived at the same time but 6E32 didn't depart until lunchtime after the tanks had been discharged.

Tues. 18th 0E06 07:55 light engine Peak Forest to Bredbury
6E06 09:55 Bredbury to Roxby Gullet loaded 'binliner',
noted Ashton Under Lyne at 11:08, Doncaster station at 12:54 and again
at 14:40 after running round in one of the Doncaster yards
0D60 16:15 light engine Roxby Gullet to Flixborough exchange sidings
6D57 16:30 Flixborough exchange sidings to Scunthorpe steel empties

Note. The line between Flixborough exchange sidings (Normanby Park) and Flixborough wharf is worked by an industrial shunter

0D59 17:05 light engine Scunthorpe to Roxby Gullet
6M06 17:55 Roxby Gullet to Bredbury empty 'binliner'
0H06 22:34 light engine Bredbury to Peak Forest

Note. 6E06 must have been diverted from the direct route between Adwick Junction and Stainforth Junction

Wed. 19th Light engine Peak Forest to Tunstead
6F05 14:50 Tunstead to Oakleigh loaded bogie limestone hoppers
6H06 19:20 Oakleigh to Tunstead return empties
0H05 20:55 light engine Tunstead to Peak Forest

Thur. 20th 0E06 07:58 light engine Peak Forest to Bredbury
6E06 10:00 Bredbury to Roxby Gullet loaded 'binliner'
6M06 17:20 Roxby Gullet to Bredbury empty 'binliner'
0H06 22:10 light engine Bredbury to Peak Forest

Fri. 21st Reported at Peak Forest during the day.
Must have worked an overnight 'binliner' from either Northenden or Pendleton,
more likely Northenden since the return was 6M05

RCTS Log of 60001 The Railway Observer January to December 2005

October (continued)

- Sat. 22nd 6M05 08:10 Roxby Gullet to Northenden empty 'binliner',
noted arriving Doncaster at 11:40 and departing southbound at 12:05
Note. This is the normal route for 6M05 on Saturdays
0H05 14:12 light engine Northenden to Peak Forest
0T60 20:15 light engine Peak Forest to Warrington Arpley LIP
0L50 22:23 light engine Warrington Arpley LIP to Guide Bridge,
arrived 00:15 on 23rd
- Sun. 23rd 6L50 00:45 Guide Bridge to Cornbrook Junction engineers' train
6L50 09:35 Cornbrook Junction to Crewe Basford Hall yard engineers' train
0Z42 19:07 light engine Crewe Basford Hall yard to Warrington Arpley LIP
0T60 23:50 light engine Warrington Arpley LIP to Peak Forest,
arrived 01:15 on 24th
Note. Cornbrook Junction is west of Deansgate
- Mon. 24th 6J43 02:24 Tunstead to Pendleton loaded bogie stone hoppers
6H43 08:15 Pendleton to Tunstead return empties
6H96 14:57 Tunstead to Bredbury loaded bogie stone hoppers
6H97 18:48 Bredbury to Tunstead return empties
- Tues. 25th 6E17 03:47 Peak Forest to Stourton loaded bogie stone hoppers
6M17 10:23 Stourton to Peak Forest return empties, noted Sheffield at 11:48
6H96 14:59 Tunstead to Bredbury loaded bogie stone hoppers
6H97 19:30 Bredbury to Tunstead return empties
- Wed. 26th 6E17 03:48 Peak Forest to Stourton loaded bogie stone hoppers
6M17 10:17 Stourton to Peak Forest return empties,
noted Aldwarke at 11:14 and Sheffield at 11:28
6H96 14:55 Tunstead to Bredbury loaded bogie stone hoppers
0H97 18:28 Bredbury to Tunstead return empties
0H97 19:35 light engine Tunstead to Peak Forest
- Thur. 27th 6V58 21:58 Peak Forest to Acton yard loaded bogie stone hoppers,
arrived 03:56 on 28th
- Fri. 28th 6A45 05:50 Acton yard to West Drayton loaded bogie stone hoppers
6A25 13:16 West Drayton to Acton yard return empties
0L56 13:43 light engine Acton yard to Purfleet
6V60 18:25 Purfleet to Acton yard empty Mendip Rail bogie stone hoppers,
noted Willesden Junction at 20:01
0V03 21:35 light engine Acton yard to Acton LHS
- Sat. 29th 0P01 18:00 light engine Acton yard to Didcot yard,
this movement comprised 60030, 66247, 66198 and 60001
6P03 20:56 Didcot yard to Princes Risborough engineers' train,
arrived 04:01 on 30th
- Sun. 30th 6P03 12:37 Princes Risborough to Didcot yard return engineers' train
0Z03 16:00 light engine Didcot yard to East Usk yard
- Mon. 31st Noted light engine westbound Newport station at 07:07
6B71 07:30 Newport ADJ yard to Cardiff Tidal yard Enterprise
6B99 10:52 Cardiff Tidal yard to Cardiff Canton TMD Enterprise,
this was three loaded 4-wheel fuel wagons which had been at the rear of 6B71
0B98 12:30 light engine Cardiff Canton TMD to Cardiff Tidal yard
6B64 13:52 Cardiff Tidal yard to Newport ADJ yard Enterprise
6E39 17:08 Llanwern to Lackenby, loaded steel coils for Hartlepool and empty
bogie flats for Lackenby, arrived 02:00 on 1st November

RCTS Log of 60001 The Railway Observer January to December 2005

November 2005

Summary. After starting the month with an intermodal from Tees yard to Tees Dock, 60001 worked loaded steel slab to Margam yard and loaded steel coil back to Tees yard for onward transport to Hartlepool. An Enterprise took 60001 to Carlisle from where it did three return workings to Workington of which two were Enterprises, new to this log, and the other departmental, then back to Tees yard on another Enterprise. On 5th November 60001 had its brake blocks changed at Thornaby TMD. The next week started with two Lackenby – Dalzell steel workings; on the second one 60001 was delayed in suburban Edinburgh because passenger trains ahead of it were severely delayed by slippery lines. A steel working to Llanwern was followed by an Enterprise to Warrington, after which 60001 worked from there for the rest of the month. Most of this time was spent on the Fiddlers Ferry coal circuit, the exceptions being aluminium ingots in cargowaggons from Holyhead RTZ for onward shipment through the Channel Tunnel, an Enterprise to Dowlow, a weekend engineers' train to Speke Junction, steel to Liverpool Gladstone Dock and an Enterprise to Halewood; three of these, the aluminium and the steel workings plus the Halewood working, are new to this log.

In addition to changing brake blocks, there were repairs to the lighting system at Thornaby TMD, to compressors at Warrington Arpley LIP and to brake controls, also at Arpley LIP.

From 11th November onward, apart from a break of a couple of days, 60001 was on hire to pool WKAD. The reason for this is not known; pool WKAD used to be a Toton class 37 pool but is now obsolete.

Tues. 1st	0E39 02:30 light engine Lackenby to Thornaby TMD Repair to lighting, repair code 590, completed 04:45 6N57 05:52 Tees yard to Tees Dock intermodal 0V36 07:05 light engine Tees Dock to Lackenby 6V36 08:10 Lackenby to Margam yard loaded steel slabs, noted Colton Junction at 11:03, recessed at Rotherham steel terminal from 13:00 to 14:55 instead of the 7 minutes booked stop, noted Clay Cross Junction at 15:53, recessed Washwood Heath yard 18:20 to 20:08 awaiting train crew (the rostered driver would probably have been over hours due to the late running), arrived Margam yard 00:58 on 2nd
Wed. 2nd	6E09 09:40 Margam yard to Tees yard, consisting of loaded steel coil for Hartlepool instead of the normal empty bogie steel flats for Lackenby, noted Pontyclun at 10:18 and Water Orton at 15:50 6M57 21:50 Tees yard to Carlisle yard Enterprise, arrived 00:50 on 3rd
Thur. 3rd	6C17 06:32 Carlisle yard to Workington Docks Enterprise 6C48 11:40 Workington Docks to Carlisle yard Enterprise 0C95 16:35 light engine Carlisle yard to Workington 6C99 18:11 Workington to Carlisle yard departmental (rails)
Fri. 4th	6C17 06:13 Carlisle yard to Workington Docks Enterprise 6C48 12:00 Workington Docks to Carlisle yard Enterprise 6E62 16:52 (WTT time) Carlisle yard to Tees yard Enterprise

RCTS Log of 60001 The Railway Observer January to December 2005

November (continued)

Sat. 5th Noted eastbound light engine Middlesbrough at 08:46
Noted arriving Tees yard at 10:29 with empty bogie steel flats from the east,
probably from Tees Dock
Brake blocks changed at Thornaby TMD

Sun. 6th No information available

Mon. 7th 6S58 01:48 Lackenby to Dalzell loaded steel slab, noted Slateford at 08:55
6E30 13:33 Dalzell to Lackenby return empties
0E30 21:20 light engine Lackenby to Thornaby TMD

Tues. 8th 6D42 00:57 Tees yard to Lackenby
6S58 04:05 Lackenby to Dalzell loaded steel slab,
noted Peffermill (just west of Millerhill) at 09:27 and Slateford at 10:55

Note. Following a late departure from Lackenby 6S58 had made up time until Slateford Junction where it was held for over an hour because passenger trains were having problems. 1S02 06:15 Doncaster to Glasgow took 87 minutes from Slateford to Midcalder Junction due to wheelslip. In the end it never made it to Glasgow and was returned to Edinburgh. Local train 2Y67, 1M14 Edinburgh to Euston Pendolino and 6S58 were all delayed as a result. Thanks to messages on the scot-rail e-mail group for the information about the delay at Slateford.

A Scottish newspaper reported there were a lot of problems in western Scotland this day due to leaves on the line.

6E30 13:42 Dalzell to Lackenby return empties
0E30 20:39 light engine Lackenby to Thornaby TMD

Wed. 9th 0V40 light engine Thornaby TMD to Lackenby
6V40 05:50 Lackenby to Llanwern loaded steel slab, noted South Milford at
08:25, Clay Cross Junction at 10:11 and Stenson Junction at 11:02
0V40 15:30 light engine Llanwern to Newport Godfrey Road
6M75 19:25 Newport ADJ yard to Warrington Arpley yard Enterprise,
noted Abergavenny at 20:07 and Pontrilas at 20:26, arrived 01:22 on 10th

Thur. 10th 7F18 09:44 Warrington Walton Old Junction sidings to Liverpool Gladstone Dock
empty MGR
7F82 12:20 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F06 16:45 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F86 20:48 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR

Fri. 11th 7F14 01:40 Fiddlers Ferry to Warrington Walton Old Junction sidings empty MGR
7F88 03:45 Warrington Walton Old Junction sidings to Fiddlers Ferry loaded MGR
7F18 05:45 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F82 12:10 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F06 17:17 Fiddlers Ferry to Warrington Walton Old Junction sidings
return empties
7F83 20:40 Warrington Walton Old Junction sidings to Fiddlers Ferry loaded MGR
7F08 22:50 Fiddlers Ferry to Warrington Walton Old Junction sidings
return empties

Sat. 12th 6F20 11:49 Warrington Walton Old Junction sidings to Liverpool Gladstone Dock
empty MGR
7F83 14:30 7F83 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F08 19:05 Fiddlers Ferry to Warrington Walton Old Junction sidings
return empties

Sun. 13th 7F06 19:11 Warrington Walton Old Junction sidings to Liverpool Gladstone Dock
empty MGR
7F86 21:20 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR,
arrived 01:05 on 14th

RCTS Log of 60001 The Railway Observer January to December 2005

November (continued)

Mon. 14th 7F14 02:40 Fiddlers Ferry to Warrington Latchford sidings empty MGR
7F22 03:55 Warrington Latchford sidings to Liverpool Gladstone Dock empty MGR
7F80 07:45 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F02 13:12 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F85 17:47 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F24 23:45 Fiddlers Ferry to Warrington Walton Old Junction sidings
return empties, arrived 00:30 on 15th

Note. 7F22 appears to be a continuation of the same train after a headcode change.

Tues. 15th 0F24 00:45 light engine Warrington Walton Old Junction sidings to
Warrington Arpley LIP
7F18 08:41 Warrington Walton Old Junction sidings to
Liverpool Gladstone Dock empty MGR
7F82 12:20 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR,
noted Warrington Bank Quay (low level) at 15:18 heading eastbound
to run round at Latchford sidings
7F06 18:08 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F86 21:15 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR

Wed. 16th 7F14 03:48 Fiddlers Ferry to Warrington Walton Old Junction sidings empty MGR
0F14 04:40 light engine Warrington Walton Old Junction sidings to
Warrington Arpley LIP
7F16 06:27 Warrington Walton Old Junction sidings to
Liverpool Gladstone Dock empty MGR
7T81 09:27 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F04 14:50 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F85 20:09 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR

Thur. 17th 7F24 01:39 Fiddlers Ferry to Warrington Latchford sidings empty MGR
7F12 03:06 Warrington Latchford sidings to Liverpool Gladstone Dock empty MGR
7F89 06:20 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F80 12:00 Warrington Walton Old Junction sidings to Fiddlers Ferry loaded MGR,
noted passing under Warrington Bank Quay station about 12:40 after running
round at Latchford sidings
7F06 17:00 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F86 20:50 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR

Note. 7F12 appears to be a continuation of 7F24 after 60001 ran light engine to Warrington
Arpley LIP for fuelling and an A-exam

Fri. 18th 7F14 05:25 Fiddlers Ferry to Warrington Walton Old Junction sidings empty MGR
7F16 06:45 Warrington Latchford sidings to Liverpool Gladstone Dock empty MGR
7F81 10:15 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
Repair to compressors, code 435, at Warrington Arpley LIP completed by 15:45
7F04 16:00 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F85 21:15 Liverpool Gladstone Dock to Warrington Walton Old Junction sidings
loaded MGR, arrived 01:29 on 19th

Sat. 19th 6F12 02:38 Warrington Walton Old Junction sidings to
Liverpool Gladstone Dock empty MGR
7F89 04:55 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F20 10:40 Fiddlers Ferry to Liverpool Gladstone Dock
return empties

Note. This train was recessed in Warrington Walton Old Junction sidings from 11:30 to 14:10,
60001 was noted running light engine in Warrington Arpley yard at about 12:30

7F83 16:30 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F08 20:40 Fiddlers Ferry to Warrington Walton Old Junction sidings
return empties

RCTS Log of 60001 The Railway Observer January to December 2005

November (continued)

- Sun. 20th 7F06 19:35 Warrington Walton Old Junction sidings to Liverpool Gladstone Dock empty MGR
7F86 22:11 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR, arrived 01:30 on 21st
- Mon. 21st 7F14 02:45 Fiddlers Ferry to Warrington Walton Old Junction sidings empty MGR
0F01 light engine Warrington to Holyhead RTZ, noted Chester at 14:40
6F00 18:10 Holyhead RTZ to Warrington Arpley yard loaded aluminium ingots in cargowaggons
- Note. The aluminium ingots were for onward shipment through the Channel Tunnel.
- Tues. 22nd 6H66 04:39 Warrington Arpley yard to Dowlow Enterprise
6F67 10:20 Dowlow to Warrington Arpley yard Enterprise, noted Peak Forest at 12:19 and Acton Bridge at 13:03
Noted light engine arriving Warrington Arpley LIP at 14:10
- Wed. 23rd 7F88 05:45 Warrington Latchford sidings to Fiddlers Ferry loaded MGR
7F18 07:10 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F82 13:50 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F06 18:43 Fiddlers Ferry to Liverpool Gladstone Dock return empties
- Thur. 24th 7F86 00:02 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F14 03:53 Fiddlers Ferry to Warrington Latchford sidings return empties
0T00 04:50 light engine Warrington Latchford sidings to Warrington Arpley LIP
Repair to brake controls and valves, code 312, completed by 13:00
- Fri. 25th 7F16 07:30 Edge Hill Tuebrook sidings to Liverpool Gladstone Dock empty MGR
7F81 09:55 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F04 15:10 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F85 19:55 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
- Sat. 26th 7F24 00:50 Fiddlers Ferry to Warrington Walton Old Junction sidings empty MGR
7F88 04:00 Warrington Latchford sidings to Fiddlers Ferry loaded MGR
7F18 05:23 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F89 09:45 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F20 13:25 Fiddlers Ferry to Liverpool Gladstone Dock return empties, worked by 60001 as far as Warrington Walton Old Junction sidings
0Z00 17:05 light engine Warrington Walton Old Junction sidings to Warrington Arpley yard
0L61 18:35 light engine Warrington Arpley yard to Crewe Basford Hall yard
7L61 20:30 Crewe Basford Hall yard to Speke Junction engineers' train
- Sun. 27th Remained at Speke Junction all day

RCTS Log of 60001 The Railway Observer January to December 2005

November (continued)

Mon. 28th 7L61 01:50 Speke Junction to Crewe Basford Hall yard return engineers' train
0L61 06:14 light engine Crewe Basford Hall yard to Warrington Arpley yard
6Z85 10:15 Warrington Walton Old Junction sidings to
Liverpool Gladstone Dock empty MGR
6Z57 14:50 Liverpool Gladstone Dock to
Warrington Walton Old Junction sidings loaded MGR

Note. 6Z85 was probably an inward working from Ironbridge. 6Z57 should have been Liverpool Gladstone Dock to Ironbridge loaded MGR but because this departed 4 hours late it only ran as far as Warrington Walton Old Junction sidings where it recessed, presumably for onward working by a different locomotive. This appears to have been planned when 60001 was allocated to haul 6Z57 as its next allocated working was 7F06.

7F06 18:30 Warrington Walton Old Junction sidings to
Liverpool Gladstone Dock empty MGR

7F86 22:05 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR,
arrived 00:35 on 29th

Tues. 29th 7F14 02:23 Fiddlers Ferry to Warrington Walton Old Junction sidings empty MGR
7F22 03:30 Warrington Walton Old Junction sidings to Liverpool Gladstone Dock
empty MGR
7F80 09:30 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F02 13:55 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F84 18:00 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F10 23:37 Fiddlers Ferry to Liverpool Gladstone Dock return empties,
arrived 02:00 on 30th

Wed. 30th 7F88 04:00 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7T18 08:48 Fiddlers Ferry to Warrington Walton Old Junction sidings
return empties
6F10 11:35 Warrington Arpley yard to Liverpool Gladstone Dock loaded steel
6F11 16:40 Liverpool Gladstone Dock to Warrington Arpley yard return empties
6F16 23:10 Warrington Arpley yard to Halewood Ford sidings Enterprise,
arrived 00:22 on 1st December

RCTS Log of 60001 The Railway Observer January to December 2005

December 2005

Summary. 60001 continued to work from Warrington for the first half of the month and remained on hire to pool WKAD, possibly some form of restricted working, until 5th or 6th December and again from 12th to 15th December. During this two week period it did various trip workings on the many Enterprise feeder workings radiating from Warrington Arpley yard. In addition to trains to/from Castleton, Chirk, Ditton and Dowlow which have previously been worked by 60001, new entries to the log include Folly Lane (Runcorn) and Sandbach, the latter returning via Stoke Marcroft works which is now owned by EWS. On Saturday 3rd December 60001 worked 'Northern Belle' empty coaching stock from Crewe to Manchester Victoria with 67020 DIT at the rear, 67020 then working the loaded train to Kensington Victoria. The following Saturday 60001 took over the Grangemouth to Trafford Park intermodal at Warrington, because of the closure of the Crewe – Cheadle Hulme line for resignalling, and hauled it by a more direct route to Trafford Park. 60001 finally 'escaped' from its long stint in the Warrington area by working empty coal wagons from Penyffordd cement works to Healey Mills. Two days later it hauled fuel tanks from there for Neville Hill TMD. A further movement of empty coal wagons, which this time had come from Clitheroe cement works, took 60001 up to Teesside where it did out and back workings for a couple of days, had a repair to its braking system at Thornaby TMD, and then moved on to Immingham and Doncaster with steel workings to Wolverhampton and then to Rotherham plus a further brief visit to Warrington on the overnight Enterprise. It then worked down to Margam LIP for a B-exam and repair to a traction motor. In addition to the Warrington feeder workings above, the 'Northern Belle' ecs, the diverted intermodal to Trafford Park, the Penyffordd to Healey Mills empty coal wagons and the depot fuel for Neville Hill TMD are also new entries for the log.

60001 worked three engineers' trains in December. These were to Bootle Junction on the first two weekends. There was also a weekday one to Cheadle Hulme and/or Alderley Edge on the evening of the 12th, returning the following day. This was routed via Warrington where it was observed by the Merseyside and North Wales branch during their monthly outdoor fixture.

Thur. 1st 6F18 01:07 Halewood Ford sidings to Warrington Arpley yard Enterprise
6H66 04:14 Warrington Arpley yard to Dowlow Enterprise
6F67 08:00 Dowlow to Warrington Arpley yard Enterprise
0F61 12:30 light engine Warrington Arpley yard to Folly Lane (Runcorn),
noted southbound light engine at Acton Bridge and northbound about 50 minutes
later after reversing at Hartford Junction

Note. In the morning 6F60 Warrington Arpley yard to Folly Lane (Runcorn) Enterprise had been worked by 67008. The locomotive on 6F60 usually waits there and returns with 6F61.

6F61 16:20 Folly Lane (Runcorn) to Warrington Arpley yard Enterprise
Assumed to have run light engine from Warrington to Guide Bridge
7L32 23:30 Guide Bridge to Crewe Basford Hall yard engineers' train,
arrived 01:48 on 2nd

Note. There are a number of trip workings from/to Warrington which feed into and out of longer distance Enterprise workings. These include 6F16, worked by 60001 on 30th November, and 6F18 which are probably both automotive (cars, vans and/or components), 6H66, 6F67, 6F60 and 6F61 all on 1st December, 6F46, 6K15, 6K11 and 6F31 on the 2nd and timber workings to Chirk on several occasions.

RCTS Log of 60001 The Railway Observer January to December 2005

December 2005 (continued)

Fri. 2nd 6L32 02:50 Crewe Basford Hall yard to Warrington Arpley yard engineers' train
6F46 05:21 Warrington Arpley yard to Foundry Lane (Ditton) Enterprise
0K15 07:30 light engine Foundry Lane (Ditton) to Warrington Arpley yard
6K15 08:20 Warrington Arpley yard to Sandbach Enterprise,
noted Acton Bridge at 08:46
6K11 10:03 Sandbach to Stoke Marcroft works Enterprise
6F31 11:45 Stoke Marcroft works to Warrington Arpley yard Enterprise

Note. On Fridays, the return Enterprise from Sandbach goes via Stoke Marcroft works, presumably to take wagons for repair and/or collect wagons that have been repaired.

Sat. 3rd 0Z47 light engine Warrington Arpley to Crewe carriage sidings
5Z47 06:33 Crewe carriage sidings to Manchester Victoria station

Note. 5Z47 was ECS for 1Z47 Manchester Victoria to Kensington Olympia 'Northern Belle' charter train with 67020 DIT at rear. 67020 then hauled 1Z47 which departed at 08:12

0Z47 light engine Manchester Victoria station to Warrington Arpley LIP
7F02 11:59 Fiddlers Ferry to Liverpool Gladstone Dock bulk terminal empty MGR, which appears to have only been worked as far as Warrington by 60001
0L58 14:50 light engine Warrington Arpley yard to Crewe Basford Hall yard
6L59 16:12 Crewe Basford Hall yard to Bootle Junction engineers' train

Sun. 4th 6L59 06:50 Bootle Junction to Edge Hill Tuebrook sidings engineers' train
0L58 15:19 light engine Edge Hill down Wapping to Edge Hill Tuebrook sidings
0L58 20:15 light engine Edge Hill Tuebrook sidings to Warrington Arpley LIP

Note. It appears that 60001 left the engineers' train wagons at Edge Hill, returning on Tuesday evening to collect it or another rake of wagons.

Mon. 5th 6J35 06:34 Warrington Arpley yard to Chirk loaded timber
6F71 13:27 Chirk to Warrington Arpley yard return empties
6J32 15:50 Warrington Arpley yard to Chirk loaded timber

No further information available, assumed to have worked

6F34 19:58 (WTT time) Chirk to Warrington Walton Old Junction sidings return empties, then light engine to Warrington Arpley LIP

Tues. 6th 6J35 07:00 Warrington Arpley yard to Chirk loaded timber
6F71 10:30 Chirk to Warrington Arpley yard return empties

Note. This train departed almost 3 hours early but then ran via Crewe rather than taking the direct route via Helsby so was only just over an hour early arriving at Warrington

No further information until

0L31 20:34 light engine Crewe Basford Hall yard to Warrington Bank Quay
0L32 21:30 light engine Warrington Arpley yard to Edge Hill Tuebrook sidings
6L32 23:00 Edge Hill Tuebrook sidings to Crewe Basford Hall yard engineers' train, arrived 00:35 on 7th

Wed. 7th 7L32 01:21 Crewe Basford Hall yard to Warrington Arpley yard engineers' train
6Z30 07:10 Warrington Arpley yard to Castleton departmental
6Z31 13:00 Castleton to Warrington Arpley yard departmental (loaded CWR)
0T00 15:30 light engine Warrington Arpley yard to Warrington Arpley LIP

Thur. 8th 6J35 08:14 Warrington Arpley yard to Chirk loaded timber
6F71 12:40 Chirk to Warrington Arpley yard return empties
6J32 15:48 Warrington Arpley yard to Chirk loaded timber
6F34 21:07 Chirk to Warrington Walton Old Junction sidings return empties, arrived 00:10 on 9th

RCTS Log of 60001 The Railway Observer January to December 2005

December 2005 (continued)

- Fri. 9th 0Z00 06:00 light engine Warrington Walton Old Junction sidings to Warrington Arpley yard
6J35 08:10 Warrington Arpley yard to Chirk loaded timber
6F71 13:14 Chirk to Warrington Arpley yard return empties, noted Chester at 14:35
6J32 15:58 Warrington Arpley yard to Chirk loaded timber
6F34 20:55 Chirk to Warrington Arpley yard return empties
- Sat. 10th 4M67 Grangemouth to Trafford Park intermodal, worked by 60001 from Warrington Walton Old Junction sidings as 6M67 departed 01:55
Note. The normal route for 4M67 via Crewe was closed due to engineering work between Crewe and Cheadle Hulme, see note for 12th December, with this train therefore being diesel hauled from Warrington and taking a more direct route to Trafford Park
0F67 03:48 light engine Trafford Park to Warrington Arpley yard
0P00 16:00 light engine Warrington Arpley yard to Crewe Basford Hall yard
6L59 17:05 Crewe Basford Hall yard to Bootle Junction engineers' train
- Sun. 11th 6L58 11:50 Bootle Junction to Edge Hill Down Wapping engineers' train
0L58 13:45 light engine Edge Hill Down Wapping to Warrington Arpley LIP
Note. It appears that 60001 left the engineers' train wagons at Edge Hill but this time did not return later to collect the rake of wagons.
- Mon. 12th 6Z30 08:26 Warrington Arpley yard to Castleton departmental, noted Winwick Junction at 08:45
6Z31 12:00 Castleton to Warrington Arpley yard departmental (loaded CWR)
0Z31 14:20 light engine Warrington Arpley yard to Warrington Arpley LIP
0L02 Warrington Arpley LIP to Crewe Basford Hall yard
6L05 18:08 Crewe Basford Hall yard to Cheadle Hulme engineers' train
Note. The Crewe – Cheadle Hulme line is closed for several months for resignalling. 6L05 accessed the engineering possession via Warrington and Manchester Piccadilly, returning as 6L04 on the same route the following day.
- Tues. 13th 6L04 12:22 Cheadle Hulme to Crewe Basford Hall yard engineers' train, noted stopped Warrington Bank Quay station at 13:38 for crew change; the driver said that it had come from Alderley Edge
0L04 15:07 light engine Crewe Basford Hall yard to Warrington Arpley LIP, noted Acton Bridge at 15:32 and Warrington Bank Quay station at 15:50
- Wed. 14th Various shunting movements in Warrington Arpley yard and C&W sidings
- Thur. 15th 0F41 light engine Warrington Arpley LIP to Penyffordd cement works
6E41 14:57 Penyffordd cement works to Healey Mills yard empty MEA box wagons, which would have been used to transport coal to the cement works, noted Mirfield at 20:45
- Fri. 16th Located at Healey Mills all day
- Sat. 17th 6D78 07:09 Healey Mills yard to Neville Hill TMD loaded fuel tanks
0D79 08:22 light engine Neville Hill TMD to Healey Mills yard, noted Wakefield Kirkgate station at 09:10
- Sun. 18th Located at Healey Mills all day, noted in yard with engine idling at 12:25

RCTS Log of 60001 The Railway Observer January to December 2005

December 2005 (continued)

- Mon. 19th 6E73 Clitheroe cement works to Tees yard empty MEA box wagons, which would have been used to transport coal to the cement works, hauled by 60001 from Healey Mills yard departed 00:27
0I00 03:00 light engine Tees yard to Thornaby TMD
6N90 10:50 Tees yard to Thrislington quarry empty lime wagons
6N91 13:51 Thrislington quarry to Tees yard loaded lime wagons
0N74 16:12 light engine Tees yard to Hartlepool
6N77 20:52 Hartlepool to Tees yard steel empties
6N99 22:18 Tees yard to Tyne yard Enterprise, arrived 00:17 on 20th
- Tues. 20th 6N65 03:28 Tyne yard to Tees yard Enterprise
0I00 04:59 light engine Tees yard to Thornaby TMD
Repair to braking system (repair code 300) at Thornaby TMD, completed 10:45
6D81 11:00 (WTT time) Lackenby to Scunthorpe steel empties, noted Colton Junction at 14:40
- No further information until
A-exam at Doncaster TMD, completed at 22:00
- Wed. 21st 6D45 12:30 Doncaster Belmont yard to Immingham yard Enterprise
Various shunting movements in Immingham yard area
6M99 16:07 Immingham yard to Wolverhampton steel terminal loaded steel, noted Toton at 20:56
0M99 23:55 light engine Wolverhampton steel terminal to Bescot LHS, arrived 00:35 on 22nd
- Thur. 22nd 6B07 05:19 Bescot down sidings to Wolverhampton steel terminal loaded steel
6E08 06:23 Wolverhampton steel terminal to Doncaster Belmont yard steel empties, noted Clay Cross Junction at 10:01
6D45 12:06 Doncaster Belmont yard to Immingham yard Enterprise
More shunting movements in Immingham yard area
6M99 15:52 Immingham yard to Wolverhampton steel terminal loaded steel, noted Scunthorpe at 16:50
- Fri. 23rd 0M99 00:25 light engine Wolverhampton steel terminal to Bescot LHS
6B07 05:53 Bescot down sidings to Wolverhampton steel terminal loaded steel
6E08 07:30 Wolverhampton steel terminal to Doncaster Belmont yard steel empties
6M31 19:55 Doncaster Belmont yard to Warrington Arpley yard Enterprise
- Sat. 24th 6E37 00:25 Warrington Arpley yard to Doncaster Belmont yard Enterprise
0D01 light engine Doncaster Belmont yard to Doncaster TMD
- Sun. 25th All day at Doncaster TMD
- Mon. 26th A exam at Doncaster TMD
- Tues. 27th Noted at Doncaster station, arrived 14:50 to drop off a driver and departed 14:53 back to Doncaster TMD
- Wed. 28th 6J62 00:20 Doncaster Belmont yard to Rotherham steel terminal loaded steel
- Thur. 29th Allocated repair code 420 (traction motors), running on 5 traction motors
0Z00 light engine Rotherham steel terminal to Doncaster Belmont yard
0D17 14:40 light engine Doncaster Belmont yard to Immingham yard
Allocated 6V19 Immingham yard to Margam yard but instead ran
0V19 16:56 light engine Immingham yard to Newport Godfrey Road, arrived 06:00 on 30th

RCTS Log of 60001 The Railway Observer January to December 2005

December 2005 (continued)

Fri. 30th 6V02 Tees yard to Margam yard steel empties plus loaded lime,
worked by 60001 from Newport ADJ yard departed 06:50
0Z00 09:05 light engine Margam yard to Margam LIP
Assigned for B-exam and traction motor repair

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