

RCTS Log of 60001 The Railway Observer January to March 2006

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.

Monthly summaries are now included in this log. The most recent summaries will be also be published in The Railway Observer.

January 2006

Summary. This year started with 60001 at Margam LIP waiting for a B-exam and repair to a traction motor. This work was started on the evening of the 2nd and completed mid-day on the 6th. It then worked mostly steel trains to, from and in Teesside until the 20th apart from breaks for pre-assigned tyre turning at Thornaby TMD on the 10th to 11th, repair for a coolant leak on the 14th and repair to high pressure fuel hoses on the 19th. Two days on the Immingham – Santon iron ore circuit were followed by loaded oil tanks from Lindsey to Didcot power station. 60001 then went light engine to Bristol East depot and worked steel empties to Newport ADJ yard, a round trip steel working to Round Oak and steel wagons to Newport Docks. It then worked empty scrap wagons from Cardiff Tidal yard to EMR Handsworth and returned the following day with loaded scrap wagons from Washwood Heath yard to Cardiff Tidal yard. While running light engine from Newport to Bescot, it failed with loss of power shortly after departure and managed to reach the Caerwent branch; when checked by fitters at East Usk yard, the reason for the failure was not ascertained although an auxiliary earth fault had been suspected. Clearly the failure was not serious as 60001 did a return steel working to and from Teesside that evening, then a weekend engineers' train in South Wales and steel workings to Corby and then to Round Oak completed a rather eventful month for 60001.

January included further new workings for the log, these being the loaded oil tanks from Lindsey to Didcot power station, steel empties from Bristol East depot to Newport ADJ yard and the scrap working from Cardiff Tidal yard to EMR Handsworth that returned the following day from Washwood Heath yard.

Sun. 1st	At Margam LIP awaiting B exam and repair to traction motor, code 420 Noted stabled on the East side of the depot in the afternoon
Mon. 2nd	23:50 B exam and repair started
Fri. 6th	13:15 B exam and traction motor repair completed, available for service Noted outside depot with engine running at about 16:00 Pre-assigned tyre turning at Thornaby TMD on 10th
Sat. 7th	6E09 08:46 Margam yard to Lackenby steel empties, noted Newport at 10:14 and Willington at about 15:00, terminated at Rotherham steel terminal when the train was running two and a half hours late due to 'freight vehicle defect'
Sun. 8th	6G09 14:35 Rotherham steel terminal to Lackenby steel empties, noted Colton Junction at 15:57 0N10 17:40 light engine Lackenby to Thornaby TMD

Note. 6G09 was the continuation of 6E09 which had been terminated the previous day. The headcode was changed from 6E09 to 6G09 because it was no longer an 'inter regional' working.

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January (continued)

- Mon. 9th 6N25 07:24 Tees yard to Redcar loaded four-wheel lime hoppers
6M46 10:43 Redcar to Hardendale empty four-wheel lime hoppers,
worked by 60001 as far as Tees yard
- Note. 6N25 is the forward working of the Redcar portion of the incoming train from Hardendale. The loco working 6M46 from Redcar is normally booked to work as far as Tees yard, 6M46 is then worked forward to Hardendale by the loco that has worked the other portion 6N32 from Lackenby which was 60032 on this date.
- 0D11 15:30 light engine Tees yard to Scunthorpe
6N73 19:30 Scunthorpe to Lackenby loaded steel slab,
worked by 60001 as far as Tees yard
0I00 23:20 light engine Tees yard to Thornaby TMD
- Tues. 10th Stopped at Thornaby TMD for pre-assigned tyre turning
- Wed. 11th 14:30 Tyre turning completed, available for service
0N31 15:02 light engine Thornaby TMD to A.V. Dawson, Middlesbrough
6N31 15:55 A.V. Dawson, Middlesbrough to Tees yard steel empties
6V02 19:19 Tees yard to Margam yard empty steel and loaded lime containers,
noted Colton Junction about 20:30, arrived 05:54 on 12th
- Thur. 12th 6E30 17:43 Margam yard to Hartlepool loaded steel coil, arrived 05:20 on 13th
- Fri. 13th 6N27 12:58 Hartlepool to Tees yard steel empties, noted Stockton 13:16
0N55 15:33 light engine Thornaby TMD to Tees Dock
6N55 19:10 Tees Dock to Tees yard intermodal
0I00 21:00 light engine Tees yard to Thornaby TMD
- Sat. 14th 00:00 Stopped with coolant leak, code CLK
01:00 Repair completed, code 185, coolant hoses, flexible pipes and clips
6N05 06:40 Tees yard to Hartlepool loaded steel coil
6N15 12:16 Hartlepool to Tees yard steel empties,
noted arriving Tees yard at 12:52
0N10 13:00 light engine Tees yard to Thornaby TMD
- Sun. 15th 6D11 15:22 Tees yard to Scunthorpe steel empties
6N73 20:36 Scunthorpe to Lackenby loaded steel, arrived 00:20 on 16th
- Note. 6D11 was routed via Tyne yard due to engineering possessions; 6N73 may have also used the same route.
- Mon. 16th 0N10 01:05 light engine Lackenby to Thornaby TMD
6N61 05:35 Tees yard to Lynemouth empty bogie flats
6N49 16:25 Lynemouth to Tees yard loaded aluminium ingots
6V49 22:12 Tees yard to Newport Docks loaded aluminium ingots and steel
girders, noted Newport at 06:50 on 17th, arrived 07:29 on 17th

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Tues. 17th 6E47 09:25 Newport Docks to Lackenby steel empties,
worked by 60001 as far as Newport ADJ yard

Note. 6E47 is normally an evening train. On this occasion it appears to have been worked as far as Newport ADJ yard in the morning for onward movement in the evening.

Noted Newport Godfrey Road at 10:00, hastily departed eastbound at 12:00,
then noted Newport station at 12:46 piloting 66141 with a westbound steel
working, possibly 6H24 Llanwern to Margam yard steel empties

Pre-assigned maintenance for window wipers and washers, code 656, at Margam
LIP completed 16:45

6E30 18:04 Margam yard to Hartlepool loaded steel coil and empty lime
containers, noted Newport at 19:30 stopping for crew change and Gloucester at
20:25, arrived 05:17 on 18th

Note. The empty lime containers would have been detached at Tees yard for onward movement to Thrislington quarry

Wed. 18th 6N27 12:56 Hartlepool to Tees yard steel empties,
noted arriving Tees yard at 13:25

OI00 14:00 light engine Tees yard to Thornaby TMD

ON31 15:02 light engine Thornaby TMD to A.V. Dawson, Middlesbrough

6N31 15:50 A.V. Dawson, Middlesbrough to Tees yard steel empties

6V02 18:40 Tees yard to Margam yard empty steel and loaded lime containers,
noted Doncaster at 21:18 where it was reported as empty steel,
arrived 06:10 on 19th

Thur. 19th 0V02 08:00 light engine Margam yard to Margam LIP
09:30 out of service for repair to high pressure fuel pipes, code 152,
completed 11:30

6B48 14:06 Margam yard to Trostre loaded steel coil

6E20 16:30 Trostre to Doncaster Belmont yard steel empties,
arrived 06:20 on 20th

Fri. 20th 6D67 07:22 Doncaster Belmont yard to Rotherham steel terminal loaded steel
0D53 13:00 light engine Rotherham steel terminal to Doncaster Belmont yard
6D17 14:27 Doncaster Belmont yard to Immingham yard Enterprise
0D17 17:00 light engine Immingham yard to Immingham TMD
0T30 20:25 light engine Immingham TMD to Immingham ore terminal
6T30 21:20 Immingham to Santon loaded iron ore tippers
6K30 23:20 Santon to Immingham return empties, arrived 00:11 on 21st

Sat. 21st 6T18 01:05 Immingham to Santon loaded iron ore tippers
6K18 02:15 Santon to Immingham return empties
6T20 03:40 Immingham to Santon loaded iron ore tippers
6K20 05:00 Santon to Immingham return empties
6T22 07:55 Immingham to Santon loaded iron ore tippers
6K22 09:22 Santon to Immingham return empties, noted Barnetby at 09:47
6T24 11:05 Immingham to Santon loaded iron ore tippers
6K24 12:18 Santon to Immingham return empties,
noted passing Humber oil refinery at 12:50
6T27 16:40 Immingham to Santon loaded iron ore tippers
6K27 17:47 Santon to Immingham return empties
OK26 18:48 light engine Immingham ore terminal to Immingham TMD

Note. The final round trip had originally been allocated as 6T26 and 6K26 which would explain why the light engine movement to Immingham TMD was OK26 rather than OK27.

Sun. 22nd 6V96 22:19 Lindsey to Didcot power station loaded bogie oil tanks,
arrived 06:30 on 23rd

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- Mon. 23rd 0V98 08:00 light engine Didcot power station to Didcot yard
0C01 12:07 light engine Didcot yard to Bristol East depot,
noted Swindon at 13:00
6C02 14:55 Bristol East depot to Newport ADJ yard steel empties,
noted Pilning at 15:08 and Newport station at 16:37
0M42 light engine Newport Godfrey Road to Llanwern
6M42 19:25 (WTT time) Llanwern to Round Oak loaded steel coil
- Tues. 24th 6V54 05:30 (WTT time) Round Oak to Llanwern steel empties,
noted Severn Tunnel Junction at 08:47
Allocated 0V54 light engine to Newport Godfrey Road or East Usk yard
6E05 15:30 Llanwern to Newport Docks, noted Newport station at about 16:10,
thought to be loaded steel wagons but view blocked by another train
Note. 6E05 is understood to be 05:48 MO Llanwern to Lackenby steel empties, apparently
running on a different day, diverted via Newport Docks on this occasion and only worked to
there by 60001. 6E05 may have been loaded steel from Llanwern to Newport Docks.
- Wed. 25th 6M98 03:00 Cardiff Tidal yard to EMR Handsworth empty scrap wagons
0Z98 19:20 light engine EMR Handsworth to Bescot TMD
- Thur. 26th 6T96 00:38 Bescot engineers' sidings to Toton Up yard departmental
0T96 03:00 light engine Toton Up yard to Bescot engineers' sidings
6Z06 08:55 Washwood Heath yard to Cardiff Tidal yard loaded scrap, noted
Newport at 12:05
Note. 60001 had been allocated to work 6V06 18:14 Handsworth to Cardiff Tidal yard loaded
scrap on the 24th but that was cancelled; perhaps the load wasn't ready in time. Instead it
went light engine to Bescot for an A-exam and then worked a departmental to Toton before
returning to collect the loaded scrap train from Washwood Heath yard, now running as 6Z06
since there isn't a booked 6V06 path on a Thursday.
0T00 15:20 light engine Cardiff Tidal yard to Newport Godfrey Road
0M12 light engine Newport Godfrey Road to Bescot engineers' sidings, running in
the path of 6M12 18:27 Newport ADJ yard to Bescot engineers' sidings
departmental, failed with loss of power but was able to reach the Caerwent
branch
- Fri. 27th 0T00 00:01 hauled light engine DIT from Caerwent branch to East Usk yard
08:45 available for service, repair code 599
(loss of power, reason not ascertained; it had been thought that the failure was
due to an auxiliary earth fault)
6E35 13:10 Llanwern to Lackenby steel empties
0E35 22:00 light engine Lackenby to Thornaby TMD
- Sat. 28th 0V35 light engine Thornaby TMD to Lackenby
6V35 00:30 Lackenby to Llanwern loaded steel slab, noted Magor at 09:10
0T00 11:02 light engine Llanwern to Newport Godfrey Road
0W26 15:18 light engine Newport Godfrey Road to Newport ADJ yard
6W26 16:35 Newport ADJ yard to Swansea Burrows sidings engineers' train
- Sun. 29th 6W26 03:27 Swansea Burrows sidings to Briton Ferry yard engineers' train
6W26 12:52 Bridgend to Newport ADJ yard engineers' train, noted Aberthaw at
13:20, Newport station at 14:20, ran round in East Usk yard where it arrived at
14:55 and departed at 15:55 and returned through Newport to access the part of
Newport ADJ yard on the curve by the Newport Docks branch
Noted stabled Newport Godfrey Road at 18:20

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Mon. 30th 6M94 00:01 Llanwern to Corby loaded steel coil
6V92 15:31 Corby to Llanwern return empties, noted Nuneaton at 17:59
0Z00 22:50 light engine Llanwern to Newport Godfrey Road

Tues. 31st 6M81 04:50 Llanwern to Round Oak loaded steel coil
6V07 13:20 Round Oak to Margam yard return empties, noted Newport at 16:48

February 2006

Summary. 60001 continued on steel workings from Margam yard to Dee Marsh, Corby and Trostre together with a Robeston – Theale oil tanks working and a weekend engineers' train to Briton Ferry. One of the Dee Marsh workings was interesting as the return empty covered steel carriers were dropped off at Llanwern exchange sidings with the train working forward to Margam yard with loaded steel coil on bogie flats. 60001 then worked a local Jersey Marine stone train before hauling steel coil from Margam to Hartlepool. After Enterprise workings to Tyne yard (for Mossend yard) and back to Tees yard it then worked coal to Warrington Arpley yard, destined for Penyffordd cement works, another new working for the log.

The next 16 days were all spent working on the Fiddlers Ferry coal circuit with short breaks at Warrington Arpley LIP on the two Sundays and a repair to its lighting system on the 17th. Very late on the evening of 24th February, 60001 failed with a 'burst' engine between Bootle Junction and Edge Hill while working a Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR. It was hauled dead to Warrington Arpley, placed in quarantine pool WNQX and on the 27th was moved DIT on a Warrington to Bescot train for onward movement to Toton TMD for damage assessment.

Wed. 1st 6M76 00:05 Margam yard to Dee Marsh loaded steel coil
6V75 09:18 Dee Marsh to Margam yard return empties,
noted eastbound passing East Usk yard at 13:18 with covered coil carriers,
then westbound passing East Usk yard at 14:55 and Newport station at 15:05
with loaded steel coil on bogie flats

Note. The local enthusiast, who made the observations at East Usk yard, advised that all the steel trains to/from Margam that go through Newport go via Llanwern exchange sidings except for the Margam – Corby trains. On this occasion there was a change of consist while at Llanwern. The loaded coil from Llanwern was presumably for onward movement to Trostre.

0A11 17:54 light engine Margam LIP to Robeston

6A11 23:00 Robeston to Theale loaded bogie oil tanks, arrived 06:15 on 2nd

Thur. 2nd 6B33 13:24 Theale to Robeston empty bogie oil tanks, noted leaving Reading
West Junction at 13:47, Didcot at 14:05, at Denchworth in the Challow loops at
14:17 and Newport at 16:27, worked by 60001 as far as Margam yard
6M94 21:36 Margam yard to Corby loaded steel coil, arrived 07:55 on 3rd

Fri. 3rd 6V92 10:00 Corby to Margam yard steel coil empties
6M76 23:50 Margam yard to Dee Marsh loaded steel coil, arrived 07:40 on 4th

Sat. 4th 6V75 09:15 Dee Marsh to Margam yard steel empties, noted Leominster at 11:47

Sun. 5th 6W05 05:00 Margam yard to Briton Ferry engineers' train
6W05 11:35 Briton Ferry to Margam yard return engineers' train

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February (continued)

Mon. 6th 6H13 03:40 Margam yard to Trostre loaded steel coil
 6H14 06:15 Trostre to Margam yard return empties

Note. It appears from the headcodes that 6H13 and 6H14 may be steel coil from Llanwern and return empties; 6V75 carried steel coil from Llanwern to Margam on the 1st. 6H13 and 6H14 are Monday only trains that run when Sunday trains are cancelled because of engineering work.

 6B42 07:52 Margam yard to Jersey Marine empty four-wheel stone hoppers
 6B75 10:30 Jersey Marine to Margam yard loaded four-wheel stone hoppers
 6E30 17:42 Margam yard to Hartlepool loaded steel coil, arrived 05:21 on 7th

Tues. 7th 6N27 13:18 Hartlepool to Tees yard steel empties
 6N74 16:30 Tees yard to Hartlepool loaded steel coil
 ON77 19:55 light engine Hartlepool to Thornaby TMD

Wed. 8th 6S92 00:11 Tees yard to Mossend yard Enterprise,
 hailed by 60001 as far as Tyne yard
 6N65 03:17 Tyne yard to Tees yard Enterprise
 6N57 05:23 Tees yard to Tees Dock Enterprise
 ON10 06:23 light engine Tees Dock to Thornaby TMD
 6M83 Redcar to Warrington Arpley yard loaded coal in MEA box wagons,
 worked by 60001 from Tees yard departed 10:28, noted Colton Junction at
 11:55, Milford Junction at 12:09 and Wakefield at 12:33

Note. The final destination for the loaded MEA box wagons was Penyffordd cement works

Thur. 9th 7F18 08:19 Warrington Walton Old Junction sidings
 to Liverpool Gladstone Dock empty MGR
 7F82 11:52 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
 7F06 18:25 Fiddlers Ferry to Liverpool Gladstone Dock return empties
 7F86 22:30 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR,
 arrived 03:40 on 10th

Fri. 10th 7F16 06:10 Fiddlers Ferry to Liverpool Gladstone Dock empty MGR
 7F81 10:20 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
 7F04 14:15 Fiddlers Ferry to Liverpool Gladstone Dock return empties,
 worked by 60001 as far as Warrington Walton Old Junction sidings
 OP00 17:00 light engine Warrington Walton Old Junction sidings
 to Warrington Arpley LIP for fuelling
 7F84 19:40 Warrington Walton Old Junction sidings to Fiddlers Ferry loaded MGR
 7F10 21:40 Fiddlers Ferry to Liverpool Gladstone Dock return empties,
 arrived 00:10 on 11th

Sat. 11th 7F88 01:59 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
 7F18 05:55 Fiddlers Ferry to Liverpool Gladstone Dock return empties
 7F82 10:45 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
 7F06 16:55 Fiddlers Ferry to Warrington Walton Old Junction sidings
 return empties
 7F84 18:25 Warrington Walton Old Junction sidings to Fiddlers Ferry loaded MGR
 7F10 20:15 Fiddlers Ferry to Warrington Arpley yard return empties
 OF10 21:09 light engine Warrington Arpley yard to Warrington Arpley LIP

Sun. 12th Noted stabled Warrington Arpley LIP at 15:45
 7F08 19:56 Warrington Walton Old Junction sidings
 to Liverpool Gladstone Dock empty MGR

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Mon. 13th 7F87 00:55 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F16 04:15 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F81 09:27 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
6F04 14:37 Fiddlers Ferry to Liverpool Gladstone Dock return empties,
which recessed at Warrington Walton Old Junction sidings from 15:26 to 16:16;
60001 was reported at Warrington Arpley LIP in the afternoon so appears to have
gone there for fuelling leaving the wagons recessed in the sidings
7F85 19:45 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR

Tues. 14th 7F24 01:35 Fiddlers Ferry to Warrington Latchford sidings empty MGR
7F12 02:20 Warrington Latchford sidings to Liverpool Gladstone Dock empty MGR

Note. 7F24 and 7F12 appear to have been the same train with a change of headcode at
Warrington Latchford sidings where the locomotive runs round the train.

7F89 05:55 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F20 17:05 Fiddlers Ferry to Warrington Walton Old Junction sidings
return empties

Note. 60001 was at Fiddlers Ferry for seven hours between the arrival of 7F89 and the
departure of 7F20 compared with the normal turn round of one to two hours. There may have
been some problems with unloading, for example if it was a cold day and the load of coal was
frozen or if there were problems with the unloading system at the power station.

Wed. 15th OT00 05:30 light engine Warrington Walton Old Junction sidings
to Warrington Arpley yard
7F18 08:55 Warrington Walton Old Junction sidings
to Liverpool Gladstone Dock empty MGR
7F82 13:35 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F06 19:15 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F87 23:55 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR,
arrived 03:35 on 16th

Thur. 16th No movement recorded from Fiddlers Ferry to Warrington for either a light engine
or an empty train; the latter seems more likely
7F80 09:51 Warrington Walton Old Junction sidings to Fiddlers Ferry loaded MGR
7F02 19:25 Fiddlers Ferry to Warrington Walton Old Junction sidings
return empties
0Z00 20:30 light engine Warrington Walton Old Junction sidings
to Warrington Arpley yard

Note. 60001 was at Fiddlers Ferry for just over nine hours between the arrival of 7F80 and the
departure of 7F02; see the second note for the 14th.

Fri. 17th 01:00 Awaiting materials for repair to lighting (repair code 590)
Noted outside Warrington Arpley LIP from 12:30 and 14:15
17:00 Repair completed, available for service

Sat. 18th 0D01 04:00 light engine Warrington Arpley yard to Fiddlers Ferry
7F18 05:35 Fiddlers Ferry to Liverpool Gladstone Dock empty MGR
7F82 10:58 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR,
noted stopped in Warrington Bank Quay station when the observers arrived
at 12:30 and departed southbound at 13:20
7F06 17:20 Fiddlers Ferry to Warrington Walton Old Junction sidings
return empties
OT00 18:19 light engine Warrington Walton Old Junction sidings
to Warrington Arpley yard

Sun. 19th Noted Warrington Arpley LIP at 17:15
7F10 21:58 Warrington Walton Old Junction sidings to Liverpool Gladstone Dock
empty MGR

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- Mon. 20th 7F88 00:47 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F18 05:55 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F83 12:54 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F08 20:25 Fiddlers Ferry to Liverpool Gladstone Dock return empties
- Tues. 21st 7F87 01:40 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F16 04:56 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F81 09:15 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F04 15:35 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F85 20:23 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR,
arrived 02:30 on 22nd
- Wed. 22nd 7F24 03:14 Fiddlers Ferry to Warrington Walton Old Junction sidings empty MGR
7F22 06:40 Warrington Walton Old Junction sidings to Liverpool Gladstone Dock
empty MGR
- Note. This appears to be the same train with change of headcode at Warrington Walton Old
Junction sidings
7F81 08:58 Liverpool Gladstone Dock to Warrington Walton Old Junction sidings
loaded MGR
0F81 11:10 light engine Warrington Walton Old Junction sidings
to Warrington Arpley LIP
7F83 19:00 Warrington Walton Old Junction sidings to Fiddlers Ferry loaded MGR
7F08 20:50 Fiddlers Ferry to Liverpool Gladstone Dock return empties
- Thur. 23rd 7F87 01:00 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F16 05:25 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F81 10:05 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
7F04 15:37 Fiddlers Ferry to Liverpool Gladstone Dock return empties
7F85 19:23 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR
- Fri. 24th 7F24 02:15 Fiddlers Ferry to Warrington Latchford sidings empty MGR
7F22 03:23 Warrington Latchford sidings to Liverpool Gladstone Dock empty MGR
- Note. This appears to be the same train with change of headcode, the second time at
Warrington Latchford sidings this month
7F80 07:45 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR,
noted heading under Warrington Bank Quay station at about 12:25 after running
round at Warrington Latchford sidings
7F02 13:48 Fiddlers Ferry to Warrington Walton Old Junction sidings empty MGR
0T00 15:20 light engine Warrington Walton Old Junction sidings
to Warrington Arpley LIP
7F08 20:04 Warrington Walton Old Junction sidings to Liverpool Gladstone Dock
empty MGR
7F87 23:15 Liverpool Gladstone Dock to Fiddlers Ferry loaded MGR via Bootle,
failed en route (23:50 ESD engine shut down) between Bootle Junction and Edge
Hill Down Wapping and was hauled DIT by 60053, which had been sent out from
Warrington Arpley LIP, as far as Warrington Walton Old Junction sidings where
60001 was removed from the train
- Sat. 25th 0F00 05:15 hauled DIT Warrington Walton Old Junction sidings
to Warrington Arpley yard
06:02 Pre-assigned engine maintenance (damage assessment), code 100, at
Toton TMD
60001 was observed stabled in the sidings at Warrington Arpley LIP with oil on
the bodyside that had leaked out under the bottom of the engine room door
- Sun. 26th Still at Warrington Arpley LIP

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- Mon. 27th Hauled DIT on 6G76 05:28 Warrington Arpley yard to Bescot down sidings Enterprise by an unidentified class 92, noted Bushbury Junction at 06:45
- Tues. 28th Allocated to be hauled DIT on 6D44 Bescot to Toton departmental but the movement of 60001 was cancelled until the following day

March 2006

Summary. On 1st March 60001 was hauled DIT on a Bescot to Toton departmental and moved into the storage sidings at Toton TMD. The following day it was transferred to storage pool WNTS.

Unofficial reports are that a big end had failed and the connecting rod then went through the side of the engine block. Damage to the engine is thought to be 'terminal' so 60001 is unlikely to work again unless a replacement engine becomes available.

- Wed. 1st 6D44 12:40 Bescot engineers' sidings to Toton up yard departmental, noted Walsall station at 13:45 hauled by 66118 with 60001 DIT, arrived Toton at 15:30
8P00 15:55 Toton up yard to Toton TMD light engine movement with 60001 DIT
- Thur. 2nd Stored at Toton TMD in pool WNTS – EWS tactical stored

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