



THE NORTH BRITISH TYPE 2 BO-BO DIESEL-ELECTRIC CLASSES 21 & 29

DESIGN, DEVELOPMENT AND DEMISE



ANTHONY P. SAYER



The North British Type 2 Bo-Bo Diesel-Electric Classes 21 & 29

*To my parents, Kathleen and John Sayer, who introduced me to
this fascinating hobby so many years ago.*



Class 21 D6124 and Class 29 D6116, 65A Eastfield, circa July 1966. (Author's Collection)



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First published in Great Britain in 2019 by
Pen & Sword Transport
An imprint of Pen & Sword Books Ltd
Yorkshire - Philadelphia

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ISBN 978 1 52674 277 3

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Typeset in Palatino by Aura Technology and Software Services, India
Printed and bound in India by Replika Press Pvt. Ltd.

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PREFACE

This book was born out of a long-term fascination with the North British Locomotive Co. diesel-electric Type 2s and serious worries about the generally poor quality of information available on the class. There has never been a book devoted exclusively to this class, the nearest thing being a magazine 'part work' published in 2011, shared with the diesel-hydraulic Class 22s.

Various short magazine articles have appeared from time to time but these have tended to be somewhat superficial by their very nature and, over the years, many have repeated previously published errors ad nauseum, so that, at best, they were frequently misleading, or, at worst, downright factually incorrect.

The ultimate aim of this book, therefore, is to provide some new and significantly more accurate insights into the history of this class. Despite my interest in the NBLs, this is not a rose-tinted review, rather a new perspective utilising primary sources of information gathered over the past thirty years, including personal sightings and photographic evidence. In addition, information gleaned from the Diesel Locomotive Record Cards (DLRCs) covering fifty-four of the locomotives built and the *BR Fires on Diesel Train Locomotives* reports for the period 1961-71 have also been

woven in to provide further insights regarding this fifty-eight strong fleet of locomotives. Secondary information sources (e.g. sightings reported in society magazines, etc) have also been deployed where appropriate, specifically where information is fully dated.

Approximately 7,500 locomotive sightings have allowed the accuracy of the NBL Type 2 storage periods to be tightened up considerably, with the fire reports and DLRCs providing strong supporting commentary around the observations. Although the collection and assimilation of this source data was something of a labour of love, it was absolutely necessary to achieve the in-depth and accurate insight required. Recent retirement has finally given me the time to use the information collected and allowed me to build up a reasonably comprehensive picture.

The exercise of producing this book has been quite a challenge – the Class 21s and 29s have proved to be something of a complex class of locomotives, made worse by the dearth of official information particularly regarding engine re-rating and periods in storage. In addition, given its relatively remote geographic sphere of operation from 1960 onwards, the class

seemed to go somewhat 'opaque' during the winter months as regards sightings and photographs. There were times when I thought that this piece of work was very much within the 'too difficult' category, but my desire to achieve some real daylight on the NBLs kept me motivated!

Specific objectives in the production of this book are essentially fourfold:

- to build up as comprehensive a picture as possible of the time periods that locomotives spent out of traffic, and/or, receiving Works attention to secure an eventual return to traffic following storage,
- to achieve an improved understanding of the re-engining process i.e. why, where, when, why only twenty locomotives, etc,
- to determine the physical characteristics and detail differences of the class members, relating this to Works repair dates, and,
- to outline the liveries carried, again marrying this with available Works information.

Hopefully my investigations have answered a few questions, although, in reality, I suspect that

I have actually generated quite a few more detailed ones (see the queries in the 'Comments' part of Section 6). If nothing else, I hope that I have corrected many of the factual errors which have been published about the class over the past fifty years, and also provided a bit of context around the locomotives during their short career with British Railways. The book may, hopefully, stimulate people to dig out their own records; this might start to answer some of the additional queries I have now posed. Any extra information would be very much appreciated

and should be forwarded to me, please, via the publisher. Thank you in advance.

Photographically, considerable effort has been made to secure as much previously unpublished material as possible; however, to provide full individual locomotive coverage (in most of their various guises) this has not been 100 per cent possible. At least a reasonably comprehensive overview of the class has been achieved in a single repository.

For clarity, even if technically incorrect, I have made reference to 'Class 21' and 'Class 29'

throughout, despite the fact these terms were only introduced by BR relatively late in the life of these locomotives.

Numerous references are made to No.1 and No.2 ends of locomotives. For clarity, No.1 end is defined as the end containing the radiator compartment (and train heating boiler). Mention is also made to '1-2' or '2-1' sides of the locomotives; '1-2' side is the side of the locomotive where the No.1 end is to the left and No.2 end to the right.

Anthony Sayer
November 2018

ACKNOWLEDGEMENTS

My 'back to basics' approach used for the development of the history of this somewhat enigmatic class has, by necessity, relied heavily on a massive amount of primary source information in various forms. Sighting information has inevitably been obtained from an extremely wide variety of sources and I have made every attempt to credit everyone concerned in Section 23. My thanks go to you all, and if I have failed to include anyone in the reference list, I sincerely apologise, but my thanks is there to you nonetheless.

Official sources have provided a major input in developing the locomotive histories and I would like to personally thank the teams of people at the National Archives (Kew), the National Railway Museum (York) and the Mitchell Library (Glasgow). I would also like to place on record my gratitude to Richard Carr and Don Meiklejohn of the Paxman Archive Trust for their assistance with the Class 21 to Class 29 conversion process (together with background anecdotal material). *Richard Carr's Paxman History Pages* is a 'must-read' web site.

A number of quotes have been taken from the *Railway Observer*, the magazine of the Railway Correspondence and Travel Society

(RCTS); these have been reproduced with the very kind permission of W. Gordon Davies of the RCTS.

I would also like to thank John Patston (and his contacts) for help with respect to the idiosyncracies of the MAN engines and their variants, and Bill Hamilton, Alistair Moffat and Hamish Stevenson for providing much of the local Scottish geographical and railway historical detail.

This book has used over 175 photographs to support the text. Given that the last Class 29s were withdrawn over 46 years ago, it has been necessary to obtain photographs from a wide variety of sources to ensure that all 58 members of the Class are individually portrayed; as many of the locomotive detail differences and liveries are covered; and that the geographic sphere of activity is represented. My thanks go to the following organisations and individuals: Paul Chancellor of Colour-Rail; Robin & Sarah-Jane Fell of Transport Treasury; John Chalcraft of Rail Photoprints; Rail-Online; W. Gordon Davies and John Broughton of the RCTS Archive; Steve Montgomery of Exe-Rail; Allan Trotter of the Eastbank Model Railway Club; and Graham Maxtone of the Great North of Scotland Railway

Association (GNSRA); Stewart Blencowe; Bob Bridger; Chris Bush; David Dippie; Peter Groom; Pete Hackney; Bill Hamilton; Keith Holt; Graham Johnston; Dave Jolly; Dave Lennon; Keith Long; Noel Machell; Jonathan Martin; Howie Milburn; Alistair Moffat; Laurie Mulrine; Andy Parr; Norman Preedy; Mike Rhodes; Roy Roast; 'runtheredline'; Geoff Sharpe; Lee Stanford; Hamish Stevenson; John Turner; Grahame Wareham and John Williams, together with pictures from the Jimmy Brown collection.

There are images from a very small number of photographers where it has proved impossible to obtain the appropriate permission to use their photographs despite every endeavour being made to track down the individuals concerned. In addition, there are one or two images where the identity of the photographer is totally unknown. Lack of accreditation on slides or prints has prevented any possibility of determining their provenance. In both cases, anyone who feels that they have not been adequately credited should please contact me via the publisher to ensure that the situation is corrected in future editions.

My thanks also go to Roger Butcher of the Engine Shed

Society and Peter Hall of the RCTS, particularly with respect to the application of the clinical HSBT-style methodology and the ‘Disposal Not Proven’ concept respectively, both measures

designed to elicit the truth regarding locomotive histories rather than the perpetuation of numerous old untruths.
Last but not least, I must extend considerable thanks to John Scott-

Morgan, Commissioning Editor, for his extensive support during my first excursion into book publication, an experience which turned out to be both extremely enjoyable and fulfilling.

ABBREVIATIONS

AEI	Associated Electrical Industries.
BLS	British Locomotive Society.
BR	British Railways / British Rail.
BRB	British Railways Board.
BRB SC	BRB Supply Committee.
BRB W&EC	BRB Works & Equipment Committee.
BTC	British Transport Commission.
Class 21	Original NBL Type 2 diesel-electric locomotives built with MAN engines.
Class 29	NBL Type 2 diesel-electric locomotives rebuilt with Paxman engines.
DLRC	Diesel Locomotive Record Card.
DMU	Diesel Multiple Unit.
e.c.s.	Empty coaching stock.
EMU	Electric Multiple Unit.
ER	Eastern Region, British Railways.
FDTL	BRB <i>Fires on Diesel Train Locomotives</i> Reports.
GEC	General Electric Company.
Glasgow BSt	Glasgow Buchanan Street station.
Glasgow QSt	Glasgow Queen Street station.
GNoS	Great North of Scotland Railway.
HSBT(WRHTS)	Hayward Strange Butcher Trushell Project (<i>What Really Happened to Steam</i>).
LCGB	Locomotive Club of Great Britain.
LMR	London Midland Region.
LMS	London Midland & Scottish.
MAN	Maschinenfabrik Augsburg-Nürnberg (engine manufacturer).
NBL Co.	North British Locomotive Company.
NTP	National Traction Plan.
RCTS	Railway Correspondence and Travel Society.
RSL	Rolling Stock Library.
ScR	Scottish Region, British Railways.
SLS	Stephenson Locomotive Society.
s.p. or sp	Stabling point.
SR	Southern Region, British Railways.
T&RS	Traction & Rolling Stock.
we	Week ending.
WR	Western Region, British Railways.

Chapter 1

CLASS INTRODUCTION

1.1 Order Placement.

Orders were placed for the first ten 'Pilot Scheme' North British Locomotive Co. diesel-electric Type 2 locomotives as follows:

NBL Order L79:

D6100-D6109

Date ordered: 16 November 1955.

Contract Ref. No.: PRE/A/725/3.

Order Nos.: L79/1-L79/10

Construction at Hyde Park

Works (initial documentation shows Queens Park Works, subsequently altered to Hyde Park Works 6 February 1957).

Progressive (Works) numbers 27681-27690.

First locomotive: original

contractual promise March 1958 (i.e. 24 months from settlement of all technical details).

First locomotive (D6100): actually delivered 2 December 1958.

These were followed by orders for 48 'production' locomotives as follows:

D6100, NBL Co., Hyde Park Works, Undated.

D6100 posing for a works photograph. Numbers applied at one end only (see Section 13.2). (©CSG CIC Glasgow Museums and Libraries Collection: The Mitchell Library, Special Collections)





D6124, NBL Co., Hyde Park Works, Undated. 'L94 15' identifier on the left buffer i.e. 15th locomotive of Order L94. (Bill Hamilton)

NBL Order L94:

D6110-D6137

Date ordered: 1 May 1957.

Contract Ref. No.: PRE/A/725/16.

Order Nos.: L94/1-L94/28.

Construction at Hyde Park Works.

Progressive (Works) numbers 27840-27867.

First locomotive: original contractual promise February 1959 and continue at the rate of three or four locomotives per month.

First locomotive (D6111): actually delivered 12 May 1959.

D6138-D6157

Date ordered: 14 July 1958.

Contract Ref. No.: 232-100-310X.

Order Nos.: L94/29-L94/48.

Constructed at Hyde Park Works.

Progressive (Works) numbers 27942-27961.

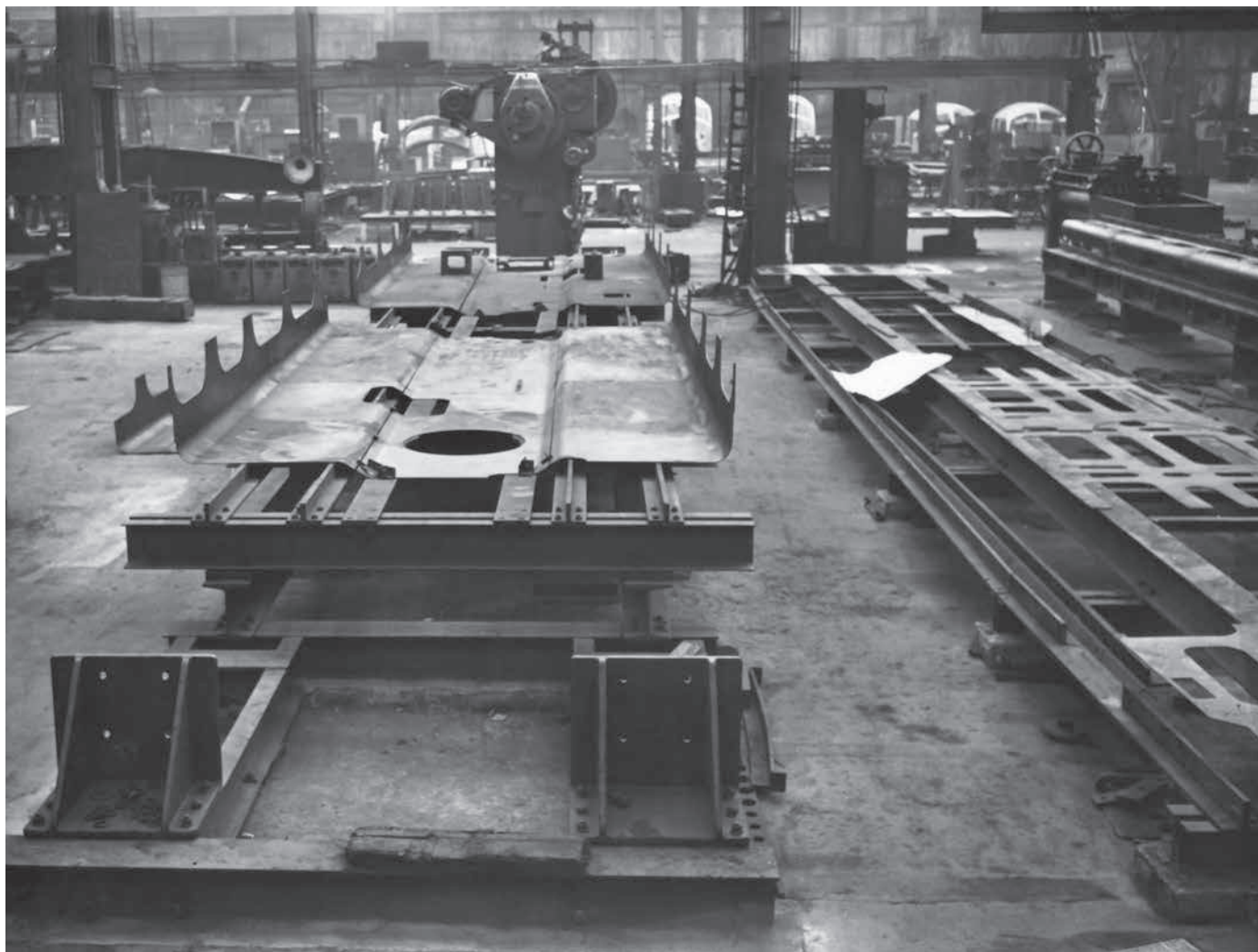
Special Features: Oil-cooled pistons, Westinghouse brake equipment, tablet-catching equipment.

First locomotive: original contractual promise July 1959, and complete by end of 1959 under penalty.

First locomotive (D6138): actually delivered 2 February 1960

As will be noted, the 'production' locomotives were ordered prior to the delivery and testing of the first ten 'Pilot Scheme' locomotives. Deliveries of all orders were late relative to the original promise,

NBL Co., Hyde Park Works, Erecting Shop, Undated. Frame construction work in the foreground, locomotive erection in the background. (©CSG CIC Glasgow Museums and Libraries Collection: The Mitchell Library, Special Collections)



partly due to issues at NBL but also due to the numerous modifications which were requested and made by the BTC during the construction period. The North British Type 2s were, therefore, an untested design entering traffic alongside several other competing Type 2 designs.

1.2 Introduction to Traffic.

D6100-37 were introduced to the Eastern Region, followed by D6138-57 to the Scottish Region

(the former Great North of Scotland area).

The D6100-37 batch, in particular, built up a poor operating reputation and even featured in the British Transport Commission Committee Meeting on 23 July 1959, Minute 12/293 reporting:

‘The Chairman [Sir Brian Robertson] referred to disturbing reports he had heard about the unsatisfactory

performance of some of the main line diesel locomotives and, at his request, the Technical Advisor [Mr. R.C. Bond] reported on the position and said it was true that there had been some troubles, particularly over the performance of the Eastern Region Type 2 North British diesel-electric locomotives, and the remedial action already taken was now

under review with the North British Company, whose workmanship had not come upto standard...'

As BR began to get to grips with its multifarious selection of diesel locomotives, steps were being taken during 1959 to concentrate specific diesel types in particular areas. Thus, the Brush Type 2s were concentrated on the Eastern Region, with the NBL D6100-37 batch transferring to Scotland in 1960, with the added quoted benefit of positioning them close to their manufacturing works (to deal with their performance shortfalls).

1.3 Concentration in Scotland.

The concentration of the D6100 locomotives in Scotland generated significant amounts of debate.

The subject was debated at the BTC on 24 September 1959, Minute 12/382 recording:

'In connection with the decision to concentrate the North British Type locomotives in the Scottish Region the Technical Advisor assured the Chairman of the Scottish Area Board

that the difficulties which had been experienced with these locomotives would be resolved before the transfers were effected.'

A.J. Mullay in his book *Scottish Region: A History 1948-1973* states:

'Although the introduction of diesels on the Aberdeen services out of Glasgow was expected, in June 1959, to bring about an impressive...return on investment, by October the Scottish Region was less optimistic. On 14 October, the Scottish Board informed the BTC of its "regret" that the Region was expected to operate accelerated Glasgow-Aberdeen services with diesels built by North British Locomotive of Glasgow...described in the official minutes as "this unsatisfactory stud" in preference to "tried and tested equipment"...'.

A quote from J. Brown in his book *Inverurie Loco Works: the Inside Story* substantiates the point:

'I was Inspector for Planning and Productivity with the Scottish Supplies and Contracts Manager at that time, based at St.Enoch Station in Glasgow, and the duty fell to me to arrange the transfer of all spares held for this class at Stratford Works, in East London, to St.Rollox Works in Glasgow. I naturally queried the decision to dump these useless engines on us but was told it was felt they might perform better if they were based "near their place of manufacture"...'.

Whether on the Eastern Region or the Scottish Region, the NBL Type 2s did not compare favourably with competing traction. The Brush Type 2s on the Eastern and the BRC&W and BR/Sulzer Type 2s in Scotland performed more reliably so, with declining traffic levels, it was always the NBL diesel-electrics which progressively fell by the wayside, thereby defining their history over the forthcoming years.

Chapter 2

SOME TECHNICAL
CONSIDERATIONS**2.1 Leading Particulars.****Details of Nos. D6100-D6109.**

Engine: NBL/MAN L12V18/21A
(manufactured by NBL under licence)

Maximum continuous rated output:
1,000hp at 1,445rpm

Main generator: GEC WT880
(continuous rating of 1,700amps at
375volts at 1,500rpm)

Traction motors: Four GEC WT440
nose-suspended (rated at 425amps,
375volts to deliver 189hp at
372rpm)

Performance: Maximum tractive
effort: 45,000lb at 28% adhesion at
2,800A main generator

Continuous tractive effort: 25,000lb
at 11mph at 1,700A main generator

Rail hp at continuous rating: 733

Full engine output: available
between 4.3 and 75mph

Braking: Air for loco, vacuum for
train giving a brake force of 84% of
loco weight in working order

Maximum permitted speed: 75mph

Curve: 4½ chains minimum radius
curve without gauge widening at
dead slow speed

Train heating equipment: Spanner
Swirlyflo boiler giving a steaming
capacity of 1,500lb/hr

Tank capacities: Engine fuel:
360gal; Boiler fuel: 100gal; Boiler
water: 600gal

**Details of Nos. D6110-D6157
(where different from
D6100-9).**

Engine: NBL/MAN L12V/21BS
(manufactured by NBL under
licence)

Maximum continuous rated output:
1,100hp at 1,500rpm

Main generator: GEC WT880
(continuous rating of 1,940amps at
375volts at 1,500rpm)

Traction motors: Four GEC
WT440 nose-suspended (rated at
485amps at 367volts giving 207hp
at 350rpm)

Performance: Maximum tractive
effort: 45,000lb at 28% adhesion at
2,800A main generator

Continuous tractive effort: 30,000lb
at 10.2mph at 1,940A main
generator

Rail hp at continuous rating: 816

Full engine output: available
between 5.2 and 64.0mph

D6138-57 differed from the earlier
batches in the following respects:

- The 'Blue-Star' electro-pneumatic multiple unit coupling method was employed, as opposed to the 'Red Circle' method utilised on D6100-D6137. The 'Blue-Star'

system made D6138-57
compatible with the Class 24s
and 26s already operating in
Scotland.

- Use of Westinghouse brake equipment, rather than Oerlikon (supplied by Davies & Metcalf) for D6100-37, at the Scottish Region's behest.
- Tablet-catcher recesses to accommodate Manson tablet-catching equipment.

**Key Dimensions (Imperial) and
Weights (Imperial – tons/cwt):**

See diagrams on page 22.

Cost:

Initial accepted price (D6100-9):
£62,400 each.

Various modifications specified
before delivery brought the final
price upto £65,000.

Initial accepted price (D6110-37):
£66,800 each.

Final price approximated to
£68,200 due to numerous additions
and modifications made, usually on
the instructions of the BTC.

The price of the D6138-57 batch will
have been higher still, reflecting the
Scottish Region requirements.

2.2 MAN Engine

Maschinenfabrik Augsburg-Nürnberg (MAN) engines were deployed in the Class 21s. Taking the basic L12V18/21 model, **L** reflected the Locomotive application, **12** denoted the number of cylinders, **V** that it was of vee configuration, and **18** and **21** represented the cylinder bore and piston stroke in centimetres i.e. 180mm by 210mm.

L12V18/21A (NBL frequently referred to them as L12V18/21S)

The initial engines supplied for BR were the older L12V18/21A model, where the 'A' indicated that it was turbocharged, the German word for turbocharged being *Aufladung*, and were based on engine developments at the company upto 1956/7. These went into locomotives D6100-9.

On occasions, NBL replaced the German 'A' suffix with the 'S' suffix (Supercharged in English). It should be noted that the 'A' and 'S' suffixes represented the same engine-build standard. The early L12V18/21A engines had a continuous rail traction rating of 1,000bhp at 1,445rpm.

L12V18/21B

From 1959 (application), the uprated L12V18/21B version was used; this engine was also referred to as L12V18/21BS.

The 'B' version reflected improvements to enable the continuous rated output to be raised from 1,000bhp to 1,100bhp. Quoting Brian Reed in *Diesel-Hydraulic Locomotives of the Western Region*:

'From 1958 injection pumps were mounted side by side on the flat deck above the neck of the "V", with the governor at the driving end; pistons were changed to forged aluminium alloy from the cast type, and the top piston ring was chrome plated; crankpin diameter was increased from 118mm to 125mm diameter; when rated speed was put up from 1400/1445rpm to 1500/1530rpm a sleeve-spring vibration damper was fitted to the free end of the crankshaft; only one exhaust manifold per cylinder bank was used in place of two, and a helix was inserted to keep the exhaust pulses separate until they reached the pressure-charger branch; the big ends were split diagonally and given serrated matching faces in place of the old plain-faced joint. These changes brought the L12V18/21B engine.

'Early L12V18/21A engines on the Western Region had a railway rating of 1000bhp at 1445rpm; 1100bhp at 1500rpm was considered then as no more than a one-hour output. The revised L12V18/21B model was given a railway rating of 1100bhp at 1530rpm following experience with the revised details.'

These comments regarding the power units in the Western Region Class 22 diesel-hydraulic locomotives (D6300-57) apply equally to the Class 21 diesel-electric fleet (D6100-57).

All engines installed in the Class 21s were licence-built by NBL at their Atlas Works. On these engines,

Napier turbochargers replaced the Brown-Boveri ones used on German built engines, and CAV injection equipment replaced Bosch.

2.3 Electrical Equipment.

The main GEC generator was a six-pole duplex lap wound machine with a continuous rating of 1,700amps at 375volts at 1,500rpm for the first ten 'Pilot' scheme locomotives of 1,000hp. In the production series, with the engine set to deliver a maximum of 1,100hp, the generator was uprated to give a continuous rating of 1,940amps at 375volts at 1,500rpm.

The speed of rotation of this generator was higher than almost any contemporary diesel-electric, most of which had slower revving engines or employed some form of step down gearing between engine and generator. Special attention was, therefore, paid to the design of the generators in order to achieve satisfactory commutation, in this case a duplex lap winding arrangement.

Traction motors for the 'Pilot' scheme locomotives were rated at 425amps, 375volts to deliver 189hp at 372rpm. The later production series had the motors uprated to 485amps at 367volts giving 207hp at 350rpm. The traction motor shafts were mounted on Timken taper roller bearings driving the wheels through single reduction resilient gears with a ratio of 15:64. All four motors were connected in parallel to obtain required adhesion characteristics. They were force ventilated by two 7.6hp blower sets, one mounted in the boiler compartment and the other in the generator compartment.

2.4 Equipment Layout and Superstructure.

The layout of each locomotive consisted of a cab at each end with two main compartments between:

- an engine, radiator and boiler compartment, and,
- a generator and electrical equipment compartment.

These two compartments were further subdivided. The section at the No.1 end contained the train heating boiler, a 290-gallon boiler water tank, one traction motor blower, two vacuum brake exhausters, a brake equipment rack and an auxiliary control case. The section at the No.2 end contained the cooler group, in effect a radiator with a tunnel through to the final section containing the MAN engine. Within the radiator tunnel was squeezed an air compressor.

Coupled to the engine was the main generator at the start of the second compartment which housed the main control equipment cubicle, an auxiliary control gear cubicle and one traction motor blower. This section also included a further aluminium 310-gallon boiler water tank, electrical resistance units and fire protection equipment.

On top of the traditional steel frame favoured by the BTC, the superstructure was largely made from aluminium as no load bearing capability was required. The bodysides, roof and bulkhead were constructed of extruded aluminium channels and 'T'-sections to which the aluminium skin was riveted. The roof was made in sections to facilitate easy removal for servicing.

Access to the engine room for depot maintenance was provided by double opening central doors on each bodyside with fixed windows. There were further fixed and sliding windows along the bodyside. Hinged louvred covers provided outside access to the Vokes filter panels; these were located on the body sides for the intake of air to the generator compartment and for the engine turbo blowers.

Driving cabs were supplied by Lightalloys Ltd from their foundry in Glasgow, built up from aluminium castings that were bolted and welded together. Cab doors were of cast aluminium alloy with fixed windows while the cab side windows for D6100-37 were a full drop design manufactured by Beclawat or a sliding design for D6138-57.

The 360-gallon main fuel tank, supplied by Marston Excelsior, was made of aluminium and slung centrally below the main frame between the bogies.

The combined engine and generator was mounted on a fabricated steel bedplate supported by four Metalastik Cushyfoot resilient mountings attached to the main locomotive deck.

2.5 Bogies.

The four wheel bogies were of the swing bolster type, incorporating Commonwealth one-piece cast steel frames, supplied by the English Steel Castings Corporation. An unusual characteristic of the locomotives was the spoked wheel design, a trademark of North British main-line locomotives. From the bogie

frame, the load was transferred to SKF roller bearing axle-boxes by equalising beams with four nests of coil springs.

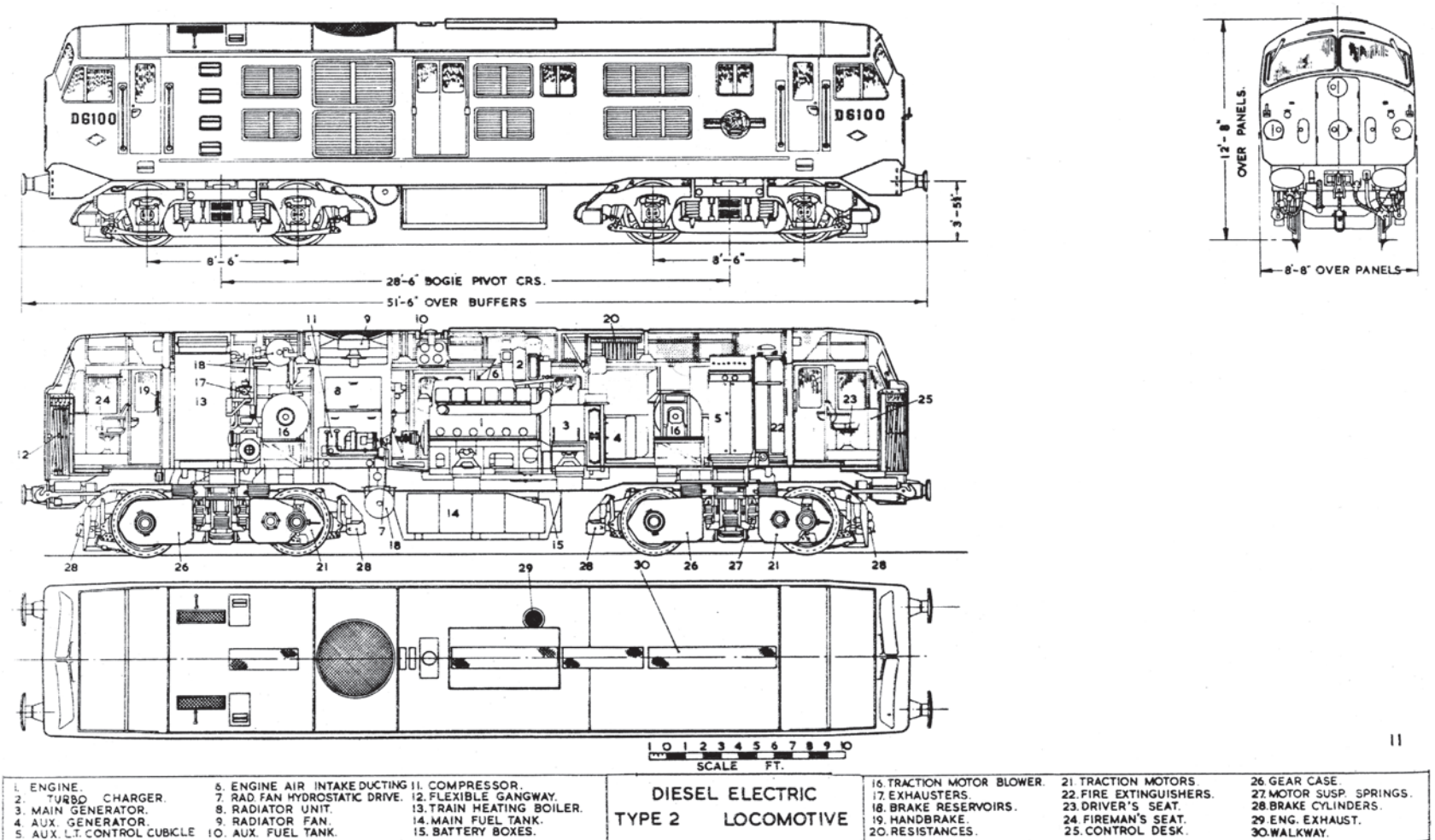
2.6 Design.

Much of the work for the cab and body design for the Western Region D600 series and the slightly later Type 2s (diesel-electric and diesel-hydraulic) was undertaken by Joseph McCrum who was head of the Department of Industrial Design at Glasgow School of Art, the overall design guru being Misha Black of the BTC Design Research Unit. McCrum described the work as the 'ultimate quest for success in adversity'.

Two documents dating back to 1957/58 make very interesting reading, firstly, this letter from Misha Black to Christian Barman (BTC) dated 1 April 1957:

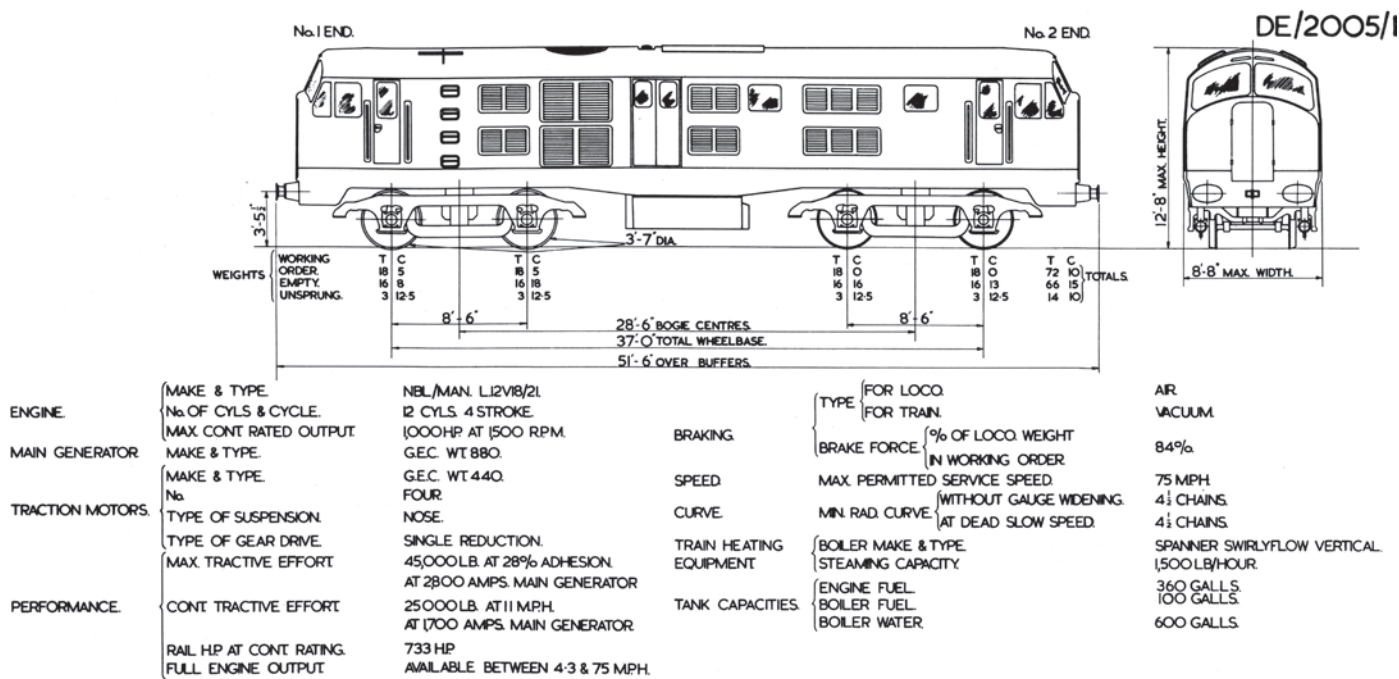
'I went to Glasgow last Friday, March 29, as McCrum was anxious to finalise the cab of the Type B (*D6100*) locomotive. You will remember that North British have insisted...in using as many as is practical of the aluminium castings designed for the Type C (*D600*) cab.

'Enclosed are three photographs of a model indicating what is now proposed. This is the result of considerable work by McCrum and myself and is, I believe, the best that can be done in the circumstances. It will certainly be an unusual looking cab and might turn out rather more handsome than these photographs promise.'

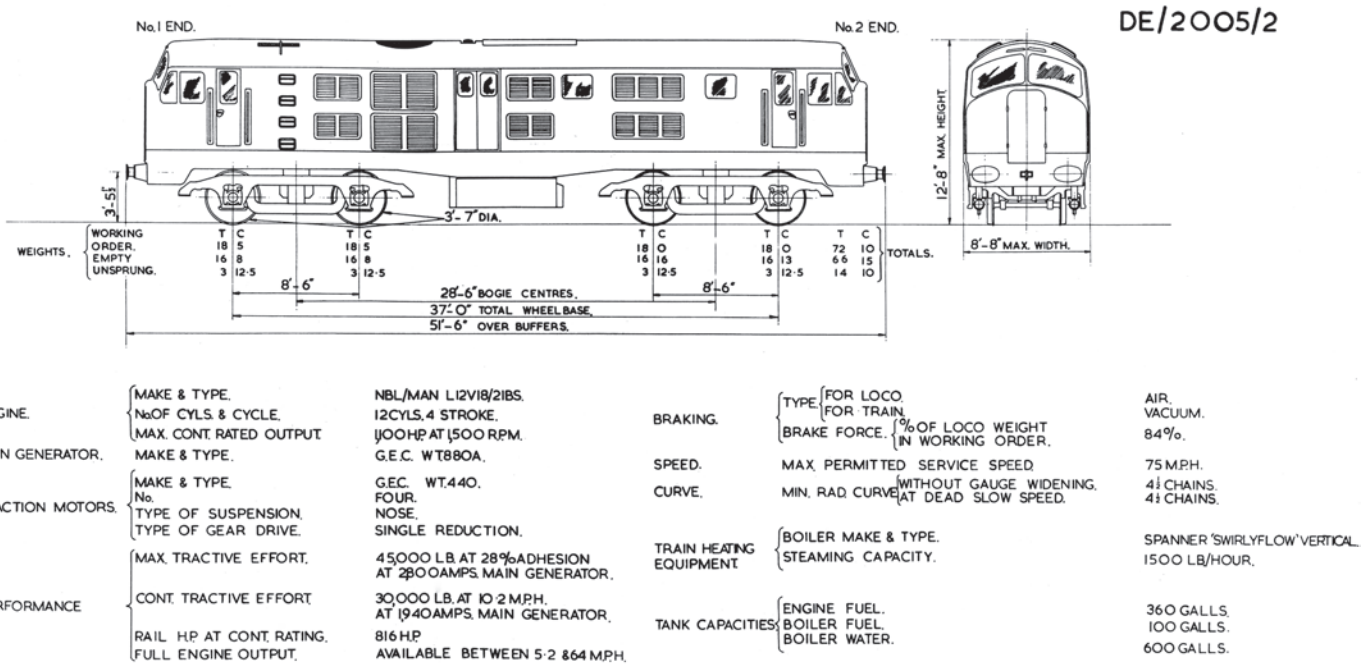


Line Drawing of NBL Type 2 D6100. (BR Main-Line Locomotive Layout Diagrams)

Line Drawing
DE/2005/1 of NBL
Type 2 1,000hp
diesel-electric. Note
the use of early B-B
wheel arrangement
terminology. (BR Main-Line
Diesel Locomotive Diagrams,
September 1961)



1000 H.P. N. B. L. TYPE 2 B-B DIESEL ELECTRIC LOCOMOTIVE.



1100 H.P. N. B. L. TYPE 2 B-B DIESEL ELECTRIC LOCOMOTIVE.

Line Drawing
DE/2005/2 of NBL
Type 2 1,100hp diesel-
electric. DE/2005/1
can be forgiven for still
depicting the old style
radiator grille; DE/2005/2
really should have shown
the later style (see
Section 12). (BR Main-Line
Diesel Locomotive Diagrams,
September 1961)

Then these notes made by Misha Black after a visit to NBL, Glasgow on 25 July 1958:

‘It will be remembered that these 1000h.p. locomotives have a cab which is identical to the large type built by North British. The same aluminium castings have been used but the nose of the cab has been cut off resulting in an almost flat front incorporating inter-communicating doors.

‘The appearance of this locomotive is thus slightly odd but may, in fact, appear very acceptable to those who are not

aware of how the design was developed.’

Early British Railways’ Type 2 Bo-Bo locomotives were generally restricted to around 51ft. The MAN/GEC power train in the NBL diesel-electrics led to a somewhat cramped interior necessitating compact cabs, certainly no nose-ends as featured on the D600s. Hence the less than favourable comments about the Type 2, suggesting a ‘carving knife had been taken to the nose end of the D600’! No space constraints existed with the diesel-hydraulics which came in at less than 47ft;

however, the common Type 2 cab design was applied to minimise production costs.

The diesel-electric, in my opinion, was the more balanced and attractive design of the two Type 2s, partly due to the Commonwealth bogies, but also due to the wider relative positioning of the bogies overall.

The livery finally selected was all-over ‘BR Locomotive Green’, with the only other splash of colour being the red buffer beams. Interestingly, a photograph of a pre-build wooden cab mock-up shows the application of DMU-style ‘whiskers’; this was, however, never applied in practice.

D600, Woodham Bros., Barry, 12 October 1969. The family likeness of the D61xx locomotives with the Type C 2000h.p. A1A-A1A D6xx locomotives is self evident; however, the comment regarding a carving knife having been taken to the nose of the D6xx series to produce the D61xx design is easy to understand! (Author’s Collection)

Design mock-up. Design model illustrating DMU ‘whiskers’ extending onto the bodyside, but with the cab front devoid of the usual operating paraphernalia. (©CSG CIC Glasgow Museums and Libraries Collection: The Mitchell Library, Special Collections)



Chapter 3

DELIVERY AND ACCEPTANCE TESTING

Class 21 delivery dates, pre-introduction acceptance dates and warranty dates are tabulated below. Dates are in dd/mm/yy format.

The ‘NBL No.’ is the NBL Order No. followed by the sequence number. The ‘Guarantee Begins’ reflects closely the introduction of

locomotives into traffic following acceptance testing.

Loco No.	NBL No.	Delivery Date ex NBL Co. Source: DLRC/ SLS	Date Invoiced Source: NBL	Guarantee Begins Source: DLRC	Acceptance Testing Source: CD&E6, except where mentioned otherwise.
D6100	L79/1	02/12/58	02/12/58	18/02/59	Doncaster Works - 08/12/59, 12/12/59 (failed), returned to NBL, 12/02/59, 13/02/59, 18/02/59
D6101	L79/2	09/12/58	10/12/58	08/04/59	Doncaster Works - 06/04/59, to Hornsey 10/04/59
D6102	L79/3	23/12/58	18/12/58	27/04/59	Doncaster Works - 17/03/59, 23/04/59, to Hornsey 29/04/59
D6103	L79/4	05/05/59	05/05/59	08/05/59	Doncaster Works - 07/05/59
D6104	L79/5	26/02/59	27/02/59	03/03/59	Doncaster Works - 02/03/59
D6105	L79/6	17/03/59	17/03/59	10/04/59	Doncaster Works - 20/03/59, 10/04/59, to Hornsey 14/04/59
D6106	L79/7	24/03/59	26/03/59	03/04/59	Doncaster Works - 02/04/59
D6107	L79/8	24/03/59	26/03/59	07/04/59	Doncaster Works - 03/04/59, 07/04/59, to Hornsey 08/04/59
D6108	L79/9	14/04/59	14/04/59	24/04/59	Doncaster Works - 24/04/59, to Hornsey 27/04/59
D6109	L79/10	07/04/59	07/04/59	14/04/59	Doncaster Works - 09/04/59, to Hornsey 14/04/59
D6110	L94/1	20/05/59	21/05/59	25/05/59	Doncaster Works - 25/05/59 (with D6112)
D6111	L94/2	12/05/59	14/05/59	15/05/59	Doncaster Works - 14/05/59
D6112	L94/3	20/05/59	21/05/59	?	Doncaster Works - 25/05/59 (with D6110)
D6113	L94/4	27/05/59	28/05/59	01/06/59	Doncaster Works - 29/05/59 (with D6114)
D6114	L94/5	27/05/59	28/05/59	01/06/59	Doncaster Works - 29/05/59 (with D6113)
D6115	L94/6	02/06/59	01/06/59	08/06/59	Doncaster Works - 04/06/59
D6116	L94/7	09/06/59	09/06/59	?	Doncaster Works - 11/06/59
D6117	L94/8	16/06/59	16/06/59	22/06/59	Doncaster Works - 19/06/59
D6118	L94/9	24/06/59	23/06/59	26/06/59	Doncaster Works - 25/06/59
D6119	L94/10	30/06/59	30/06/59	?	Doncaster Works - 02/07/59
D6120	L94/11	07/07/59	07/07/59	10/07/59	Doncaster Works - 09/07/59
D6121	L94/12	18/08/59	19/08/59	21/08/59	Doncaster Works - 20/08/59

Loco No.	NBL No.	Delivery Date ex NBL Co. Source: DLRC/ SLS	Date Invoiced Source: NBL	Guarantee Begins Source: DLRC	Acceptance Testing Source: CD&E6, except where mentioned otherwise.
D6122	L94/13	15/09/59	15/09/59	18/09/59	Doncaster Works - 17/09/59
D6123	L94/14	22/09/59	23/09/59	25/09/59	Doncaster Works - 24/09/59
D6124	L94/15	29/09/59	29/09/59	02/10/59	Doncaster Works - 01/10/59 (with D6125)
D6125	L94/16	29/09/59	29/09/59	07/10/59	Doncaster Works - 01/10/59 (with D6124), 02/10/59, 07/10/59
D6126	L94/17	06/10/59	06/10/59	09/10/59	Doncaster Works - 08/10/59
D6127	L94/18	06/10/59	06/10/59	09/10/59	Doncaster Works - 08/10/59
D6128	L94/19	13/10/59	13/10/59	16/10/59	Doncaster Works - 15/10/59
D6129	L94/20	27/10/59	27/10/59	30/10/59	Doncaster Works - 29/10/59 (with D6130), 30/10/59
D6130	L94/21	27/10/59	27/10/59	30/10/59	Doncaster Works - 29/10/59 (with D6129)
D6131	L94/22	03/11/59	03/11/59	05/11/59	Doncaster Works - 06/11/59 (RL1259)
D6132	L94/23	17/11/59	17/11/59	20/11/59	Doncaster Works - w/e 21/11/59
D6133	L94/24	24/11/59	24/11/59	?	Doncaster Works - w/e 28/11/59
D6134	L94/25	01/12/59	01/12/59	04/12/59	Doncaster Works - w/e 05/12/59
D6135	L94/26	08/12/59	08/12/59	11/12/59	Doncaster Works - w/e 12/12/59
D6136	L94/27	17/12/59	17/12/59	22/12/59	Doncaster Works - w/e 26/12/59
D6137	L94/28	22/12/59	23/12/59	31/12/59	Doncaster Works - w/e 02/01/60
D6138	L94/29	02/02/60	02/02/60	-	Doncaster Works - w/e 06/02/60+w/e13/02/60
D6139	L94/30	16/02/60	16/02/60	-	Doncaster Works - w/e 20/02/60
D6140	L94/31	24/02/60	24/02/60	-	Doncaster Works - w/e 27/02/60
D6141	L94/32	15/03/60	15/03/60	-	Doncaster Works - w/e 19/03/60
D6142	L94/33	22/03/60	22/03/60	-	Doncaster Works - w/e 26/03/60
D6143	L94/34	29/03/60	30/03/60	-	Doncaster Works - w/e 08/04/60
D6144	L94/35	05/04/60	05/04/60	-	Doncaster Works - w/e 08/04/60
D6145	L94/36	14/04/60	14/04/60	-	
D6146	L94/37	28/04/60	29/04/60	-	Muirhouse Jct (test train) - 05/05/60 (RO0660)
D6147	L94/38	05/05/60	05/05/60	-	
D6148	L94/39	18/05/60	18/05/60	-	
D6149	L94/40	27/05/60	30/05/60	-	
D6150	L94/41	06/06/60	07/06/60	-	St.Rollox Works - 13/06/60 (RO0860)
D6151	L94/42	13/06/60	13/06/60	-	
D6152	L94/43	27/06/60	24/06/60	-	
D6153	L94/44	07/07/60	08/07/60	-	
D6154	L94/45	14/07/60	15/07/60	-	
D6155	L94/46	18/08/60	18/08/60	-	St.Rollox Works - 07/09/60 (RO1060), 20/09/60 (RL1160)
D6156	L94/47	15/09/60	15/09/60	-	St.Rollox Works - 20/09/60 (RL1160), 29/09/60 (RailOnline)
D6157	L94/48	07/12/60	07/12/60	-	

Additional Notes:

1. D6144 was the last of the class accepted at Doncaster.
2. 'New D61xx series diesels...are now put through their acceptance trials from St.Rollox, and on 5 May (1960) D6146 worked a test train consisting of forty wagons loaded with rubble from West St. to Dumfries.' (*Railway Observer*, June 1960).



D6107, Doncaster Works, April 1959. D6107 undergoing acceptance testing prior to entry into traffic at Hornsey. It is fitted with the early style main radiator grilles just visible to the left of the BRCW Type 2 (Class 26). (Author's Collection)

Chapter 4

CLASS 21/29 ALLOCATIONS

The delivery, allocation history and final withdrawal dates of the Class 21/29 locomotives are tabulated below.

Loco No.	Delivery Date ex NBL Co. Source: DLRC/SLS	Allocations Sources: DLRC (we)/AHRDE5	Withdrawal Date Source: LCGB/ AHRDE5
D6100	02/12/58	34B, 65A 24/04/60	06/10/71
D6101	09/12/58	34B, 65A 24/04/60	02/08/71
D6102	23/12/58	34B, ScR (on loan) 10/04/60, 65A 24/04/60	06/10/71
D6103	05/05/59	34B, 65A 24/04/60	05/10/71
D6104	26/02/59	34B, ScR (on loan) 10/04/60, 65A 24/04/60	30/12/67
D6105	17/03/59	34B, ScR (on loan) 17/04/60, 65A 24/04/60	08/06/68
D6106	24/03/59	34B, 65A 24/04/60	18/07/71
D6107	24/03/59	34B, ScR (on loan) 10/04/60, 65A 24/04/60	05/10/71
D6108	14/04/59	34B, ScR (on loan) 17/04/60, 65A 24/04/60	01/05/69
D6109	07/04/59	34B, ScR (on loan) 10/04/60, 65A 24/04/60	06/04/68
D6110	20/05/59	30A, 65A 11/09/60	14/04/68
D6111	12/05/59	30A, 65A 11/09/60	16/08/68
D6112	20/05/59	30A, ScR (on loan) xx/08/60, 65A xx/09/60	31/12/71
D6113	27/05/59	30A, ScR (on loan) 05/06/60, 65A 19/09/60	06/10/71
D6114	27/05/59	30A, 65A 11/09/60	05/10/71
D6115	02/06/59	30A, ScR (on loan) 28/08/60, 65A 11/09/60	08/06/68
D6116	09/06/59	30A, 65A xx/08/60	31/12/71
D6117	16/06/59	30A, 32B 29/11/59, ScR (on loan) 24/07/60, 65A 14/08/60	16/08/68
D6118	24/06/59	30A, 65A 14/08/60	30/12/67
D6119	30/06/59	30A, 32B xx/12/59, ScR (on loan) xx/08/60, 65A xx/09/60	31/12/71
D6120	07/07/59	32B, ScR (on loan) 07/08/60, 65A 14/08/60	30/12/67
D6121	18/08/59	32B, ScR (on loan) 26/06/60, 65A 17/07/60	06/10/71
D6122	15/09/59	32B, ScR (on loan) 07/08/60, 65A 14/08/60	30/12/67
D6123	22/09/59	32B, ScR (on loan) 29/05/60, 65A 19/06/60, 65A (store) 01/08/71	21/09/71
D6124	29/09/59	32B, ScR (on loan) 01/05/60, 65A 22/05/60	06/10/71
D6125	29/09/59	32B, 65A 24/04/60	30/12/67
D6126	06/10/59	32B, 34B 11/10/59, 32B 10/01/60, ScR (on loan) 01/05/60, 65A 22/05/60	06/04/68

Loco No.	Delivery Date ex NBL Co. Source: DLRC/SLS	Allocations Sources: DLRC (we)/AHBRDE5	Withdrawal Date Source: LCGB/ AHBRDE5
D6127	06/10/59	32B, ScR (on loan) 01/05/60, 65A 22/05/60	30/12/67
D6128	13/10/59	32B, ScR (on loan) 15/05/60, 65A 22/05/60	30/12/67
D6129	27/10/59	32B, ScR (on loan) xx/06/60, 65A 19/06/60	06/10/71
D6130	27/10/59	32B, ScR (on loan) 05/11/59, 65A 24/04/60	05/10/71
D6131	03/11/59	32B, ScR (on loan) xx/06/60, 65A 19/06/60	30/12/67
D6132	17/11/59	32B, ScR (on loan) 29/05/60, 65A 19/06/60	06/10/71
D6133	24/11/59	32B, 65A xx/05/60	31/12/71
D6134	01/12/59	32B, ScR (on loan) 26/06/60, 65A 17/07/60	30/12/67
D6135	08/12/59	32B, ScR (on loan) 10/07/60, 65A 17/07/60	30/12/67
D6136	17/12/59	32B, ScR (on loan) 10/07/60, 65A 17/07/60	30/12/67
D6137	22/12/59	32B, ScR (on loan) 26/07/60, 65A 14/08/60	24/04/71
D6138	02/02/60	61A 02/02/60, 61B 24/09/67	30/12/67
D6139	16/02/60	61A 16/02/60, 61B 24/09/67	30/12/67
D6140	24/02/60	61A 24/02/60, 65A 06/09/67	30/12/67
D6141	15/03/60	61A 15/03/60, 61B 24/09/67	30/12/67
D6142	22/03/60	61A 22/03/60, 61B 24/09/67	30/12/67
D6143	29/03/60	61A 29/03/60, 61B 24/09/67	30/12/67
D6144	05/04/60	61A 05/04/60, 61B 24/09/67	30/12/67
D6145	14/04/60	63A 15/04/60, 61A xx/xx/xx, 61B 24/09/67	30/12/67
D6146	28/04/60	60A 29/04/60, 61A xx/xx/xx, 61B 24/09/67	30/12/67
D6147	05/05/60	61A 05/05/60, 61B 24/09/67	30/12/67
D6148	18/05/60	61A 18/05/60, 61B 24/09/67	30/12/67
D6149	27/05/60	61A 30/05/60, 61B 24/09/67	30/12/67
D6150	06/06/60	61A 06/06/60, 61B 24/09/67	30/12/67
D6151	13/06/60	62B xx/06/60, 61A 25/07/60, 61B 24/09/67	30/12/67
D6152	27/06/60	61A xx/06/60, 65A 11/09/67	16/08/68
D6153	07/07/60	61A xx/07/60, 61B 24/09/67	30/12/67
D6154	14/07/60	61A 14/07/60, 61B 24/09/67	30/12/67
D6155	18/08/60	61A 18/08/60, 61B 24/09/67	30/12/67
D6156	15/09/60	61A 15/09/60, 61B 24/09/67	30/12/67
D6157	07/12/60	61A 07/12/60, 61B 24/09/67	30/12/67

Notes:

1. Initial 'Delivery Date' from NBL Co, Glasgow.
2. Depot Codes:

30A Stratford, 32B Ipswich, 34B Hornsey.
60A Inverness, 61A Kittybrewster (Aberdeen), 61B Aberdeen Ferryhill, 62B Dundee West,
63A Perth, 64A St.Margarets (Edinburgh), 65A Eastfield (Glasgow).

3. Although 'actual' dates appear to be recorded on the DLRCs for re-allocations, the dates in reality are period-ending dates.
4. Having not had sight of the DLRCs for D6112/6/9/33, allocation dates are not available from this source for these four locomotives. Allocation details from *Allocation History of BR Diesels & Electrics Part 5* (AHRDE5) (R. Harris) are used instead to plug the gaps.
5. There are some differences in allocation information published for the Class 21s in their early days. The Diesel Locomotive Record Card (DLRC) dates are listed in the table above, although the following differences have been recorded by R. Harris in AHRDE5:

D6130	32B, 65A (on loan) xx/11/59, 63A (on loan) xx/04/60, 65A (on loan) xx/05/60, 65A (perm) xx/06/60
D6138	64A 02/02/60, 61A xx/02/60
D6142	61A 22/03/60, 62B xx/06/60, 61A xx/07/60
D6145	61A 15/04/60, 63A (on loan) xx/05/60, 60A (on loan) xx/05/60, 61A xx/06/60
D6151	61A 13/06/60, 62B xx/07/60, 61A xx/07/60

Similarly, D. Dunn in *First Generation Scottish Diesels In Colour* states 'Dundee (D6151 – 16 July to 13 August), Inverness (D6146 – 24 April to 18 June), and Perth (D6145 as per 60A [*Inverness*])' all dates referring to 1960.

6. D6100-37 were transferred to the Scottish Region as part of an exercise to rationalise the use of classes into specific areas; the added logic of selecting Scotland for the Class 21s was (i) to bring the locomotives close to their manufacturer (although this supposed benefit lasted less than two years as a consequence of NBL Co. going into liquidation during April 1962), and, (ii) to move them away from adverse Home County media attention).
7. The transfer of D6138/9/41-51/3-7 to 61B Aberdeen Ferryhill on 24 September 1967, following the closure of 61A Kittybrewster, was essentially a paper exercise given that all of this batch had already been (unofficially) stored by this date.

D6101 and D6100, Haymarket, 23 April 1960. Three days after leaving New England, Peterborough, these two locomotives are still slowly making their way to Eastfield. Note the position of the lion and wheel emblem on these two (and D6102 as well); from D6103 onwards the emblem was moved to a more central position.
(D. Anderson [Rail Photoprints])



Chapter 5

CLASS 21/29 OVERHAUL HISTORY

5.1 Works Responsibilities.

1960 to 1964.

St.Rollox Works – D6100-37
Inverurie Works – D6138-57

1964 to 1969.

Inverurie Works took over responsibility for all Class 21/29 repairs from mid/late 1964, although St.Rollox Works continued to undertake Class 29 *conversion* work during the 1965-67 period. Works attention at Inverurie ceased by the end of December 1969 with the closure of the works.

1970 to 1971.

St. Rollox Works (now Glasgow Works, following the closure of Cowlairs Works in 1968) re-commenced repair work on the Class 29s with effect from January 1970 after the closure of Inverurie. Works attention to the Class 29s appeared to cease about September 1971 in anticipation of their forthcoming withdrawal. The last recorded sighting of a Class 29 at St.Rollox Works was on 21 August 1971; on 16 October 1971 there were no Class 29s present for repair.

5.2 Diesel Locomotive Record Cards (DLRCs) (BR 9215/1).

Diesel Locomotive Record Card information, which records much

of the Works locomotive repair history, has been obtained for fifty-four of the fifty-eight locomotives. Information within the DLRCs is very useful, but does need to be deployed with care. As Ian Sixsmith in various of the Irwell Press *The Book of...* publications explains:

‘Engine Record Cards, whilst containing much useful and even fascinating information, should be regarded as a guide to what happened to the engine, not an unimpeachable document to be afforded the status of gospel. It seems to be stating the obvious that the Cards only show what was written on them at the time, and the temptation to read and interpret too much should be resisted. Nevertheless, the Cards are a marvellous, fascinating, invaluable record of what happened, yet there are often infuriatingly silent on events that we enthusiasts half a century or more later consider of vital interest and importance. They were filled in, by hand, by clerks and naturally enough contain errors.’

Overhaul categories:

Upto end 1963:
HC / HCas Heavy Casual

LC / LCas	Light Casual
NC	Non Classified

From 1964:-

G/GEN	General
I / INT	Intermediate
L/ LGT	Light
C	Classified (level unspecified)
Rect	Rectification i.e. re-call to works to correct faults.
U	Unclassified (U/C and U/P assumed to be Unclassified/Unplanned).

General Comments:

- Unfortunately, the DLRCs for D6112/6/9/33 have not been tracked down i.e. the last 4 Class 29s to be withdrawn.
- No Works information is provided on the available DLRCs for the period on the Eastern Region (D6100-37).
- Scottish Region Works information does not commence until 1961 (and much later than this in a number of cases). A number of cards carry no information prior to conversion to Class 29 e.g. D6100/1/13/23.

Works repair information is presented for each locomotive in Section 6.

Chapter 6

INDIVIDUAL LOCOMOTIVE HISTORIES

6.1 Sightings – Primary and Secondary Sources.

This section is deliberately based on Primary sources (personal observations and photographs) and Secondary sources (magazine reports, archive depot/works visit sightings and listings) which provide fully dated information.

Quality of observations and reports vary significantly and it is important that the relative strengths and weaknesses of each type of information source is fully understood:

Original notebooks - The best source, provided reports are dated and located, but with the need to beware of selective or 'cops-only' records. Absence of annotated notes, particularly in Works and scrapyards, can be a serious problem.

Shed Master Archives (SMA) - This commercial source provides high volumes of sightings; however, most listings are re-written into numerical order (with associated potential errors in transcription), information is frequently quite limited with respect to specifying micro-locations of locomotives within Works (e.g. 'Erecting Shop',

'Test House'), and, virtually no annotated locomotive information is provided (e.g. 'ex-works', 'stored', 'part-cut', 'cut-up remains', 'accident-damaged', 'fire-damaged').

Society magazine sightings (e.g. RCTS, LCGB, SLS, BLS, etc) - These sources are significantly better with respect to locations within works, and, the provision of annotated information; however, the volume of sightings published is generally limited by space restrictions.

Information for the D6100-37 batch is significantly more plentiful than that for D6138-57, undoubtedly due to the greater geographical remoteness of the latter group. Seasonality of information availability applies to both batches, but is more significant for the GNoS batch, with information during the October-March period being noticeably more scarce. The geographic remoteness of Inverurie Works for most spotters has led to significant shortages of information regarding locomotives passing through this facility during autumn and winter. There are around 120-200 sightings per locomotive in the

D6100-37 batch, compared with 45-65 for the D6138-57 batch. This gives a total of over 7200 individual locomotive observations overall.

Inevitably, there is a very high emphasis on sightings at depots and works, giving the very strong impression that locomotives saw very little use in traffic! Clearly this is not strictly true, even for the beleaguered Class 21s, but represents the only real way today of getting an insight into Class 21/29 disposition. However, the depot and works information provides the insight required to address one of my main objectives of this book i.e. to pin down the periods in storage with much greater accuracy than has hitherto been the case.

6.2 Works Information from DLRCs.

Information from the *Diesel Locomotive Record Cards* have been added to fill out the locomotive histories:

St.Rollox Works – There is an extremely close fit between information on the DLRCs and observations. Exceptions appear to be where locos at 65A Eastfield, destined for works attention but still located at Eastfield, are considered on

paper to be 'In Works', although are in reality 'Waiting Works'.

Inverurie Works – There is a less good fit between the DLRCs and observations for Inverurie. There are examples of both locomotives being on works but not recorded as such on the DLRCs (minor exams being undertaken on behalf of 61A Kittybrewster, perhaps?), and, conversely, locos not observed on works but listed as being there on the DLRCs. Inverurie Works entries are characterised by very short durations, certainly compared with St.Rollox; this may have been a mechanism deployed by Inverurie to improve locomotive throughput statistics.

Ian Sixsmith explains:

'Dates of leaving and entry to works were of course to some extent nominal and a day or two...either side should always be assumed. The works were not above "fiddling" dates at the beginning or the end of a month to enhance the monthly figures... It was thus not entirely unknown for a locomotive to be out on the road with the figures still showing it still in works and vice versa – for a few days at least.'

The DLRCs have proved very useful filling in some of the Autumn/Winter gaps; without the DLRCs, we would be blind to many Inverurie works visits. The most extreme case was D6119 which was converted to a Class 29 without a single sighting at Inverurie! Without the DLRCs there would be significant gaps in the history of the Class 21/29s.

6.3 Information from BR *Fires on Diesel Train Locomotives Reports (1961-71)*.

These reports provide an invaluable context to the sighting information and explain the reason for many of the extended periods in storage suffered by the Class 21s (see Section 9).

6.4 Secondary information.

Other secondary information (books and magazine articles) has been added very selectively, based on:

- Fully dated information.
- Salient information (which satisfactorily link with sightings and DLRC information) e.g. reasons for locomotive storage/withdrawal and other relevant anecdotal commentary.

In the main, secondary sources were ignored to avoid the perennial problem of forever repeating past errors, certainly a very significant feature of Class 21/29 information over recent years.

6.5 Data Presentation.

The date format in the locomotives logs is 'mmyy' or 'ddmmyy', as opposed to 'mm/yy' or 'dd/mm/yy', for clarity. The more conventional 'dd/mm/yy' format is, however, used in the 'Comments' for each locomotive (excepting quotes where the original published format is retained).

Text colour coding used is as follows:

- Black** Locomotive sightings.
- Purple** Dates when locomotives were NOT seen at a particular depot or works.

- Blue** Key dates (e.g. delivery, transfer to Scottish Region, engine re-rating, Works data (prefixed by 'DLRC'), fire damage (suffixed by 'FTDL'), conversion to Class 29, withdrawal, disposal (Source: *Railway Observer*, July 1976 and *Diesel & Electric Locomotives for Scrap* (Butlin). N.B. Some of the disposal information conflicts with the sightings – see Sections 19 and 20.
- Red** Sightings conflicting with works information, or, duplicated sightings on specified dates.

Depot codes used are as follows:
60A Inverness,
61A Kittybrewster, 61B Aberdeen Ferryhill,
62A Thornton Jct,
63A Perth, 63B Fort William,
64A Edinburgh St.Margarets, 64B Haymarket,
65A Eastfield, 65B St.Rollox,
65C Parkhead, 65E Kipps, 65F Grangemouth, 65J Stirling,
66A Polmadie,
67A Corkerhill.

The DLRC references in the following logs (e.g. [DLRC: St.Rollox Works: 310367-081267 G](#)) specify 'Date in Works' to 'Date out of works' and 'Class of Repair'.

And finally:

'Nil' refers to no observations at the specified location.

Abbreviations for the 'Comments' information sources are explained in Section 23.

6.6 Locomotive Histories.

Locomotive histories are provided below for each of the fifty-eight Class 21/29s.

D6100



D6100, Royston, 1959. D6100 in original condition with first design of radiator grilles (applied to D6100-9 only), and the first style of the green livery with the emblem at the right hand end of the bodyside (D6100-2). From D6103 the emblem migrated to a more central position. The NBL diamond works-plate is evident at No.1 end, but not at the No.2 end. This little indiosyncrasy appears to have been the situation for D6100 upto at least D6103; two plates, one under each No.1 cab side window, subsequently became four works-plates one under every cab side window and D6100-3 (maybe higher) were modified to four retrospectively. (Colour-Rail)



6100, Craigentenny Carriage Sidings, Undated. D6100 was the final St.Rollox Works Class 29 conversion in December 1967, receiving blue livery with numbers beneath the cab side windows and centrally positioned double-arrow emblems. A later development, caused by an exchange of cab doors at No.1 end, resulted in Inverurie-style double-arrow emblems appearing from 1969.

Note the non-standard position of the bodyside 25kV warning sign. It appears that Class 21s entering St.Rollox Works for Class 29 conversion retained the original positioning of their 25kV signs whether 'standard' or not; in contrast, Inverurie always changed the 25kV sign positioning to 'standard' (i.e. two on the cab front outside of the horn covers, and one on the bodyside between the first and second (from the top) boiler water tank access steps. However, D6100 entered St.Rollox with no signs at all, and subsequently emerged with front end signs slightly lower than normal and the bodyside sign positioned to the left of the top step.

D6100 spent virtually five years out of traffic, between suffering fire damage on 25 January 1963 and emerging as a Class 29 from St.Rollox Works on 8 December 1967. In between the locomotive was stored at St.Rollox Works, Parkhead, St.Rollox and Kipps, before returning to St.Rollox Works for re-building.

This is an undated photograph but may be the day of the Hibernian v. Rangers football fixture on 28 February 1970, with the picture depicting the e.c.s. at Craigentenny. (Author's Collection)

[Delivery ex-NBL: 021258](#)

Doncaster Works: 051258

Trials from Doncaster Works: 081258/ 121258

Doncaster Works: 131258

Departed Doncaster (for Glasgow): 181258

Newcastle Central: 181258 (northbound, towed by WD 90047)

NBL, Glasgow (implied): xxxxxx

Trials from Doncaster Works: 12-130159

NBL, Glasgow (implied): xxxxxx

Trials from Doncaster Works: 120259/ 130259/ 180259

Royston: 130359 (trial with passenger stock)

Wood Green: 020659 (Up passenger)

Departed Hornsey (for Glasgow): 060659 (with D6107)

Doncaster (Works?): 070659

Returned to Hornsey: 020759 (with D6107)

Hornsey: 031059

Harringay: 241059 (passenger)

New England, Peterborough: 190360/ 100460/ 190460

Transferred New England-Newcastle: 200460 (with D6101)

[Re-allocated ScR: 4we 210560](#)

Haymarket (passing): 230460 (light engine) (with D6101)

St.Rollox Works: 060660/ 130660 (Works Yard)/ 300660/ 200960/ 290960 (Top Yard)/ 031060. [Not listed 020860/ 300860.](#)

65B: 010461/ 020461

Perth: 010561 (17.30 Glasgow BSt-Aberdeen ['St Mungo']) (with D6109)

65A: 210561/ 280561

65B: 180661/ 280661

61B: 040761

65A: 200861/ 270861/ 030961/ 281261

65B: 080462

61B: 140462

Stirling: 140462 (Down 'Bon Accord') (with D6130)

Dundee Tay Bridge: 220462

65B: 240462/ 100662/ 190662/ 240662

65A: 280662/ 150762

65B: 280762/ 290762

Stonehaven: 180862 (10.15 'Granite City' Glasgow BSt-Aberdeen, returning from Aberdeen with 17.30 local) (with D6103)

65A: 240862

65B: 020962/ 160962

65A: 230962

65B: 071062/ 281062

[XX: 250163 \(damaged by fire, location unknown\) \(FDTL\)](#)

St.Rollox Works: 180263 (Works Yard, awaiting works, fire damage)/ 170563 (stored)/ 020663/ 130663 (stored)/ 110763 (stored)/ 030863/ 271063/ 291063 (Top Yard)/ 170564 (fire damage)/ 300764/ 190864. [Not listed 110163/ 180163, 150363/ 140463/ 150863.](#)

65C: 260964/ 201064/ 081164 (stored, badly damaged condition)/ 030165/ 090165/ 220165/ 310165/ 110465/ 180465 (stored inside)/ 300565/ 060665/ 080765/ 200765/ 210765/ 310765/ 080865/ 090865/ 190865/ 040965/ 190965/ 031065. [Not listed 290565.](#)

Transferred 65C to 65B: about 181065

65B: 241065 (stored u/s)/ 311065/ 211165/ 051265 (derelict)/ 241265 (stored)/ 020166/ 090166/ 200266 (derelict)/ 090466/ 100466 (derelict)/ 040566 (stored, fire damage)/ 070566/ 270566 / 290566 (derelict)/ 020766/ 170766/ 310766/ 080866/ 120866/ 200866/ 210866/ 270866/ 040966/ 180966/ 230966/ 011066/ 061066 (fire damage, empty engine compartment)/ 231066 (derelict)

65E: 121166/ 26-271166/ 020167

St.Rollox Works: 220467/ 110567/ 280567/ 170867/ 210867/ 140967 (under repair)/ 241067 (Diesel Repair Shop)/ 041167 (Blue). [DLRC: St. Rollox: 310367-081267 G.](#)

Class 29

65A: 120468/ 110568/ 120568/ 030668

Inverurie Works: Nil. [DLRC: Inverurie: 010768-120768 M+U](#)

Eastfield (passing): 250768 (light engine)

65A: 180868/ 250868/ 260868

62B Dundee: 270868/ 280868

65A: 280868

61B: 100968

XX: 100968 (10.20 Edinburgh-Aberdeen [rescued failed D1974 at Arbroath])

65A: 061068

Inverurie Works: Nil. [DLRC: Inverurie: 151168-261168 U](#)

XX: 240169 (17.40 Oban-Glasgow QS (from Tyndrum Lower after failure of 6132); 6100 detached from freight at Crianlarich)

Gleneagles: 080369 (passenger)

65A: 300369

XX: 290569 (07.10 Glasgow QSt-Dundee [failed at Perth])

Carmuir West Jct: 150769 (light engine)

65A: 090869

61B: 260869/ 270869

Inverurie Works: Nil. **DLRC:** [Inverurie: 050969 -120969](#)

[M/L2](#)

Glasgow Works: Nil. **DLRC:** [Glasgow: 231069-261169](#)

[U/C](#)

65A: 141269/ 110170/ 290370/ 040470/ 110470/ 240570/

130670/ 140670/ 150670/ 110770/ 020870

Glasgow Works: 220870/ 280870. **DLRC:** [Glasgow:](#)

[090770-190970 U/C](#)

65A: 041070

Glasgow QSt: 071170

Glasgow Works: Nil. **DLRC:** [Glasgow: 041270-191270 U/C](#)

Kirkcaldy sp: 090171

65A: 100171

65F: 130271

65A: 200271

65F: 250471/ 160571

Glasgow Works: 190671. **DLRC:** [Glasgow: 310571-260671 U/C](#)

65F: 150771/ 010871

Glasgow Works: 160871

[Withdrawn: 061071.](#)

65A: 271171

65A(Cowlairs Triangle): 090172*/ 110172/ 120272*/

300372/ 020472/ 090472 (stored)/ 140472/ 150472/

220472/ 230472/ 240472

Glasgow Works: 140572/ 290572/ 300572/ 080672

(Scrapline)/ 180672/ 060772/ 160772/ 100872 (Yard)/

130872/ 150872 (Scrapline)/ 170872 (Scrapline)/

290872/ 020972/ 141072/ 191172 (pile of scrap including number plate)

[Disposal: Glasgow Works - 1172.](#)

Comments:

1. 'From March 7 (1960) the Brush (*Type 2*) units were confined to Kings Cross outer suburban workings, as Hornsey removed eight of its ten N.B. Loco. Co. Type '2' units to Peterborough, where they were stored... to await the agreement of the Scottish Region to their transfer north of the Border, which began in April; the remaining two of this class, Nos. D6102/3, which were then undergoing repairs at Hornsey, were to follow later.' (TI0560)
2. 'Suffered fire damage at ZH (*St.Rollox Works*) on 18/2/63 whilst awaiting works attention.' (AHRDE5)
3. * 65A observations assumed to be 65A (Cowlairs Triangle).
4. 'Cut up by 15/11/72, with a few bits still on site 20/11/72' (AHRDE5).

D6101

D6101, Hornsey MPD, 6 September 1959. The original radiator grille has already been replaced to improve engine cooling. (Colour-Rail)



6101, 65A Eastfield, 10 March 1969. Over three years out of shops following Class 29 conversion and 6101 looks distinctly uncared for, with what appears to be a hole in nearest buffer valence and various pieces of metalwork missing from the lower bodyside. According to the DLRC, 6101 had to wait another year for further Works attention. As was frequently the case for St.Rollox Works converts, the 25kV signs were to be found in strange places; on 6101 there were none on the front and two on each bodyside to the left of the top and bottom boiler water tank access steps. (Norman Preedy)

Delivery ex-NBL: 091258

Doncaster Works: 131258
Trials from Doncaster Works: 171258
Doncaster Works: 040159 (Paint Shop)
NBL, Glasgow: xxxxxx
NBL, Glasgow to Doncaster Works: 170359
Doncaster Works: 050459
Trials from Doncaster Works: 060459
Delivered to Hornsey: 100459 (light engine)
Hitchin: 090859 (passenger)
Hornsey depot: 060959/ 041059
XX: 290160 (17.24 Broad Street-Hertford North)
XX: 050260 (17.24 Broad Street-Hertford North)
New England, Peterborough: 190360/ 100460/ 190460
Transferred New England-Newcastle: 200460 (with D6100)

Re-allocated ScR: 4we 210560

Haymarket (passing): 230460 (light engine) (with D6100)
65A: 150560
St.Rollox Works: 300660/ 020860/ 300860 (Paint Shop)/ 070960 (Yard, appeared stored)/ 200960/ 290960 (Top Yard)/ 031060. **Not listed 060660.**
65B: 010461/ 020461
Perth: 010561 (14.15 Glasgow BSt-Aberdeen ['Bon Accord']) (with D6116)
65A: 280561
65J: 260661
65B: 280661
65J: 290661
65A: 060761
Strathyre/Loch Lubnaig: 120861 (12.05 Oban-Glasgow BSt) (with D6127)
65A: 200861
Stirling-Alloa: 230861
Stirling-Oban: 250861
65B: 270861/030961

St.Rollox Works: 031061 (Erecting Shop)/ 200462/ 100662 (Carriage Shop)/ 280662/ 180762 (Carriage Paint Shop)/ 121262 (Paint Shop)/ 141262 (Paint Shop)/ 110163 (Paint Shop, stored)/ 180263 (Paint Shop, stored)/ 150363 (Paint Shop, stored)/ 140463/ 170563 (stored)/ 020663/ 130663 (stored)/ 110763 (stored)/ 030863/ 271063/ 291063 (Paint Shop)/ 170564/ 041064 (Carriage Shed between Works and Shed, with D6121)/

080465/ 160465/ 180465 (inside)/ 290565 (out of use, to be re-engined)/ 060665 (Erecting Shop- undergoing repair)/ 130765/ 200765/ 010865/ 090865/ 120865 (Erecting Shop)/ 190865/ 230865/ 020965/ 090965/ 230965/ beginning of 1165 (being rebuilt). **Not listed 281261/ 200462/ 210662/ 260662/ 070862/ 180962/ 151162/ 150863. DLRC: St.Rollox: 130865-241265 G**

Class 29

65B: 020166/ 090166
St.Rollox Works: Nil. **DLRC: St.Rollox: 210165 (sic 66)-050266 U**
XX: 070266 (08.25 Glasgow-Aberdeen/17.15 Aberdeen-Glasgow)
65A: 200266
63A: 120466
Glasgow-Aberdeen (& return): 020566
Glasgow-Aberdeen: 19-210566 (in regular use)
Bannockburn Central: 230566 (Glasgow BSt-Dundee)
62B Dundee West: 280566
63A: 090666
Bridge of Allan: 100666 (Aberdeen-Glasgow BSt)
63A: 180666
St.Rollox Works: Nil. **DLRC: St.Rollox: 020766-150766 U**
65A: 170766
Stirling: 250766 (passing)/ 260766 (passenger)
Inverurie Works: Nil. **DLRC: Inverurie: 280766-290766 U**
65A: 070866
63A: 260866/ 010966/ 020966/ 070966/ 120966/ 150966
Inverurie Works: Nil. **DLRC: Inverurie: 211166-121266 U**
65A: 080167
Inverurie Works: 250467. **DLRC: Inverurie: xxxxxx-070667 U**
65A: 250667/ 020767/ we290767/ 300767/ 010867/ 200867
Inverurie Works: 220867. **DLRC: Inverurie: 220867-010967 U**
65A: we170967
Oban: 190967 (17.40 Oban-Glasgow)
65A: 221067
64B: 051167
XX: 021267 (Glasgow-Edinburgh special for All Blacks v. Scotland Rugby match at Murrayfield)
Inverurie Works: Nil. **DLRC: Inverurie: 010268-160268 U**
65A: 120468
Oban: 200468

65A: 110568 / 120568 / 250568
XX: 080668 (10.05 Glasgow QSt-Mallaig [to Fort William])
65A: 200668 / 250868 / 260868
Inverurie Works: Nil. **DLRC:** [Inverurie: 030968-060968 G](#)
65A: 100968 / 061068
Dundee West: 071068
Inverurie Works: Nil. **DLRC:** [Inverurie: 011168-131168 U](#)
Inverurie Works: Nil. **DLRC:** [Inverurie: 211168-300169 U](#)
65A: [141268](#) / 100369 / 300369
61B: 240569
Garelohead: 020769 (07.25 Glasgow QSt-Mallaig)
65A: 100769 / 030869 / 110170 / 290370 / 110470 (s/u)
Glasgow Works: 250570 / 100670 / 130670 / 140670 / 150670. **DLRC:** [Glasgow: 130470-060670 C](#)
65A: 110770 / 020870 / 110870
XX: 160870 (17.30 Edinburgh-Glasgow)
65A: 160870 / 220870 / 120970 / 130970
65F: 031070

65A: 071170 / 100171 / 250471
65F: 160571
Anniesland: 080771 (freight)
Dundee sp: 310771

Withdrawn: [020871.](#)

66A: 070871 / 080871 / 100871 / 160871 / 200871 / 210871 / 211171 / 271171 / 090172 / 300372 / 310372 / 010472 / 020472 / 080472 / 090472 / 140472 / 150472 / 230472 / 140572 / 280572 / 300572
Glasgow Works: 080672 (Scrapline, area cut out of bodyshell by train heating boiler on 1-2 side at No.1 end) / 100672 (Erecting Shop Yard) / 180672 / 060772 / 100872 (Yard) / 130872 / 150872 (Scrapline) / 170872 (Scrapline) / 290872

Disposal: [Glasgow Works: 1072.](#)

Comments:

1. As first 'Comment' for D6100.
2. 'Seven of the class are at present stored out of use in the Carriage Shops at St.Rollox Works, comprising D6101, D6104, D6106, D6122, D6123 and D6133, with D6127' (SLS0762)
3. 'Our correspondent heard that in July (1962) six Type 2s, Nos. D6101/6/12/23/7/33 were being cannibalised to provide spares for other units of the class' (MR0962)
4. '...out of use again by 6/66 at St.Rollox Works, believed due to a defective generator' (AHRDE5).

D6102

D6102, Doncaster Works, January 1959. Resplendent in green, and awaiting acceptance testing. The original radiator grille made for a tidier appearance but was subsequently replaced to improve locomotive performance and availability. Note the absence of a diamond works-plate under the No.2 driver's cab window. (Colour-Rail)



6102, Crianlarich (Fort William-Glasgow Queen Street passenger), 29 August 1969. For me, this is where it all really started as regards the Scottish NBLs! I had been holidaying with my parents during the last two weeks of August 1969, with the second week based in Fort William. Friday 29 August was the day we were due to depart from Fort Bill for the long journey south. I cooked up an idea to catch the mid-morning train departure from Fort William to Glasgow travelling as far as Crianlarich, where my parents could pick me up. My father was happy with the idea and so I was hauled by 6102, the second Inverurie Class 29 conversion. Here is 6102 awaiting departure from Crianlarich Upper at the end of my excursion. (Anthony Sayer)

[Delivery ex-NBL: 231258](#)

Doncaster Works: 040159 (Paint Shop)
NBL, Glasgow (implied): xxxxxx
NBL, Glasgow to Doncaster: 100359
Trials from Doncaster Works: 170359
Doncaster Works to NBL, Glasgow: 230359
Trials from Doncaster Works: 230459
Departed Doncaster Works (for Hornsey): 290459
Wood Green: 020659 (Down passenger)
Kings Cross: 210959
Hornsey: 310160
XX: 040260 (17.24 Broad Street-Hertford North)
Stratford Works: 270260 (New Erecting Shop)/ **270360**
 (Works Yard)
New England, Peterborough: **190360**
Transferred New England-Newcastle: 050460 (with D6107)

[Re-allocated ScR: 3we 160460](#)

65A: 170460
Stirling: 030560 (down 'Granite City', returning light)
 (with D6125)
St.Rollox Works: 300660
65B: 100760/ 310760/ 100860/ 140860
St.Rollox Works: 300860 (Paint Shops)/ 200960/ 290960
 (Top Yard)/ 031060/ 010461
Glencruitten: 160561 (05.15 Oban-Glasgow/Edinburgh /
 12.00 Glasgow-Oban) (with D6123)
Glen Ogle: 170561 (12.00 Glasgow-Oban) (with D6123)
Luib: 170561 (17.15 Oban-Glasgow) (with D6123)
Glenloch: 200561 (06.05 Oban-Glasgow/Edinburgh)
 (with D6123)
Stirling: 210561
Cumbernauld: 230561 (12.00 Glasgow BSt-Oban) (with
 D6123) (failed, replaced by J37 64593)
St.Rollox Works: Nil. [DLRC: St.Rollox: 300561-110861](#)
[HCas](#)
65B: 200861/ 270861/ 030961/ 221061
65A: 281261/040362
St.Rollox Works: Nil. [DLRC: St.Rollox: 060362-240362 LC](#)
65B: 080462/ 220462
65A: 100662
St.Rollox Works: 210662/ 260662/ 280662. [DLRC:](#)
[St.Rollox: 130662-300662 LC](#)
65B: 250762/ 290762
65J: 180862
65B: 190862

65A: 240862
63A: 010962
65B: 060962
63A: 080962
St.Rollox Works: Nil. [DLRC: St.Rollox: 120962-200962 NC](#)
65B: 200962/ 230962/ 071062/ 281062/ 161262
St.Rollox (passing): 050163 (13.15 Glasgow BSt-Oban)

XX: **080263** (damaged by fire, location unknown) (FDTL)
65A: 170263
St.Rollox Works: 150363 (Erecting Shop)/ 020463/
 140463/ 170563 (stored)/ 020663/ 130663 (stored)/
 110763 (stored)/ 030863/ 271063/ 291063 (Paint Shop)/
 170564/ 270764/ 190864/ 290565/ 060665 (Paint Shop,
 with D6121). **Not listed 180263, 150863 and 130765 /**
200765.
Inverurie Works: 220765/ 100865 (Erecting Shops)/
 020965 (Erecting Shop)/ 070965/ 300965. [DLRC:](#)
[Inverurie: 090765-110666 G](#)
St.Rollox Works: 290566 (Erecting Shop Yard, ex-works)

Class 29

65A: 170766
St.Rollox Works: 280766. [DLRC: St.Rollox: 220766-](#)
260766 Load test
65A: 070866/ 080866
65B: 200866
Dundee: 230866
65A: 040966/ 180966
St.Rollox Works: Nil. [DLRC: St.Rollox: 200966-240966 U](#)
65A: 061166/ 121166
Inverurie Works: Nil. [DLRC: Inverurie: 100167-130167 U](#)
Aberdeen: 010367 (rostered to work 06.20 Aberdeen-
 Perth parcels, damaged by fire) (FDTL)
Inverurie Works: 250467. [DLRC: Inverurie:](#)
[xxxxxx-070667 U](#)
XX: 280667 (failed on 20.10 Dundee-GlasgowQS)
65A: 020767/ 160767
Glasgow QSt: we290767
63A: 300767
65A: 200867
63A: 100967
65A: we170967
Westerton: 180967 (10.05 Glasgow QSt-Mallaig,
 damaged by fire) (FDTL)
65A: 011067/ 311267/ 060168/ 070168
Inverurie Works: Nil. [DLRC: Inverurie: 150168-190168 U](#)

Inverurie Works: Nil. **DLRC:** **Inverurie:** 010268-220268 U

65A: 120468/ 240468/110568

Stirling: 130568 (passenger)

Cupar: 200768 (northbound special)

64B: 210768

65A: 170868/ 250868

Mallaig: 260868

Perth Yards: 290868

XX: 090968 (13.10 Glasgow-Aberdeen)

Inverurie Works: Nil. **DLRC:** **Inverurie:** 160968-190968 G

65A: 061068

Inverurie Works: Nil. **DLRC:** **Inverurie:** 081068-251068 U

Inverurie Works: Nil. **DLRC:** **Inverurie:** 011168-121168 U

65A: 060169/ 120169

Inverurie Works: Nil. **DLRC:** **Inverurie:** 250269-190369 U

XX: 060669 (1S11 Colchester-Glasgow [diverted via Falkirk Grahamston and Larbert])

65A: 240869)

FtWilliam: 250869

FtWilliam-Crianlarich: 290869

St.Rollox Works: Nil. **DLRC:** **St.Rollox:** 150969-021069 U/C

65A: 141269

XX: 221269 (17.40 Dundee-Glasgow) (with 6113)

Edinburgh St.Margarets (passing): 280270 (football special e.c.s.)

Perth Station Sidings: 280370

62B Dundee: 290370

XX: 090470 (passenger, damaged by fire, location unknown) (FDTL)

65A: 110470 (u/s)

Glasgow Works: 280470/ 250570/ 100670/ 130670/ 140670/ 150670/ 280670/ 110770/ 040870 (Intermediate, fire damage)/ 110870 (Erecting Shop)/ 220870. **DLRC:** **St.Rollox:** 100470-290870 C

Glasgow Works: Nil. **DLRC:** **Glasgow:** 150970-190970 U/C

XX: 061170 (15.40 Dundee-Glasgow [failed])

65A: 071170/ 100171/ 130271/ 140271/ 250471

Glasgow QSt: 030771

65A: 070871/ 080871/ 200871

Withdrawn: 061071.

65A: 161071

Whifflet sp: 211171/ 310372/ 020472

65A (Cowlairs Triangle): 060472*

66A: 210672*

Glasgow Works: 060772/ 160772/ 100872 (Yard)/ 130872/ 150872 (Scrapping Area, part-cut)/ 170872 (Scrapping Area, part cut)/ 290872 (being cut-up)/ 020972

Disposal: **Glasgow Works:** 0872.

Comments:

1. As first 'Comment' for D6100.
2. '6102 was officially cut up at Glasgow Works on 25 August 1972' (RO1278).
3. The fundamental question is, why were 6102/6 exiled at Whifflet, a location well removed from their normal sphere of operation, and/or, the storage locations of the remainder of the Class?

D6103



D6103, Dundee MPD, 27 March 1967.
D6103 was the first full St.Rollox Works Class 29 conversion (if you ignore D6123 which was really a joint St.Rollox/Paxman, Colchester affair) entering service in October 1965, quickly joining the aforementioned D6123 on the Glasgow-Aberdeen passenger services.
(Chris Bush)

Delivery ex-NBL: 050559

Arrived Doncaster Works: 050559

Trials from Doncaster Works: 070559

Doncaster Works: 100559

Hornsey MPD: 180559

Hornsey: 060659 (passenger)

Kings Cross: 210859

Hornsey MPD: 310160/ 120360

New England: 190360/ 100460/ 190460

Transferred New England-Newcastle: 220460 (with D6106)

Re-allocated ScR: 4we 210560

St.Rollox Works: 300660/ 300860 (Paint Shops)/ 070960 (Yard, appeared stored)/ 200960/ 290960 (Top Yard)/ 031060/ 041060. **Not listed 060660 and 010461 .**

65A: 020461

St.Rollox Works: Nil. DLRC: St.Rollox: 240461-050561 LC

Taynuilt: 150561 (12.00 Glasgow/11.40 Edinburgh - Oban) (with D6134)

65B: 210561

65A: 020761/ 060761

St.Rollox Works: Nil. DLRC: St.Rollox: 110761-111161 NC

St.Rollox Works: Nil. DLRC: St.Rollox: 131161-161261 LC

65B: 281261

65A: 040362

65B: 080462/ 220462

65A: 230562

65J: 090662

65B: 100662

61B: 170662

Bridge of Dun: 170662 (Up 'West Coast Postal')
(with D6131)
61B: 190662
65B: 240662/ 280762/ 290762
Stonehaven: 180862 (10.15 'Granite City' Glasgow
Buchanan Street-Aberdeen, returning from Aberdeen
with 17.30 local) (with D6100)
65A: 240862
65B: 020962
65A: 160962/ 230962/ 071062/ /281062/ 161262
St.Rollox Works: 110163 (Diesel Test House). [DLRC:](#)
[St.Rollox: 241262-110163 LC](#)
St.Rollox Works: 180263 (Test House) [DLRC:](#) [St.Rollox:](#)
[290163-160263 LC](#)
Stirling: 230263 (passenger) (with D6133)
65A: 020463
65J: 070463
65B: 140463
65A: 310563/ 020663/ 090663
65C: 110663
Cowlairs (passing): 040763
65A: 250763/ 280763/ 040863
St.Rollox Works: 060863/ 271063/ 291063 (Top Yard)/
170564/ 270764/ 300764/ 190864/ 080465/ 160465/
180465 (Inside)/ 290565/ 060665(Erecting Shop,
undergoing repair)/ 130765/ 200765/ 010865/ 090865/
120865(Erecting Shops)/ 190865/ 230865/ 020965/
090965/ 230965. [DLRC:](#) [St.Rollox: 130865-161065 G](#)

[Class 29](#)

65B: 241065
XX: 301065 (17.00 Glasgow-Dundee)
65A: 311065
65B: 051265
62B Dundee: 080166
65A: 090166
65B: 200266
65A: 100466
62B (sub) Dundee West: 110466
Glasgow-Aberdeen (& return): 020566
Glasgow-Aberdeen: 19-210566 (in regular use)
65A: 290566
Inverurie Works: 260766. [DLRC:](#) [Inverurie: 250766-](#)
[040866 U](#)
65A: 070866

Inverurie Works: 220866/ 280866. [DLRC:](#) [Inverurie:](#)
[190866-290966 U](#)
Inverurie Works: Nil. [DLRC:](#) [Inverurie: 111066-291166 U](#)
65A: 080167
Inverurie Works: Nil. [DLRC:](#) [Inverurie: 310167-040267 U](#)
63A: 11-120267
Dundee West: 260367/ 270367
65A: 220467/ 250667
Inverurie Works: 040767. [DLRC:](#) [Inverurie: 280667-](#)
[040767 U](#)
Spean Bridge: 150767 (16.20 Fort William-Glasgow QSt
[from Spean Bridge rescuing failed D6116])
65A: 160767/ we290767/ 300767/ 200867/ 020967
63A: 100967
Inverurie Works: we170967 (for repair). [DLRC:](#)
[Inverurie: 101067-171067 U](#)
65A: 311267/ 060168/ 070168. [Not listed 221067.](#)
Glasgow QSt: 110368/ 030468
62B Dundee: 130468
FtWilliam: 160468 (Mallaig-Glasgow)
Monnessie Gorge: xx0468
65A: 120568/ 250568
Inverurie Works: Nil. [DLRC:](#) [Inverurie: 180668-260668 M+U](#)
Inverurie Works: Nil. [DLRC:](#) [Inverurie: 080768-130768 U](#)
Larbert: 200768 (19.40 Dundee-Glasgow QSt)
65A: 260868
Inverurie Works: Nil. [DLRC:](#) [Inverurie: 090968-130968 U](#)
65A: 061068/ 120169
Inverurie Works: 310369. [DLRC:](#) [Inverurie: 200369-](#)
[180469 U/P](#)
FtWilliam: 220869
Crianlarich: 050969 (northbound freight)
65A: 110170/ 290370/ 040470/ 110470/ 240570/ 130670/
140670/ 150670/ 110770/ 020870/ 160870/ 220870/
260870
Glasgow Works: 041070 (Erecting Shop). [DLRC:](#)
[Glasgow: 030770-171070 U/C](#)
Partick Central: 111170
65A: 100171
Glasgow Works: 130271/ 190271/ 200271/ 140371.
[Not listed 170471.](#) [DLRC:](#) [Glasgow: 010271-230371 C](#)
65F: 250471/ 160571
Dullator: 030671 (14.24 Grangemouth-Braehead loaded
tanks) (with 6107)
65F: 150771
65A: 070871/ 080871

65F: 180871
65A: 210871/ 250971

Withdrawn: 051071.

65A: 091071/ 161071/ 171171/ 271171
65A (Cowlairs Triangle): 090172*/ 110172/ 280272/
300372/ 020472/ 060472/ 090472/ 140472/ 220472/
230472/ 240472. Not listed 120272/ 150472.

Glasgow Works: 140572/ 290572/ 080672 (Scrapline)/
100672 (Scrapline)/ 180672/ 060772/ 160772/ 100872
(Yard)/ 130872/ 150872 (Scrapline)/ 170872 (Scrapline)/
290872/ 020972 (Scrapline)/ 141072 (Outer Yard)

Disposal: Glasgow Works: 1172.

Comments:

1. As first 'Comment' for D6100.
2. 'D6103 stayed behind (*in Scotland*) for trials to radiator modifications' (BH)
3. 'At the beginning of November (1965)....D6103, was introduced to the diagram covering the 08.25 Glasgow-Aberdeen and 17.15 return...D6103 made spasmodic appearances on Aberdeen services for the rest of the month....' (MR0166)
4. First Class 29 conversion of the 'production' batch of nineteen.
5. Glasgow Works visit 03/07/70-17/10/70 (official dates), but noted at 65A Eastfield from 11/07/70-26/08/70.
6. * 65A observations assumed to be 65A (Cowlairs Triangle).
7. '...dismantled by 16/11/72.' (AHRDE5).

D6104



D6104, 65A Eastfield, May 1960. Apart from the modified main radiator grille and the triangular buffer beam footsteps, D6104 is very much in as-built condition and had in fact only just arrived in Scotland from Hornsey and the Great Northern. The position of the lion and wheel emblem exhibited by D6104 became the standard for the Class 21s and was applied from D6103 onwards.

The horn covers on the Class 21s were mesh with holes cut out presumably to assist with audability; the holes were generally one at the bottom of the mesh on the left hand side and one in the middle on the right hand side....but inevitably there were variations! As built, the cab roof air vents were fitted to D6100-D6121. (Rail Photoprints)

Delivery ex-NBL: 260259

Trials from Doncaster Works: 020359

Departed Doncaster (for Hornsey): xxxxxx

Transferred Hornsey to Doncaster: 040459 (hailed by 'B1' 61074)

Doncaster Works: 120459/ 190459

Transferred Doncaster-Hornsey: 270459 (with D6108)

Hornsey: 270459/ 310160

New England, Peterborough: 190360

Transferred New England-Newcastle: 070460 (with D6109)

Re-allocated ScR: 3we 160460

65A: 170460

St.Rollox Works: 300660

65B: 100760/ 310760/ 100860/ 140860

St.Rollox Works: 300860 (Paint Shops)/ 070960 (Yard, appeared stored)/ 200960/ 290960 (Top Yard)/ 031060/ 041060

St.Rollox Works: Nil. DLRC: St.Rollox: 090261-020361 HC

65A: 010461/ 020461

XX: 200661 (damaged by fire, location unknown) (FDTL)

65A: 020761/ 060761/ 200861

65B: 270861/ 030961/ 011061/ 221061

XX: 050162 (damaged by fire, location unknown) (FDTL)

65B: 040362

65A: 080462

St.Rollox Works: 100662 (Carriage Shop)/ 280662/ 180762 (Carriage Paint Shop). Not listed 200462, 210662/ 260662 and 070862/ 180962/ 151162. DLRC: St.Rollox: 090462-201062 HC

65B: 281062

Reclassified 1000-1100hp: 291062 (SLS1262)

65A: 161262

65B: 170263/ 020463

65A: 120463/ 140463/ 200463/ 310563/ 020663/ 090663/ 210663

St.Rollox Works: 110763 (stored)/ 030863/ 271063 / 291063 (Works Yard). DLRC: St.Rollox: xxxxxx-140364

Int

65J: 290364

Greenhill: 300364 (Perth-Glasgow train) (with Black 5 44902)

65A: 110464/ 180464/ 260464/ 170564/ 180564/ 190564/ 060664/ 130664/ 280664

St.Rollox Works: 140764. DLRC: St.Rollox: 030664-070864 U

65A: 081164/ 201264/ 090165

St.Rollox Works: Nil. DLRC: St.Rollox: 130165-160165 U

65A: 220165/ 280265/ 080465/ 180465/ 190465/ 010565

65J: 180765/ 210765/ 310765

65A: 080865/ 090865/ 230865/ 260865/ 290865/ 050965

65F: 190965

65A: 031065/ 241065/ 311065/ 051265/ 241265/ 030166/ 090166/ 040566

Inverurie Works: Nil. DLRC: Inverurie: 020366-190566 I Glasgow/Aberdeen: 19-210566 (regular use)

Inverurie Works: 280566

61A: 180666

65A: 020766/ 170766

65J: 060866/ 210866/ 230866

65A: 180966

Abrohill: 081166 (04.05 Glasgow Central-Stirling parcels, damaged by fire) (FDTL)

65A: 121166

Cowlares Yard: 301166

65A: 080167

65F: 250367

Falkirk Camelon: 150467 (02.53 Mossend-Grangemouth Class 8 freight, damaged by fire) (FDTL)

65A: 220467

Inverurie Works: 040767/ we290767/ 300767/ 030867/ 140867/ 150867/ 220867/ 110967 (Works Yard)/ we170967. DLRC: Inverurie: 180467-080567 U

62A: 051167. Not listed 221067.

Withdrawn: 311267.

62A: 070168/ 020368/ 130468/ 140468. Not listed 100568/ 130568.

Barnes & Bell, Coatbridge: Nil. Not listed 070968.

Disposal: Barnes&Bell, Coatbridge: 0468 (D&ELfS); not proven.

Comments:

1. As first 'Comment' for D6100.
2. 'Seven of the class are at present stored out of use in the Carriage Shops at St.Rollox Works, comprising D6101, D6104, D6106, D6122, D6123 and D6133, with D6127' (SLS0762)
3. Fire damage: Falkirk Camelon, 15/04/67. 'The engine room of D6104 was extensively damaged and necessitated the locomotive being taken to main works where the power unit and generator were removed and the locomotive placed in storage.' (Internal BR Memo).
4. Sold Barnes&Bell, Coatbridge: 04/68 (BRB SC).

D6105



D6105, 65A Eastfield, Undated. Here's a 'rare beast', one of perhaps only two life-long Class 21s which did not spend any significant periods stored out of use (ignoring the short periods stored at New England, Peterborough in 1960, before being transferred upto Scotland, and four months in 1965 after fire damage). It didn't quite make it to the end of Class 21 activity on BR, however, but it got very close. (J.G. Turner)

Delivery ex-NBL: 170359

Trials from Doncaster Works: 170359/ 200359

Doncaster Works to NBL, Glasgow: 230359

Trials from Doncaster: 100459

Doncaster Works: 120459

Despatched Doncaster to Hornsey: 140459 (noted at Hornsey)

30A Stratford: 060569

Hornsey MPD: 180559

Ferne Park: 090360 (bogie-bolsters) (with D6108)

New England: 190360/ 100460

Transferred New England-Newcastle: 110460 (with D6108)

Re-allocated ScR: 4we 160460

St.Rollox Works: 060660/ 300660. **Not listed** 300860.

Perth: 010561 (09.15 Glasgow BSt-Dundee West) (with D6130)

Perth: 010561 (12.00 (*sic* 14.00?) Dundee West-Glasgow BSt) /17.15 Glasgow BSt-Dundee West) (both with D6130)

Glasgow BSt: 020561 (09.15 Glasgow BSt-Dundee West) (with D6130)

65B: 210561/ 280561

62B (sub) Dundee West: 250661

65A: 020761

65J: 040761

65B: 060761/ 300761/ 200861/ 240861/ 270861/ 030961/ 011061 (Under repair)/221061

St.Rollox Works: Nil. **DLRC:** **St.Rollox:** 230162-310162 NC

65B: 040362/ 220462

62B Dundee Tay Bridge: 020662

61B: 060662/ 070662

Laurencekirk: 090662

65B: 100662

65A: 210662/ 240662
St.Rollox Works: 260662. [DLRC: St.Rollox: 140662-260662 LC](#)
65B: 250762
61B: 140862/ 150862
Dunblane: 230862 (passenger) (with D6120)
Perth: 080962 ('Granite City' Glasgow-Aberdeen) (with D6120)
65A: 100962/ 160962
65B: 200962
Whifflet: 210962 (Coatbridge Central-Holytown passenger)
St.Rollox Works: Nil. [DLRC: St.Rollox: 260962-271062 LC](#)
St.Rollox Works: Nil. [DLRC: St.Rollox: 281162-111262 LC](#)
65B: 161262
St.Rollox Works: 110163 (Works Yard, waiting works)/ 180263 (Erecting Shop). [Not listed 150363. DLRC: St.Rollox: 190263-260263 HC](#)
65A: 040463/ 120463/ 140463/ 200463/ 310563/ 110663
65B: 280763
65J: 110863/ 130863
65A: 170863/ 180863/ 310863/ 030963/ 220963
65B: 271063
65A: 031163
65B: 231163
65A: 040164/ 090264/ 290364
St.Rollox Works: Nil. [DLRC: St.Rollox: 310364-020564 U](#)
65F: 100664
65A: 130664
65J: 210664
65A: 120764/ 170764
61B: 310764/ 020864
65B: 050864
61B: 090864
Kirkintilloch: 040964 (passenger ex Glasgow QSt) (with D6120)
65A: 060964

65F: 011164
65A: 081164
65J: 090165
65A: 220165
Inverurie Works: 220465 (Inside). [DLRC: Inverurie: 090465-240465 U](#)
XX: 030665 (damaged by fire, location unknown) (FDTL)
65A: 060665
Inverurie Works: 220765/ 100865 (Erecting Shop)/ 020965 (Erecting Shop)/ 070965/ 300965. [DLRC: Inverurie: 250665-161065 U](#)
65A: 241265/ 090166/ 200266/ 090466/ 100466/ 040566/ 070566/ 290566
65J: 190666 (with D6135)
65A: 020766/ 170766/ 310766/ 080866/ 210866
65J: 230866
61A: 010966
65A: 061066/ 231066/ 121166
Inverurie Works: Nil. [DLRC: Inverurie: 271266-020267 I](#)
Peterhead: 080267/ 090267
63A: 11-120267
65A: 250367/ 260367/ 220467/ 280567/ 160767/ we290767/ 300767/ 010867/ 200867
65F: 020967
65A: we170967/ 221067/ 060168
Glasgow Parcels Station: 120268
Glasgow QSt: 110368
65A: 140468/ 110568/ 120568/ 250568

[Withdrawn: 080668.](#)

65A (Cowlairs Triangle): 160668/ 200668*/ 180768/ 250768/ 170868*/ 260868*. [Not listed 250868.](#)
J.MacWilliam, Shettleston: Nil.

[Disposal: J.MacWilliam, Shettleston: 0868 \(D&ELfS\); not proven.](#)

Comments:

1. As first 'Comment' for D6100.
2. * 65A Eastfield observations assumed to be 65A Eastfield (Cowlairs Triangle).
3. 'D6105/10/5 were added to the dump on 16 June (1968)' (RO0868)
4. 'Disposal details of the following locomotives are still not known...6105' (RO0471)
5. 'Regarding the list in the April R.O., the following have been reported as sold: J. McWilliam, Shettleston: ...August 1968 - D6105 (from Eastfield)' (RO1071)
6. 'Moved to J. McWilliam, Shettleston, Glasgow early 9/68' (AHBRDE5)

D6106



6106, 65A Eastfield, 9 September 1971. Already withdrawn for six weeks by the time this photograph was taken, 6106 was something of a curiosity due to the fact that in late-October/early November 1971, it was transferred to Whifflet for storage along with 6102. Quite what the reasoning was for this move is unclear; making space at Eastfield makes some sense although previously, and indeed subsequently, surplus locomotives were dumped within the Cowlairs Triangle on the opposite side of the Glasgow-Edinburgh main line from Eastfield depot i.e. just north of Cowlairs signalbox. No 25kV signs were carried by this locomotive as a Class 29 and it is probably fair to say that the same applied when it was a Class 21. (Norman Preedy)

[Delivery ex-NBL: 240359](#)

Trials from Doncaster Works: 020459

Doncaster Works: 050459

Despatched Doncaster to Hornsey: 070459

Hornsey: 310160

New England, Peterborough: 190360/ 100460/ 190460

Transferred New England-Newcastle: 220460 (with D6103)

[Re-allocated ScR: 4we 210560](#)

St.Rollox Works: 300660

NBL Hyde Park Works: 031060

65A: 010461/ 020461

Stirling: 120461 (12.00 Dundee West-Glasgow BSt) /
15.15 Glasgow BSt-Dundee West) (both with D6108)

St.Rollox Works: Nil. [DLRC: St.Rollox: 240561-230661 HC](#)

65B: 020761

Motherwell: 070761 (Up goods [from Cadder?])

St.Rollox Works: Nil. [DLRC: St.Rollox: 190961-210961 NC](#)

St.Rollox Works: 031061 (Erecting Shop)/ 200462/
100662 (Carriage Shop)/ 280662/ 180762 (Carriage Paint Shop)/ 121262 (Carriage Shops)/ 141262 (Paint Shop)/
110163 (Paint Shop, stored)/ 180263 (Paint Shop, stored)/
150363 (Paint Shop, stored) /140463/ 170563 (stored)/
020663/ 130663 (stored)/ 110763 (stored)/ 030863/
271063/ 291063 (Paint Shop). [Not listed 281261/ 200462/ 210662/ 260662/ 070862/ 180962/ 151162/ 150863.](#)

Edinburgh Waverley: [110464](#)

12A Carlisle Kingmoor: [120564](#)

St.Rollox Works: 170564/ 080465/ 160465/ 180465
(Inside)/ 290565/ 060665 (Erecting Shop)/ 130765/
200765/ 010865/ 090865/ 120865 (Erecting Shop)/

190865/ 230865/ 020965/ 090965/ 230965. [DLRC: St.Rollox: 130865-301065 G](#)

Class 29

XX: 'During December No. D6106 was employed on the 8.25 down and 17.15 up Aberdeen 3-hour trains' (MR0266)

Aberdeen: 231265 (17.15 Aberdeen-Glasgow ['Granite City'])

65A: 030166/ 090166/ 200266

XX: 260266 (07.10 Aberdeen-Glasgow BSt)

65B: 100466

61B: 110466

Dundee (passing): 030566

65A: 040566

65B: 070566

Glasgow-Aberdeen: 19-210566 (in regular use)

62B Dundee West: 280566

65B: 290566

Inverurie Works: 180666. [DLRC: Inverurie: 160666-300666 U](#)

65B: 020766/ 170766

65J: 110866

63A: 170866

65B: 230966

65A: 061066

Inverurie Works: Nil. [DLRC: Inverurie: 301066-141266 U](#)

Inverurie Works: 250467

Inverurie Works: Nil. [DLRC: Inverurie: 070667-150667 U](#)

XX: 300667 (failed on 16.35 Glasgow QSt-Mallaig)

65A: 020767

FtWilliam: we290767

65A: 010867

FtWilliam: 180867 (Corpach-Crianlarich timber)

63B: 210867

Bridge of Dun: 030967 (17.30 Aberdeen-Glasgow [to Perth])

65A: we170967/ 011067

62B Dundee: 070168

Inverurie Works: Nil. [DLRC: Inverurie: 090368-140368 U\(Mod\)](#)

65A: 140468/ 030668/ 200668/ 140968/ 061068/ 120169/ 110369

Perth station: 310369

Inverurie Works: 270869. [DLRC: Inverurie: 140769-190969 M/L](#)

65A: 141269

Glasgow Works: 110170/ 180170. [DLRC: Glasgow: 090170-140270 C](#)

65A: 290370/ 110470/ 240570/ 130670/ 140670/ 150670/ 110770/ 020870/ 220870/ 300870

Glasgow QSt: 191170 (pilot)

65A: 100171

Glasgow Works: 130271. [DLRC: Glasgow: 270171-170271 U/C](#)

65A: 200271

Larbert Jct: 240371 (Grangemouth-Perth freight)

65F: 160571

65A: 250571

[Withdrawn: 180771.](#)

65A: 070871/ 080871/ 100871/ 150871/ 160871/ 200871/ 210871/ 090971/ 260971/ 161071

Whifflet sp: 211171/ 310372/ 020472

Glasgow Works: 100672 (Erecting Shop Yard)/ 180672/ 130872/ 150872 (Scrapping Area, cut-up remains).

[Not listed 140572.](#)

[Disposal: Glasgow Works: 0772.](#)

Comments:

1. As first 'Comment' for D6100.
2. 'Seven of the class are at present stored out of use in the Carriage Shops at St.Rollox Works, comprising D6101, D6104, D6106, D6122, D6123 and D6133, with D6127' (SLS0762)
3. 'Our correspondent heard that in July (1962) six Type 2s, Nos. D6101/6/12/23/7/33 were being cannibalised to provide spares for other units of the class' (MR0962)
4. Last locomotive to be out-shopped from Inverurie Works in late-1969 (*Inverurie Loco Works: the Inside Story*, J. Brown).
5. '6106 was officially cut up at Glasgow Works on 7 July 1972 although another source gives 26 August 1972, however it is believed the former date is correct' (RO1278)
6. The fundamental question is, why were 6102/6 exiled out to Whifflet for storage, a location well removed from their normal sphere of operation, and/or, the storage locations of the remainder of the Class?

6107, Glasgow Works Scrapline, 17 August 1972. D6100 and D6107 were the only two Class 29s outshopped by St.Rollox Works in blue livery, both in 1967. The blue livery designs were in something of a state of flux at this time; thus D6107 received what was considered to be the 'house' standard in mid-1967, with double-arrow emblems underneath the cab side windows and bodyside numbers behind the cab doors. By the end of 1967, the accepted standard had changed to a single bodyside double-arrow emblem positioned 'amidships' and numbers beneath the cab side windows, the arrangement applied to D6100 when outshopped in December 1967.
(Anthony Sayer)

D6107



[Delivery ex-NBL: 240359](#)

Trials from Doncaster Works: 030459 (failed, returned to works light engine)

Doncaster Works: 050459

Trials from Doncaster Works: 070459

Despatched Doncaster to Hornsey: 080459

Doncaster Works: 120459

Hornsey MPD: 180559

Hitchin: 250559

Departed Hornsey (for Glasgow): 060659 (with D6100)

Returned to Hornsey: 020759 (with D6100)

Kings Cross Loco Yard: 031059

New England, Peterborough: 100360

Transferred New England-Newcastle: 050460 (with D6102)

[Re-allocated ScR: 3we 160460](#)

Stirling-Perth: 310860

St.Rollox Works: 200960/ 031060

65B: 110261

65A: 010461/ 020461

St.Rollox Works: Nil. [DLRC:](#) [St.Rollox:](#) 030561-140661 [HC](#)

Perth: 210661 (Glasgow BSt-Aberdeen ('Bon Accord') (with D6126)

65A: [020761](#)

65B: [020761](#)

65A: 200861/ 270861/ 030961

St.Rollox Works: 031061 (Works Yard). [DLRC:](#) [St.Rollox:](#) [280961-300961](#) [LC](#)

65B: 221061

St.Rollox Works: Nil. [DLRC:](#) [St.Rollox:](#) [290162-030262](#) [LC](#)

65B: 040362/ 220462

65A: 230562/ 100662/ 250762/ 280762/ 290762

65B: 240862

65A: 020962

65B: 230962/071062

[XX:](#) 091062 (damaged by fire, location unknown) ([FDTL](#))

65B: 281062

XX: 160163 (damaged by fire, location unknown) (FDTL)
St.Rollox Works: 180263 (Works Yard, awaiting works)/
 150363 (Works Yard, awaiting works)/ 170563 (stored)/
 020663/ 130663 (stored)/ 110763 (stored)/ 030863/
 271063/ 291063 (Top Yard)/ 170564/ 300764/ 190864.

Not listed 110163 and 140463/150863.

65C: 260964/ 201064/ 231064/ 081164 (stored, badly
 damaged condition)/ 030165/ 090165/ 220165/ 310165/
 110465/ 180465/ 300565/ 060665/ 080765/ 200765/
 210765/ 310765/ 080865/ 090865/ 190865/ 040965/
 190965/ 031065. **Not listed 290565.**

Transferred 65C to 65B: about 181065

65B: 241065 (stored u/s)/ 311065/ 211165/ 051265
 (derelict)/ 241265 (stored)/ 020166/ 090166/200266
 (derelict)/ 090466/ 100466 (derelict)/ 040566 (stored, fire
 damage)/ 070566/ 290566 (derelict)/ 020766/ 170766/
 310766/ 080866/ 120866/ 170866/ 200866/ 210866

St.Rollox Works: 270866/ 061066/ 210467 (Paxman engine
 fitted/painted blue)/ 220467/ 110567/ 280567/ 020667
 (outside, ex-works). **DLRC: St.Rollox: 300866-xxxxxx C**

Class 29

Larbert: 120667 (failed on passenger service)

St.Rollox Works: Nil. **DLRC: St.Rollox: 140667-220667 Rect**
65A: 250667

XX: 260667 (failed on 17.25 Ft.William-GlasgowQS)

XX: 280667 (ballast, used to rescue 07.25 Mallaig-
 Glasgow-QSt) (with D6109 and failed D6117)

XX: 290667 (failed on 10.05 GlasgowQS-Mallaig)

65A: 020767/ 160767/ we290767/ 300767/ 010867

12A Carlisle Kingmoor: 120867/ 190867/ 200867

65A: we170967/ 011067

XX: 021267 (Glasgow-Edinburgh special for All Blacks v.
 Scotland Rugby match at Murrayfield)

65A: 311267

Crianlarich: 050168 (07.25 Mallaig-Glasgow QSt,
 damaged by fire) (FDTL)

65A: 060168/ 070168

Glasgow QSt: 290168

Inverurie Works: Nil. **DLRC: Inverurie: 080468-120468**
Mod+U

Comments:

1. As first 'Comment' for D6100.
2. * 65A observations assumed to be 65A (Cowlairs Triangle).

Crianlarich Upper: 150468 (Oban-Glasgow)

Corrour: 070568 (06.00 Glasgow-Mallaig)

64B: 110568

XX: 130568 (09.45 Glasgow-Inverness) (with D6129)

62B Dundee: 020668

Tyndrum Upper: 080668 (Mallaig-Glasgow QSt passenger)

65A: 180768

Oban: 270868 (passenger)

62B Dundee: 280868

65A: 100968/ 140968

Inverurie Works: Nil. **DLRC: Inverurie: 011068-101068 G**

65A: 120169

Inverurie Works: 310369/ 030569 (Erecting Shop Yard).

DLRC: Inverurie: 080369-160569 U/P

65A: 240869

Glasgow Works: 110170. **DLRC: Glasgow: 050170-**
160170 U/C

Glasgow Works: Nil. **DLRC: Glasgow: 060270-130370 U/C**

65A: 290370/ 110470/ 240570/ 140670/ 150670/ 110770/
 020870/ 160870/ 220870/ 041070

Glasgow Works: Nil. **DLRC: Glasgow: 051070-191170 U/C**

65A: 100171

65F: 130271

65A: 200271/ 250471

Dullator: 030671 (14.24 Grangemouth-Braehead loaded
 tanks, damaged by fire) (with 6103) (FDTL)

65F: 010871

65A: 150871/ 160871

65F: 180871/ 040971/ 011071

Withdrawn: 051071.

65A: 091071/ 161071/ 271171

65A (Cowlairs Triangle): 090172*/ 110172/ 120272*/
 280272/ 300372/ 020472/ 060472/ 090472/ 140472/
 150472/ 220472/ 230472

Glasgow Works: 140572/ 290572 (Scrapline)/ 080672
 (Scrapline)/ 180672/ 060772/ 160772/ 100872 (Yard)/
 130872/ 150872 (Scrapline)/ 170872 (Scrapline)/ 290872/
 020972 (Scrapline)

Disposal: Glasgow Works: 09/1072.

D6108

D6108, 65J Stirling
Undated. Shabby
 weather, shabby loco!
 But very atmospheric!
 (Photographer unknown)



D6108, Oban, 16 August 1968. D6108, the Class 29 conversion with the worst financial payback for the money spent on its upgrade! Inverurie completed the conversion in October 1967; damage in February/March 1969 (believed to be fire damage from a traction motor flashover) resulted in withdrawal in early May 1969. So as a Class 29 it operated for barely sixteen months! The early withdrawal meant that D6108 was the only member of the class to retain the D-prefix throughout.

D6108 was one of five Class 29s painted blue by Inverurie, the others being D6119/24/9/37, plus Class 21 D6109. Inverurie's take on blue livery was very different from other Works, particularly so when comparing the Inverurie Class 29s with the St.Rolox converts. The first obvious difference is the 'minimalist' application of the full yellow ends, where the yellow failed to reach the front cab roof (let alone wrap over onto the cab top) and which similarly failed to wrap around onto the cab sides. The other Inverurie quirks were the old-style serif 'D' and the positioning of the double-arrow emblems on the cab doors. (Author's Collection)



[Delivery ex-NBL: 140459](#)

Arrived Doncaster Works (from Glasgow): 140459
Trials from Doncaster Works: 240459
Transferred to Hornsey: 270459 (with D6104)
Holloway: 120559
Moorgate: 140559
Hornsey: 110859
Ferne Park: 090360 (bogies-bolsters) (with D6105)
New England, Peterborough: 190360/ 100460
Transferred New England-Newcastle: 110460
 (with D6105)

[Re-allocated ScR: 3we 160460](#)

65A: 060660
St.Rollox Works: 300660
65A: 140860/ 190860/ 040960/ 131160/ 111260/ 010461
Stirling: 120461 (12.00 Dundee West-Glasgow BSt)/
 (15.15 Glasgow BSt-Dundee West) (both with D6106)
Glasgow BSt/Lochearnhead: 130561 (12.00 Glasgow
 BSt-Oban) (with D6135)
Callander: 130561 (12.00 Glasgow-Oban) (with D6135)
Oban: 130561 (17.15 Oban-Glasgow/Edinburgh) (with
 D6135)
St.Rollox Works: 031061 (Paint Shop). **Not listed 300861.**
DLRC: St.Rollox: 230561-131061 HC
65A: 281261
65A: 080462
63A: 220462
65A: 230562
61B: 070662/ 090662
65B: 100662/ 190662/ 240662/ 190862
65A: 240862
63A: 010962/ 080962
61A: 210962
65B: 071062/ 281062/ 161262
65A: 020463/ 040463
Glasgow-Stirling: 130463
65B: 140463
Gleneagles: 110563 (Dundee-Glasgow BSt passenger)
 (with D6122)
Dundee West: 310563 (passenger) (with D61xx)
65B: 020663/ 090663
65A: 110663/ 210663/ 250763
65B: 280763/ 090863/ 120863/ 140863/ 180863
65A: 310863
65B: 030963/ 080963

65A: 220963
65J: 261063
65B: 090264
65A: 150364/ 290364
Greenhill: 020464 (12.10) on steel train (to Gartcosh?)
 (with D6124)
65A: 180464
65B: 260464/ 090564
65J: 170564
65A: 060664/ 130664/ 280664
65J: 270764
St.Rollox (passing): 310764
Polmadie (passing): 010864 (freight)
65J: 130864
65A: 170864/ 200864/ 060964/ 081164/ 201264/ 090165/
 310165/ 280265/ 080465/ 180465/ 190465/ 010565/
 230565/ 300565/ 060665/ 040765/ 110765/ 130765/
 200765
65F: 310765
65A: 010865
Inverurie Works: 020965 (Erecting Shop)/ 070965/
 300965. **Not listed 100865. DLRC: Inverurie: 190865-**
231065 I
65A: 030166
65J: 080166
Polmont: 020366 (passenger)
65J: 070466/ 080466/ **100466**
65A: **100466**
65J: 110466
Glasgow-Aberdeen: 19-210566 (regular use)
65J: 280566
Stirling: 120666 (assisted 17.05 Glasgow-Aberdeen from
 Stirling to Perth)
65J: 090866
65A: 210866
Shettleston: 230866
65A: 121166
Inverurie Works: Nil. **DLRC: Inverurie: 031266-270167 U**
Inverurie Works: 250467/ 040767/ we290767/ 300767/
 030867/ 150867/ 220867/ 110967 (Erecting Shop,
 re-engined with Paxman engine)/ we170967. **DLRC:**
Inverurie: 030267-211067 G

[Class 29](#)

65F: **011067**
65A: 311267/ 060168/ 070168
Dundee (passing): 130468

65A: 140468/ 110568/ 120568

Inverurie Works: Nil. **DLRC:** **Inverurie:** 170568-300568 M

61B: 010668

Crianlarich: 140668 (17.40 Oban-Glasgow)

65A: 180768

Oban: 160868 (station pilot)

65A: 170868/ 100968

Fort William: 180968 (ex-Glasgow)

65A: 061068

Eastfield (passing): 081068

Inverurie Works: Nil. **DLRC:** **Inverurie:** 030269-110269 G

Inverurie Works: 310369/ 060469 (Erecting Shop Yard)

65A: 110170/ 140270 (on depot)/ 290370/ 310370/ 040470/ 110470 (on depot, stripped)/ 240570/ 270570 (on depot)/ 130670/ 140670/ 150670/ 280670 (awaiting scrap)/ **110770***/ **020870***

65A (Cowlairs Triangle): 070870/ 110870/ 160870/ 220870*/ 130970/ 041070*/ 071170*/ 191170*/ 100171*/ 130271*/ 140271*/ 120471 (Cowlairs)/ 080571 (fire)/ 170571 (believed cannibalised)/ 250471*/ 290571*.

Not listed 200271.

J. MacWilliam, Shettleston: xx0671/ 070871

Disposal: J. MacWilliam, Shettleston: 0671.

Withdrawn: 010569.

Inverurie Works: 030569 (Erecting Shop Yard)/ 240569/ 150769 (Erecting Shop Yard)/ 270869/ xx1069

Comments:

1. As first 'Comment' for D6100.
2. '(D6108) arrived at Inverurie Works in early April 1969 for assessment and was withdrawn officially on 1 May, it lay here until theworks closed at the end of the year' (SD&EDR2).
3. First Class 29 to be withdrawn on 01/05/69. Reason for early withdrawal requires confirmation. Traction motor flashover/bogie fire?
4. * 65A observations assumed to be 65A (Cowlairs Triangle).
5. Date of transfer from 65A Eastfield to 65A Eastfield (Cowlairs Triangle)? Photo dated 27/05/70 shows D6108 on Eastfield depot, whilst observation 07/08/70 is listed as 'dumped on the triangle'. (RO1070). AHBREDE5 states '... moved to the triangle at Eastfield from 7/70-6/71', so with reference to the **11/07/70** and **02/08/70** dates, D6108 may have moved to the Triangle by this time.
6. 'Disposal details of the following locomotives are still not known...6108' (RO0471)
7. '6108 (condemned 5/69 from Eastfield)...noted in J. McWilliams yard at Shettleston during June.' (RO1071)
8. Observation at J. MacWilliam, Shettleston on 07/08/71. Complete loco or cut-up remains?

D6109



D6109, 65A Eastfield., 26 March 1967. No, it's not a Class 29 although you might be forgiven for thinking so! Engine exhaust port notwithstanding, it shows all the hallmarks of an Inverurie-style Class 29 conversion, including four-character headcode boxes, additional bodyside grilles, roof-mounted rotating air vents, grille guttering and bottom-mounted windscreen wipers. The Inverurie touch comes with the grommetted horn plate coverings, the retention of the thin main radiator grille horizontal bar, and, of course, the Inverurie version of the blue livery.

D6109 was quite clearly in line to become a Class 29, but late in the day, and apparently due to the unsuitability of the bedplate to accept a Paxman engine, it was re-fitted with a refurbished MAN engine. As a consequence, D6109 became the only Class 21 to receive blue livery. However, due to minor collision damage it was consigned to the scrap-heap only fifteen months after release from Inverurie Works; by 1968 the writing for the Class 21s was firmly on the wall and no consideration was given to effecting repairs. (Chris Bush)

Delivery ex-NBL: 070459

Trials from Doncaster Works: 090459

Doncaster Works: 120459

Transferred to Hornsey: 140459

Kings Cross: 020559 / 190859

Potters Bar: 160959 / 041059

New England, Peterborough: 190360

Transferred New England-Newcastle: 070460 (with D6104)

Re-allocated ScR: 3we 160460

65A: 170460

St.Rollox Works: 130660 (Works Yard) / 300660 / 020860

65A: 140860 / 190860 / 040960

St.Rollox Works: 290960 (Top Yard)

XX: 140161 (08.00 Dundee West-Glasgow BSt) (with D6129)

65B: 110261

St.Rollox Works: Nil. **DLRC: St.Rollox:** 270261-150361 NC

65A: 010461 / 020461

Perth: 010561 (17.30 Glasgow BSt-Aberdeen ['St Mungo']) (with D6100)

65A: 210561

Crianlarich Lower: 170661 (17.15 Oban-Glasgow BSt passenger) (with D6110)

65A: 020761 / 060761

St.Rollox Works: Nil. **DLRC: St.Rollox:** 190961-200961 LC

65B: 011061 / 040362

XX: 030462 (damaged by fire, location unknown) (FDTL)

65A: 080462

65B: 220462/ 130562

65A: 240662/ 280662

65B: 250762

65A: 280762/ 290762/ 190862

65B: 240862/ 160962

St.Rollox Works: 180962. **DLRC: St.Rollox:** 050962-201062 LC

65B: 281062

St.Rollox (passing): 021162 (passenger) (with D6132)

65A: 161262 / 170263

Bridge of Allan: 020363 (Burntisland-Ballachulish freight) (with D6120)

65J: 070463/ 080463

Glasgow BSt: 110463 (11.30 Aberdeen-Glasgow BSt) (with D6137)

65J: 130463/ 140463

Bridge of Allan: 020563 (freight) (with D6120)

65A: 310563/ 020663/ 250763/ 280763/ 090863/ 140863/ 170863/ 180863

St.Rollox Works: 271063/ 291063 (Top Yard). **DLRC: St.Rollox:** xxxxxx-270364 U

65B: 290364

65A: 110464

65B: 260464

65A: 170564/ 180564/ 190564

St.Rollox Works: Nil. **DLRC: St.Rollox:** 200564-120664 U

65A: 280664/ 260764/ 010864

63A: 010864

65A: 050864/ 170864

XX: 280864 (damaged by fire, location unknown) (FDTL)

65A: 060964

Inverurie Works: Nil. **DLRC: Inverurie:** 090365-170365 U

65A: 080465

65F: 190465/ 010565

65A: 300565/ 060665

Stirling: 030765

65F: 060765

65B: 010865/ 080865 (stored)/ 090865. **Not listed 180765.**

65A: 230865/ 260865/ 290865/ 050965/ 031065/ 241065/ 311065

61A: 080466/ 100466/ 110466/ 020566/ 070566/ 280566/ 180666/ 090866/ 100866 (awaiting works, very 'rusty' condition)/ 240866/ 280866/ 010966

Inverurie Works: Nil. **DLRC: Inverurie:** 160966-130167 G **Peterhead:** 160167/ 170167

Inverurie Works: Nil. **DLRC: Inverurie:** 250267-130367 U (Power Unit)

65A: 260367

Inverurie Works: 250467. **DLRC: Inverurie:** 300367-160567 U

65A: 250667

XX: 280667 (07.25 Mallaig-Glasgow QSt) (with D6117)

(D6117 failed, rescued by D6107)

XX: 010767 (failed on 00.45 Cadder-Ft.William freight)

65A: 020767

Inverurie Works: we290767/ 300767/ 030867/ 140867/ 150867/ 220867. **DLRC: Inverurie:** 070767-250867 U

65A: we170967/ 011067/ 221067/ 311267/ 060168/ 070168

Glasgow QSt: 120268 (station pilot)/ 260268/ 040368

Withdrawn: 060468.

65A (Cowlairs Triangle): 110468 (stored on opposite side of main line by Cowlairs box, slightly damaged/ 120468/ 140468*/ 110568*/ 120568*/ 250568*/ 030668/ 200668/ 120768*/ 180768/ 250768/ 170868*/ 250868 (Cowlairs Inlet Road)/ 100968*/ 140968*/ 220968/ 061068*/ 011268/120169* **J. MacWilliam, Shettleston:** Nil.

Disposal: J. MacWilliam, Shettleston: 0169; not proven.

Comments:

1. As first 'Comment' for D6100.
2. Stored from 65B St.Rollox: 08/08/65 (stored) sighting, right through until Inverurie Works visit starting 09/66?
3. 'D6109 is the first of a number of the class to have the original MAN engine refurbished, as distinct from receiving a new Paxman Ventura engine of greater power' (RO0467)
4. 'D6109 is the first blue-painted diesel to be withdrawn in Scottish Region. It was believed to have sustained collision damage.' (RO0768)
5. 'Received serious collision damage in 4/68' (AHBRDE5)
6. * 65A observations assumed to be 65A (Cowlairs Triangle).
7. Headcode box (HCB) cannibalised: 03/06/68 - HCB in situ on at least No.1 end; 25/07/68 - HCB removed from at least No.2 end; 01/12/68 - HCB removed from No.1 end.

D6110



D6110, 65A Eastfield, 6 August 1963. D6110 was the other 'rarity' in terms of being a life-long Class 21 not spending any significant time in store.

D6110 was technically the first so-called 'Production' Class 21 (although D6111 actually entered traffic before D6110), following closely on from the ten 'Pilot Scheme' locomotives. In reality, the 'Production' locos became a continuation of the 'Pilot Scheme' series in that D6110-57 were all ordered before D6100 entered traffic, let alone tested. It is arguable that, if D6100-9 had been fully tested before further orders were placed, no further North British diesel-electric Type 2s would ever have seen the light of day. The end result would probably have been the ordering of more Brush, BR/Sulzer and BRCW Type 2s instead.

D6110 was numerically the first of the batch of ten locomotives (D6110-9) allocated to Stratford for use on the Great Eastern. (David Dippie)

Delivery ex-NBL: 200559

Re-allocated ScR: 4we 081060

Doncaster Works: 210559

Trials from Doncaster Works: 250559 (with D6112)

30A (inc part of Works): 130959/ 041059

Ripple Lane depot: xx0660

Departed 30A for 65A: 130960 (with D6111/4)

St.Rollox Works: 200960/ 031060. **Not listed 010461.**

65A: 020461

65B: 210561

Crianlarich Lower: 170661 (17.15 Oban-Glasgow BSt passenger) (with D6109)

65A: 020761/ 060761
St.Rollox Works: Nil. **DLRC:** **St.Rollox:** 110761-171161 LC
 65A: 281261
 65B: 040362/ 220462
 65A: 130562
XX - 230562 (damaged by fire, location unknown) (FDTL)
 61B: 070662/ 090662
 65B: 100662
Stirling: 180662 (passenger) (with D6136)
 65B: 240662/ 280662
Ross Jct: 130762 (passenger to Glasgow Central)
 65A: 250762/ 280762/ 290762/ 060862/ 080862/ 190862/ 240862
 65B: 160962
St.Rollox Works: 151162 (Diesel Test House)/ 121262 (In works)/ 141262 (Erecting Shop)/ 110163 (Erecting Shop).
Not listed 180263. **DLRC:** **St.Rollox:** 030962-020263 HC
 65A: 170263/ 020463/ 120463/ 140463/ 200463
St.Rollox Works: 170563 (Erecting Shop)/ 020663.
DLRC: **St.Rollox:** 240463-080663 LC
 65A: 110663
Kirkintilloch: 210663 (shunting stock)
Edinburgh: 220663 (09.40 Glasgow QSt-Kings Cross)
 65A: 250763/ 280763/ 040863/ 060863
Middlemuir Jct, Lenzie: 060863 (Glasgow QSt-Kirkintilloch passenger)
 65A: 090863/ 140863/ 170863/ 180863/ 310863/ 030963/ 220963/ 271063/ 031163/ 090264
XX: 090364 (14.11 Aberdeen-?? fish freight [piloting V2 60836 to Perth])
 65A: 150364
 61B: 280364
Inverurie Works: Nil. **DLRC:** **Inverurie:** 310364-100464 L
 65A: 110464
 65B: 260464
 65A: 190564/ 280664/ 120764/ 050864
Alloa: 180864
 65J: 190864
 65A: 060964

Comments:

1. 'At the beginning of September (1959) only two of Stratford's ten N.B. Loco. Co. Type '2' diesel-electric units, Nos. D6110/8, appeared to be in use; of the remainder, Nos. D6112/7 had been returned to the makers in Glasgow and the others were under examination at Stratford.' (TI1159)
2. 'This was one of only two members of the class based at Stratford working in 1959, the other eight being out of traffic with various problems' (AHRDE5)
3. * 65A observations assumed to be 65A (Cowlairs Triangle).
4. 'D6105/10/5 were added to the dump on 16 June (1968)' (RO0868)

St.Rollox Works: Nil. **DLRC:** **St.Rollox:** 010964-110964 L
 65A: 201264/ 241264/ 090165/ 310165
 65J: 230465
 65A: 230565/ 300565/ 060665
Inverurie Works: 220765/ 310765/ 100865 (Works Yard)/ 020965 (Erecting Shop)/ 070965. **DLRC:**
Inverurie: 250665-140965 I
XX: 220965 (08.25 Aberdeen-Fraserburgh)
Maud Jct: 280965
XX (Aberdeen-Fraserburgh area): 021065
Inverurie Works: Nil. **DLRC:** **Inverurie:** 011165-051165 U
 65A: 051265
 65F: 080166
 65A: 200266
XX: 090466 (Railtour - Falkirk Grahamston-Dunfermline Lower deputising for failed V2 60919)
XX: 090466 (Class 4 freight, damaged by fire [location unknown]) (FDTL)
 65F: 100466
 65A: 290566/ 170766/ 310766/ 070866/ 080866
Eastfield (passing): 220866
Inverurie Works: 220866
 65F: 080167
Inverurie Works: Nil. **DLRC:** **Inverurie:** 170267-070367 I
 65A: 250367/ 110567/ 280567/ 250667/ 020767/ 160767/ 300767/ 010867/ 200867/ we170967/ 011067/ 221067/ 311267/ 060168/ 070168

Withdrawn: 140468.

65A: 140468/ 110568/ 120568/ 250568/ 030668 (on depot)
65A (Cowlairs Triangle): 160668/ 200668*/ 120768*/ 180768/ 250768/ 170868*/ 230868/ 250868 (Cowlairs Inlet Road)/ 100968*/ 140968*/ 220968/ 061068*/ 071068*/ 011268*/ 120169*
J. MacWilliam, Shettleston: 090369 (cabs/remnants)

Disposal: **J. MacWilliam, Shettleston:** 0169.

D6111



D6111, 30A Stratford, Undated. D6111 relatively soon after delivery to its first home and at the beginning of its nine year career with British Rail. At the end of said career, D6111 became somewhat unique in being the only North British diesel-electric Type 2 to justify its existence after withdrawal by providing a steam heating role at the Cowlairs Carriage Sidings during December 1968 and January 1969. Note the plate-style buffer beam steps, a temporary feature and soon replaced. (Rail-Online)

[Delivery ex-NBL: 120559](#)

Trials from Doncaster Works: 140559
30A: 260959/ 030460/ 120760/ 170760/ 110960
Departed 30A for 65A: 130960 (with D6110/4)

[Re-allocated ScR: 4we 081060](#)

St.Rollox Works: 200960/ 031060/ 010461/ 060761 (Works Yard)/ 031061 (Works Yard). **Not listed 300861 and 281261.**

65B: 040362

65A: 080462

65B: 220462

Haughead Jct: 190562 (17.50 Glasgow BSt-Hamilton)

65A: 100662

65B: 190662/ 240662

65A: 150762/ 250762

65B: 190862/ 240862

65A: 020962/ 160962/ 230962/ 061062/ 281062/ 161262

XX: 150263 (damaged by fire, location unknown) (FDTL)

65A: 170263/ 120463/ 140463/ 020663/ 090663/ 210663/ 070763/ 250763/ 280763/ 040863/ 090863/ 180863/ 220963/ 150364/ 290364/ 110464/ 170564/ 280664/ 120764/ 050864/ 060964 (slip-couplings)/ 081164/ 201264/ 241264/ 090165/ 220165

Glasgow QSt: 310165

65A: 280265/ 080465

Glasgow QSt: 180465

65A: 180465/ 010565/ 020565/ 230565/ 300565/ 060665/ 040765/ 110765/ 010865/ 080865

Cowlairs Works: 090865

Glasgow QSt: 230865/ 270865

65A: 290865/ 050965/ 031065/ 241065/ 311065/ 051265/ 241265/ 030166/ 090166/ 200266/ 090466/ 100466

Inverurie Works: 280566/ 180666/ 260766/ 090866/ 100866/ 220866/ 250467. **DLRC:** **Inverurie:** 230567 (*sic* 66?)-310567 I

65A: 250667/ 020767/ 160767

Glasgow QSt: we290767

65A: 300767/ 200867/ we170967/ 221067

65F: 070168

Glasgow QSt: 180368

65A: 120468/ 140468/ 110568/ 120568/ 200668/ 120768/ 180768

Withdrawn: 160868 (65A).

65A (maybe Cowlairs Triangle?): 170868

65A (Cowlairs Triangle): 230868/ 250868 (Cowlairs Inlet Road)/ 100968*/ 140968*/ 061068*

Cowlairs Carriage Sidings: Nil.

65A: 120169/ 300369

65A (Cowlairs Triangle): 100769/ 010869/ 090869 (part of cabside and door frame at No.2 end driver's side cut away)/ 240869*/ 020969*/ 210969/ 240969

J. MacWilliam, Shettleston: Nil.

Disposal: J. MacWilliam, Shettleston: 0969; not proven.

Comments:

1. As first 'Comment' for D6110.
2. 'By 9/59 it was out of service at Stratford shed with various problems, and it was 1960 before it was returned to use' (AHRDE5)
3. 'D6111/40/52 are normally used on Cowlairs incline or on local freights' (RO1267)
4. 'D6105/10/5 were added to the dump on 16 June (1968), the only unrebuilt ones of this class now being D6111/7/52 on Queen Street empties' (RO0868)
5. Final withdrawals of Class 21: D6111/7/52 (16/08/68)
6. 'By 23 August (1968), the remaining unrebuilt NBL Class 21's, D6110/1/7/52, were on the Eastfield Triangle dump' (RO1068)
7. Cowlairs train-heating duties.
'D6111 is currently engaged on carriage heating duties at Cowlairs.' (RO0369)
'D6111 was used briefly at Cowlairs Carriage Sidings on carriage heating duties during December 1968 and January 1969' (Traction0897)
8. * 65A observations assumed to be 65A (Cowlairs Triangle).
9. 65A Eastfield (Cowlairs Triangle).
'In mid-June (1969), 6111...were in the scrap lines' (RO0869)
'During July (1969), withdrawn...6111 disappeared from the triangle' (RO0969)
'On 1st August (1969), 6111 looking more dilapidated than ever reappeared on the Eastfield dump.' (RO1069)
'...at Eastfield (21/09/69) 2573 and 6111 were being cut up beside the signal box' (LCGB1169)
'Eastfield triangle...6111 left on 24 September (1969)' (RO1169)
10. 'Disposal details of the following locomotives are still not known...6111' (RO0471)
11. 'Regarding the list in the April R.O., the following have been reported as sold: J. McWilliam, Shettleston: September 1969 - 6111 (from Eastfield)' (RO1071)

D6112



D6112, 65B St.Rollox, 17 May 1964. D6112 was initially dumped at St.Rollox depot following its return from Colchester and a visit to the Davey Paxman works. I'm guessing here, but presumably British Rail gave Paxman access to D6112 so that the necessary structural modifications could be determined to enable acceptance of the Paxman engine; this information could then be passed onto St.Rollox works designers/engineers to assist with the preparation of D6123, the first locomotive to receive the new engine and, therefore, becoming the first Class 29 in the process.

D6112 did itself eventually become a Class 29 but had to wait over two years for the privilege. This locomotive never received a yellow warning panel as a Class 21. When, where and how the front end damage was sustained is unknown. (Stewart Blencowe)

6112 exhibiting full yellow ends following repairs at Glasgow Works in June 1971, which included a 'touch-up and varnish' paint job. (Author's Collection)



Delivery ex-NBL: 200559

Doncaster Works: 210559/ 230559

Trials from Doncaster Works: 250559

30A: 310559/ 260959/ 270360/ 030460/ 260660/ 130860

Re-allocated ScR: 4we 100960

St.Rollox Works: 070960 (Yard, appeared stored)/ 200960/ 031060. **Not listed 300860 and 010461.**

65B: 020461

Dalmellington/Waterside-Ayr Harbour: 060661/ 070661 (mineral train braking trials)

61B: 250661

65B: 290661/ 020761

65A: 060761

St.Rollox Works: 200462/ 100662/ 280662/ 180762 (Carriage Paint Shop). **Not listed 031061 and 210662/ 260662.**

Colchester: 200762 (arrived Colchester (without engine) for Davey Paxman Works) (hailed by D5553)/ 010962

Colchester St.Botolphs: xx0963 (stored)

Despatched Colchester (for Glasgow): 081163

65B: 231163/ 180164/ 090264 (damaged)/ 290364/ 110464/ 260464/ 090564/ 160564/ 170564 (accident damage No.2 cab gangway doors)/ 180564/ 070664/ 130664/ 280664 (stored)/ 120764 (stored)/ 140764/ 170764/ 220764/ 260764/ 300764/ 190864. **Not listed 010864.**

65C: 260964/ 201064/ 081164 (stored, badly damaged condition)/ 030165/ 090165/ 220165/ 310165/ 110465/ 180465/ 300565/ 060665/ 080765/ 200765/ 210765/ 310765/ 080865/ 090865/ 190865/ 040965/ 190965/ 031065. **Not listed 290565.**

Transferred 65C to 65B: about 181065

65B: 241065 (stored u/s)/ 311065/ 211165/ 051265 (derelict)/ 241265 (stored)/ 020166/ 090166/ 200266 (derelict)/ 090466/ 100466 (derelict)/ 040566 (accident damage)/ 070566
St.Rollox Works: 290566/ 280766/ 080866/ 120866/ 200866 (Erecting Shop, being rebuilt)/ 270866. [Class 29 Conversion: 100966 \(SLS\).](#)

[Class 29](#)

65B: 231066
Dundee West MPD: 080167
XX: [150367 \(damaged by fire, location unknown\) \(FDTL\)](#)
63A: 250367
61A: 250467
65A: 280567/ 250667
XX: 260667 (rescued D5358 on 14.05 Mallaig-Glasgow QSt)
65A: 160767/ 010867/ 130867/ 200867
63B: 210867
Glasgow QSt: 010967 (15.10 Glasgow-Dundee)
65A: we170967
Glenfarg/Bridge of Earn: [250967 \(08.30 Townhill-Perth ballast, damaged by fire\) \(FDTL\)](#)
65A: 060168/ 070168
Glasgow QSt: 220168
63B: 120468
65A: 140468
63B: 120568
65A: 240568/ 200668/ 180768/ 250868/140968
Mallaig: 041068

Comments:

1. As first 'Comment' for D6110.
2. '...in 9/59 it returned to North British Loco. Co. for mods., and it is thought it was about 1/60 before it returned' (AHBRDE5)
3. 'Our correspondent heard that in July (1962) six Type 2s, Nos. D6101/6/12/23/7/33 were being cannibalised to provide spares for other units of the class' (MR0962)
4. 65B St.Rollox: '...it has been lying derelict in St.Rollox shed yard for some weeks and is in deplorable condition with a sizeable hole in the connecting doors at one end' (RO0464).
5. '...the last sighting of one in traffic was on December 29 (1971) when No. 6112 was working a ballast train at Larbert' (RM0472)
6. Final withdrawals of Class 29: 6112/6/9/33 (31/12/71).
7. * 65A observations assumed to be 65A (Cowlairs Triangle).
8. 6112/21/9/33 Glasgow Works 25/04/72. First arrivals for scrapping.

Gairlochhead: 020769 (10.05 Glasgow QSt-Fort William)
Mallaig: 140769
63B: 250869
Dundee: 300869 (Glasgow QSt-Aberdeen relief)
65A: 290370/ 040470/ 240570/ 130670/ 140670/ 150670/ 110770/ 020870/ 220870
65F: 031070
65A: 041070/ 100171/ 130271/ 140271/09-120471
Cadder Yard: 140471
65A: 280571
Glasgow Works: 190671 (inside)
Slateford: 050871
65A: 210871
Easter Road Jct: 100971 (Grangemouth-Granton oil train)
65F: 011071
65A: 161071/ 271171
Braehead Power Station: 011171 (oil train) (with 6133)
Larbert: 291271 (Ballast train)

[Withdrawn: 311271 \(65A\).](#)

65A (Cowlairs Triangle): 090172*/ 110172/ 120272*/ 280272/ 300372/ 020472/ 060472/ 090472/ 140472/ 150472
Glasgow Works: 250472/ 260472/ 140572/ 290572 (Scrapline)/ 300572 (Scrapline)/ 100672 (Scrapping Area, part cut)/ 180672 (Scrapping Area)/ **130872**/ 150872 (Scrapping Area, cut-up remains)

[Disposal: Glasgow Works: 0672.](#)

D6113

D6113, Fort William, 26 August 1969.

A St.Rolox Class 29 convert but still exhibiting some of its Class 21 history i.e. the high-level 25kV warning flashes which made this locomotive instantly identifiable. Quite why St.Rolox Works didn't move the 'flashes' to the standard positions in 1966 is unknown; Inverurie certainly would have!

As will have been seen from earlier photographs, the four-character headcode boxes on the Class 29s were seriously underused. It is very rare to find shots of 29s with proper train codes; so, something of a waste of time, effort and money to fit the boxes as part of the conversion process! (Anthony Sayer)



Delivery ex-NBL: 270559

Trials from Doncaster Works: 290559 (with D6114)

Southend Central: 120659

30A: 260460

Re-allocated ScR: 2we 180660

65B: 131160/ 111260/ 110261

Glasgow BSt: 180261 (Dundee-Glasgow BSt passenger) (with D6137)

65B: 180261 (with D6137)/ 020461

Oban: 170461 (06.05 Oban-Glasgow BSt) (with D6123)

65A: 210561/ 280561

65B: 170661 (with D6117)/ 180661/ 280661/ 020761

61B: 040761

65B: 060761/ 300761

65A: 200861/ 270861/ 030961

65B: 040362

XX: 220362 (damaged by fire, location unknown) (FDTL)

Stirling: 140462 (Down 'Granite City') (with D6126)

Guthrie Jct: 180462 (Glasgow BSt-Aberdeen passenger) (with D6129)

63A: 200462

65Blox: 220462

Perth: 070562 (Up 'Granite City') (with D6124)

65B: 130562

65A: 100662

65B: 240662/ 280662/ 150762

65A: 250762/ 290762/ 190862/ 240862/ 270862/ 020962

65B: 230962/ 071062/ 161262
65A: 170263/ 020463/ 040463/ 140463/ 200463/ 310563/
 020663/ 110663/ 210663
65B: 040863/ 090863/ 120863/ 140863/ 180863
65A: 310863
65B: 080963
65A: 271063/ 090264

XX: 120264 (damaged by fire, location unknown) (FDTL)

St.Rollox Works: 170564/ 010964

65C: 260964/ 201064/ 241064 (fire damaged)/ 081164
 (stored, badly damaged condition)/ 030165/ 090165/
 220165/ 310165/ 110465/ 180465 (stored)/ 300565/
 060665/ 080765/ 210765/ 310765/ 080865/ 090865/
 190865/ 040965/ 190965/ 031065. **Not listed 290565.**

Transferred 65C to 65B: about 181065

65B: 241065 (stored u/s)/ 311065/ 211165/ 051265
 (derelict)/ 241265 (stored)/ 020166/ 090166/ 200266
 (derelict)/ 090466/ 100466 (derelict)/ 040566 (fire
 damage)/ 070566/ 270566/ 290566 (derelict). **Not listed**
020766/170766.

St.Rollox Works: 280766/ 080866/ 120866/ 200866
 (Erecting Shop, being rebuilt)/ 270866/ 061066. **DLRC:**
St.Rollox: 200666-231266 G

Class 29

65A: 220467/ 280567/ 250667/ 020767

Spean Bridge: 060767

Inverurie Works: we290767/ 300767/ 030867/ 140867/
 150867/ 220867/ 110967 (Erecting Shop, under repair).

DLRC: **Inverurie:** 080967-140967 U

65A: 221067/ 060168/ 070168/ 120468/ 140468

Inverurie Works: 220468/ 230468 (for attention). **DLRC:**
Inverurie: 190468-260468 Mod

63B: 090568

65A: 110568/ 120568/ 030668

XX: 080668 (1630 Glasgow-Fort William)
 (with D6123)

65A: 180768

Inverurie Works: 150868 (undergoing repairs)

65A: 250868/ 140968

62B (sub) Dundee West: 071068

Inverurie Works: Nil. **DLRC:** **Inverurie:** 231268-271268 G

XX: 260169 (17.15 Aberdeen-Glasgow) (with D6121)

Arbroath: 310369

Inverurie Works: 240569. **DLRC:** **Inverurie:** 250469-
 060669 U/P

63B: 230869/ 250869

65A: xx1069/ 141269

XX: 221269 (15.10 Glasgow-Dundee (solo)/17.40
 Dundee-Glasgow) (with 6102)

65A: 110170

Dundee West (in traffic): 280370

Stirling sp: 290370

65A: 240570/ 110770/ 020870/ 160870/ 220870/ 041070/
 071170/ 100171

66A: 140271

65A: 200271

Glasgow Works: Nil. **DLRC:** **Glasgow:** 080371-110371 U/C

Glasgow Works: 190571 (Erecting Shop). **Not listed**
190671.

Stirling: 090771 (freight)

65F: 040971

Withdrawn: 061071.

66B: 271171

65A (Cowlairs Triangle): 090172*/ 110172/ 120272*/
 280272/ 300372/ 020472/ 060472/ 090472/ 140472/
 220472/ 230472/ 140572*. **Not listed 150472.**

Transferred from 65A (Cowlairs Triangle) to Glasgow
Works: xx0572 (mid-May)

Glasgow Works: 290572 (Scrapline)/ 100672/ 180672/
 060772/ 100872 (Yard)/ 130872/ 150872 (Scrapline)/
 170872 (Scrapline)/ 290872

Disposal: Glasgow Works: 1172.

Comments:

1. As first 'Comment' for D6110.
2. 'It was out of service at Stratford shed by 9/59 with various problems, and it was 1960 before it was returned to use' (AHRDE5)
3. * 65A observations assumed to be 65A (Cowlairs Triangle).
4. 'The last two Class 29's 6113/6 were removed from the Eastfield Triangle during the middle of May (1972)' (RO 0872)

D6114



D6114, Inverurie Works, 15 July 1969. The DLRC for this loco indicates a period in works 24/04/69-07/08/69 for an Unclassified Repair. Note the two Class 29 bogies in the foreground; maybe a bogie swap for D6114 before final release back into traffic? (RCTS Archive)



D6114, 65B St.Rollox, 6 August 1962. D6114 at the back of 65B St.Rollox stabled with a stored Stanier 'Black 5' steam locomotive, judging by the 'sacked' chimney. It is highly likely that D6114 was also itself stored, given the absence of one bodyside window and a slightly dubious driver's windscreen wiper. The observations below might infer storage at 65B St.Rollox from June to December 1962 before movement to St.Rollox Works (via Eastfield) for repairs. Back in traffic in March 1963, it lasted two months before succumbing to fire damage; the next period in store took it up to its Class 29 rebuild. (R. Conway [Rail-Online])

[Delivery ex-NBL: 270559](#)

Doncaster Works: 240559

Trials from Doncaster Works: 290559 (with D6113)

30A (High Meads Works Yard): 070659/ 200659 (under repair)

30A: 090859/ 160859

Bromley Jct:- 200959 (freight)

30A: 030160/ 030460/ 260460/ 010560

Departed 30A for 65A: 130960 (with D6110/1)

[Re-allocated ScR: 4we 081060](#)

St.Rollox Works: 200960/ 031060

XX: 20-230261 (night Glasgow-Carlisle freight, returned with 08.50 Carlisle-Robroyston goods) (with D6117)

St.Rollox Works: 260361/ 270361/ 010461. [DLRC:](#)

[St.Rollox: 060361-010461 HCas](#)

Perth: 010561 (12.00 Dundee West-Glasgow BSt)/ 15.15 Glasgow BSt-Dundee West) (both with D6134)

65B: 180661/ 280661/ 020761/ 060761/ 300761

Douane: 050861 (17.15 Oban-Glasgow BSt) (with D6135)

65B: 200861/ 270861/ [030961](#)

65A: [030961](#)

65B: 221061

65A: 281261/ 040362/ 080462/ 220462

65B: 100662/ 240662

65A: 150762

65B: 280762 (stored)/ 290762/ 060862 (stored)/ 190862/ 240862/ 020962/ 160962/ 200962/ 230962/ 071062/ 281062

65A: 161262

St.Rollox Works: 110163 (Works Yard)/ 180263 (Works Yard)/ 150363 (Works Yard). [DLRC: St.Rollox: 100862-](#)

[090363 LC](#)

63A: 020463

65B: 020463

65A: 120463/ 140463/ 200463

XX: [310563 \(damaged by fire, location unknown\) \(FDTL\)](#)

65A: 020663

St.Rollox Works: 130663 (stored)/ 110763 (stored)/ 271063/ 291063 (Top Yard)/ 170564/ 270764*/ 290565/ 060665(Paint Shop)/ 130765/ 200765/ 010865/ 090865/

120865 (Erecting Shop)/ 190865/ 230865/ 020965/
090965/ 230965. **Not listed 030863. DLRC: St.Rollox:**
300865-100366 G

Class 29

XX: 190366 (special Glasgow-Edinburgh train for
Scotland v. England Rugby International)
65A: 090466/ 100466 (ex-works)
Glasgow-Aberdeen & return: 020566
Dundee: 100566 (17.50 Dundee-Glasgow QSt)
Glasgow-Aberdeen: 19-210566 (in regular use)
Glasgow QSt: 270566
Perth: 030666 (09.15 Glasgow BSt-Dundee)
Greenloaning: 300666 (17.30 Glasgow BSt-??
(‘St Mungo’), failed, rescued by Britannia 70016)
65B: 020766
Perth: 050766 (14.00 Dundee-Glasgow)
65A: 170766
St.Rollox Works: Nil. **DLRC: St.Rollox:** 270766-030866 **U**
65B: 080866
62B (sub) Dundee West: 100866
65B: 120866/ 200866/ 210866
65A: 040966/ 180966/ 230966
Inverurie Works: Nil. **DLRC: Inverurie:** 010966-181166 **U**
65A: 220467/ 280567
Inverurie Works: 040767/ we290767/ 300767/ 030867/
220867. **DLRC: Inverurie:** 140867-230867 **U**
65A: we170967/ 011067
Cowlairs: 111067 (12.10 Glasgow QSt-Dundee, damaged
by fire) (FDTL)
65A: 221067
Inverurie Works: Nil. **DLRC: Inverurie:** 161067-241067 **U**
63A: 070168
Inverurie Works: 130568. **DLRC: Inverurie:** 080568-
220568 **M+U**
65A: 250568/ 120768
Corrour: 140868 (passenger)
65A: 280868/ 061068/ 300369
Inverurie Works: 240569/ 150769 (Erecting Shop).
DLRC: Inverurie: 240469-070869 **U**

Comments:

1. As first ‘Comment’ for D6110.
2. ‘...out of service by 9/59 with problems and stored at Stratford shed, and returned to use in 1960...’ (AHRDE5)
3. ‘...by 6/66 it was out of use again, believed due to a defective generator, and was back at St.Rollox Works until at least 8/66...’ (AHRDE5)
4. * 65A observations assumed to be 65A (Cowlairs Triangle).

65A: 240869
Perth: 010969 (passenger)
65A: 020969/ xx1069/ 141269
Glasgow Works: 110170. **DLRC: Glasgow:** 191269-
120170 **U/C**
65A: 140270/ 290370/ 040470/ 110470/ 240570
Glasgow QSt/Fort William: 020670
Glasgow Works: 100670/ 130670/ 140670/ 150670/
280670. **DLRC: Glasgow:** 110670-270670 **C**
65A: 110770
Glasgow Works: 040870 (Works Yard)/ 220870/ 280870.
DLRC: Glasgow: 100770-090970 **U/C**
65A: 130970
XX: 031070 (09.42 Dundee-Glasgow)
65A: 041070
XX: 061070 (17.40 Dundee-Glasgow) (with 6123)
Glasgow QSt: 081070
XX: 081070 (17.40 Dundee-Glasgow) (with 6129)
65A: 071170
62B Dundee: 090171
65A: 100171
Glasgow Works: 130271. **DLRC: Glasgow:** 120271-
250271 **U/C**
65J: 250471/ 010871
65A: 150871
65F: 180871
65A: 300971

Withdrawn: 051071.

65A: 161071/ 271171
65A (Cowlairs Triangle): 090172*/ 110172/ 120272*/
280272/ 300372/ / 020472/ 060472/ 090472/ 140472/
150472/ 220472/ 230472
Glasgow Works: 140572/ 080672 (Works Yard)/
180672/ 060772/ 160772/ 100872 (Yard)/ 130872/
150872 (Scrapline)/ 170872 (Scrapline)/ 290872 (recently
dealt with)/ **020972**

Disposal: Glasgow Works: 0972

D6115



D6115 and D6128, Cowlares, Undated. A pair of NBLs at a rarely photographed location i.e. from the island platform of the long-closed Cowlares station looking south-east towards the now demolished tenement blocks of North Street. Cowlares Works would have been behind the photographer on the opposite side of the Glasgow-Edinburgh main-line.

The rather 'Heath Robinson' slip-coupling system on the front of D6115 was used when on Cowlares banking duties out of Glasgow Queen Street. On arrival at the top of the incline the wire was pulled to uncouple the banking locomotive from the rear of the train. Not very sophisticated, but it clearly worked.

D6115 was another reliable performer, virtually up there with D6105 and D6110, and, like those two, acquired a refurbished MAN engine in 1967. (Rail-Online)

Delivery ex-NBL: 020659

Re-allocated ScR: 4we 100960

Trials from Doncaster Works: 040659

Southend Victoria: 100659 (crew-training)

West Horndon: 140659 (electrification wiring train)

30A: 270260/ 260460/ 010560/ 210560/ 220560

St.Rollox Works: 070960 (Yard, appeared stored)/
200960/ 031060/ 260361/ 010461. **Not listed** 300860.

65B: 020461

St.Rollox Works: 260561. **DLRC:** St.Rollox: 210461-150661 HC

65B: 180661
65J: 260661
65B: 280661
65J: 290661
65B: 060761
65A: 200861
65B: 270861/ 030961/ 011061
65A: 281261
65B: 040362/ 080462/ 220462
65A: 130562/ 230562
62B Dundee: 090662
65B: 190662
63A: 240662
65B: 250762
61B: 150862
65A: 190862/ 240862
65B: 020962
St.Rollox (passing): 270962 (13.15 Glasgow BSt-Dundee) (with D6134)
65A: 061062/ 071062
Fullwood Jct: 151062 (16.00 Coatbridge Central-Holytown passenger)
65B: 281062
65A: 161262
65J: 200163
65A: 040463
65J: 130463/ 140463/ 190463/ 010663
Killin: 060663 (freight) (with D6119)
65A: 090663/ 110663/ 210663
St.Rollox Works: Nil. **DLRC:** **St.Rollox:** 190663-270663 **LC**
XX: 050763 (20.25 Perth-Kensington Olympia) (with Black 5 44796)
65B: 070763
65A: 280763
65J: 080863/ 100863/ 110863
65A: 310863
65J: 070963/ 261063
65A: 090264/ 150364/ 110464
Cowlairs Works: 110464
West Highland Line: 170464 (engineer's train)
65A: 260464/ 170564/ 180564/ 190564/ 280664/ 120764/ 170764

Comments:

1. As first 'Comment' for D6110.
2. '...stored out of use at Stratford shed by 9/59 with problems, and did not return to traffic until 1960....' (AHRDE5)
3. 'D6105/10/5 were added to the dump on 16 June (1968)' (RO0868)
4. * 65A observations assumed to be 65A (Cowlairs Triangle).

63A: 010864
65A: 170864/ 200864/ 060964 (slip-coupling)/ 220165/ 310165/ 280265/ 180465
XX: 200465 (Class 6 freight, damaged by fire [location unknown]) (FDTL)
65A: 010565/ 230565/ 300565/ 060665/ 040765/ 110765/ 130765/ 010865/ 080865/ 090865
Glasgow QSt: 230865
65A: 230865/ 290865
Cowlairs Works: 020965 (pilot)
65A: 040965/ 050965/ 031065/ 241065/ 311065
Inverurie Works: Nil. **DLRC:** **Inverurie:** 021265-280166 **I**
65A: 200266 (ex-works)
65F: 100466
65A: 180466/ 070566/ 290566/ 020766
65J: 060866
XX: 120866 (Class 1 passenger, damaged by fire [location unknown]) (FDTL)
12A Carlisle Kingmoor: xx0866 (fire brigade in attendance)/ 140866
65A: 210866
Inverurie Works: 220866/ 280866. **DLRC:** **Inverurie:** 290866-160966 **U**
63A: 020966 (repairs)
Kemnay (Alford branch): 270966 (demolition train)
65A: 231066/ 080167/ 250367/ 220467/ 110567
Inverurie Works: Nil. **DLRC:** **Inverurie:** 050667-210667 **I**
65A: 160767
Glasgow QSt: we290767
65A: 300767/ 020967/ we170967/ 011067/ 221067/ 311267/ 060168/ 070168
Glasgow QSt: 290168/ 260268/ 040368/ 250368
65F: 130468/ 140468
65A: 110568/ 120568/ 250568/ 030668

Withdrawn: 080668 (65A).

65A (Cowlairs Trangle): 160668/ 200668*/ 120768*/ 180768/ 250768/ 170868*
J. MacWilliam, Shettleston: 310868 (cabs)
Disposal: J. MacWilliam, Shettleston: 0868.

D6116



D6116, 65A Eastfield, 27 July 1966. Only two weeks out of Shops and already showing the ultra-conservative deployment of the new four-character headcodes i.e. Class 1 passenger wound up in the 3rd roller blind position! Looks very tidy, but virtually exactly six years later – scrapped! It did, however, share the accolade with 6112/9/33 of being one of the last Class 29s in service. (RCTS Archive)

Delivery ex-NBL: 090659

Trials from Doncaster Works: 110659
Doncaster Works: 140659
34B: 170659 (delivered l/e to Hornsey on 170659)
Stratford Works: 030160 (New Erecting Shop)
30A: 270260

Re-allocated ScR: 4we 100960

St.Rollox Works: 300860 (Paint Shops) /070960 (Yard, appeared stored)/ 200960. **Not listed 031060.**
65B: 110261
65A: 010461/ 020461
Perth: 010561 (14.15 Glasgow BSt-Aberdeen ['Bon Accord']) (with D6101)
65A: 210561/ 280561/ 020761
65B: 300761
St.Rollox Works: 240861/ 300861 (Erecting Shop)/ 050961/ 031061 (Paint Shop)
65B: 221061

65A: 281261
65B: 281261
Gartcosh: 200462 (16.35 Glasgow BSt-Coatbridge Central)
65B: 220462
Perth: 070562 (16.00 Dundee West-Glasgow BSt) (with D6134)
65B: 240662
St.Rollox Works: 180762 (Erecting Shop)/ 070862.
Not listed 260662.
Inverness-Aberdeen: 250862
65B: 020962
65A: 160962/ 230962/ 061062
65B: 071062
65A: 281062
65B: 161262
65J: 200163
65A: 120463/ 140463
65B: 020663/ 090663
66A: 250763
65A: 090863/ 140863/ 170863/ 180863/ 310863
St.Rollox Works: 271063/ 291063 (Erecting Shop)

65A: 150364/ 110464/ 180464
St.Rollox Works: 170564
 65B: 070664
 65A: 260764
 65F: 290764/ 310764/ 030864
Cumbernauld: 030864 (freight) (with D61xx)
 65F: 040864
 65A: 170864/ 200864
Inverurie Works: 030964/ 141064
 65B: 310165
 65A: 080465
Edinburgh Waverley-Glasgow QSt: 300565
 65A: 040765
 65J: 130765/ 160765/ 090865/ 100865
 65A: 230865
 65F: 021065
 65A: 051265
St.Rollox Works: 100466/ 290566. [Class 29 Conversion: 140766 \(SLS\)](#)

[Class 29](#)

Mallaig: 250766
 65A: 270766 (ex-works)/310766
 XX: 070866 (17.05 Glasgow-Aberdeen)
 65B: 080866/ 120866
Dundee Goods Yard: 160866
 65B: 200866
Glasgow BSt: 230866
 65B: 270866
 63A: 020966
 65B: 180966
12A Carlisle Kingmoor: 111066 (driver training)
 (with D6136)/131066 (driver training) (with D6136)
Inverurie Works: 250467/ 040767
Spean Bridge: 150767 (16.20 Fort William-Glasgow QSt)
 (failed, rescued by D6103)
 65A: we290767/ 300767
Oban: 220867 (passenger)

Comments:

1. As first 'Comment' for D6110.
2. '...out of use by 9/59 at Stratford shed with various problems, and believed not returned to service until 1960' (AHRDE5)
3. Final withdrawals of Class 29: 6112/6/9/33 (31/12/71).
4. * 65A observations assumed to be 65A (Cowlairst Triangle).
5. 'The last two Class 29's 6113/6 were removed from the Eastfield Triangle during the middle of May (1972)' (RO 0872)

65A: we170967/ 011067/ 221067/ 311267
 63B: 120468
 65A: 140468/ 030668/ 170868/ 250868
Mallaig: 260868
 63A: 280868
 65A: 140968/ 061068
 D6116
Dundee Tay Bridge: 011168 (15.40 Dundee-Glasgow QSt, damaged by fire) (FDTL)
 65A: 120169
Perth: 080369 (0720 Aberdeen-Glasgow) (with D6119)
 65A: 110369
Perth sta: 310369
 65A: 240869
Perth: 290869 (Glasgow QSt-Dundee)
 65A: 020969/ 141269/ 110170
Stirling: 210270 (12.40 Dundee-Glasgow)
 65A: 290370/ 040470/ 240570/ 130670/ 140670/ 150670/ 110770/ 020870
 65F: 040870
 65A: 160870/ 220870/ 041070
Falkirk: 211170 (freight)
Glasgow Works: 100171
 65A: 130271/ 140271/ 200271
Glasgow Works: 170471/ 190571 (Test House)
Dundee: 170671 (17.05 Glasgow-Aberdeen)
 65F: 180871/ 011071
 XX: 061271 (17.52 Dundee-Glasgow)

[Withdrawn: 311271.](#)

65A (Cowlairst Triangle): 090172*/ 110172/ 120272*/ 280272/ 300372/ 020472/ 060472/ 090472/ 150472/ 220472/ 230472/ 140572*
Transferred from 65A (Cowlairst Triangle) to Glasgow Works: xx0572 (mid-May)
Glasgow Works: 100672 (Scrapping Area, part cut)

[Disposal: Glasgow Works: 06/0772.](#)

D6117

D6117, 65A Eastfield, 25 July 1968. D6117 with the remnants of the Cowlairs Bank slip-coupling system on the front ; see photograph of D6115 on page 71 for comparison. This locomotive was another member of the Class to receive a refurbished MAN engine at Inverurie in 1967. Along with D6111 and D6152, final withdrawal came in August 1968, rendering Class 21 operationally extinct. (RCTS Archive)

[Delivery ex-NBL: 160659](#)

Trials from Doncaster Works: 190659

Doncaster Works: 210659

30A: 291159

[Re-allocated ScR: 4we 130860](#)

65A: 310760/ 020860

St.Rollox Works: 070960 (alongside main-line with D6121/9/37, appeared stored)/ 200960/ 031060/ 041060. [Not listed 300860](#).

XX: 20-230261 (night Glasgow-Carlisle freight, returned with 08.50 Carlisle-Robroyston goods) (with D6114)

65A: 010461/ 020461

Glasgow QSt: 030461 (11.00 Glasgow QSt-Edinburgh relief) (with D6128)

Robroyston West: 290461 (12.00 Glasgow BSt-Oban) (with D6136)

65A: 210561

65B: 280561/ 170661 (with D6113)/ 180661

63A: 250661

65B: 020761/ 300761/ 200861

65A: 270861/ 040362

65B: 080462

65A: 220462

65B: 130562

61B: 020662

Aberdeen sta: 020662

62B (sub) Dundee West: 090662/ 170662

65A: 210662

65B: 280662

65A: 150762/ 250762

65B: 190862/ 240862/ 020962

65A: 100962 (fire incident)/ 160962 (fire damaged)/ 230962/ 281062/ 170263/ 020663

65B: 110663

St.Rollox Works: 130663 (stored). [DLRC: St.Rollox: xxxxxx-220663 HC](#)

Perth: 290663 (Glasgow-Dundee) (with D6137)

St.Rollox Works: 110763

65A: 250763/ 280763/ 090863/ 140863/ 170863/ 180863/ 310863/ 030963

Perth-Grangemouth: 181063

65J: 261063

65A: 040164

65B: 090264

XX: 100364 (14.11 Aberdeen-?? fish freight [piloting Britannia 70003 to Perth])

65A: 260464/ 170564/ 180564/ 190564

St.Rollox Works: Nil. [DLRC: St.Rollox: 140564-300564 U](#)

65A: 280664

[Glenfarg:](#) 160764 (damaged by fire) (FDTL)

Inverurie Works: 200764

65A: [260764](#)

Inverurie Works: 120864/ 200864/ 270864/ 030964 (in shops)/ 141064 (in shops). [DLRC: Inverurie: 241164-271164 U](#)

65B: 241264

65A: 090165/310165

65J: 280365

Greenhill South: 290365 (freight) (with D6118, collision with ballast train)

65A: 080465

Inverurie Works: 170465/ 220465 (Yard). [DLRC:](#)

[Inverurie: 270465-290465 U](#)

65A: 300565/ 050665/ 040765/ 110765/ 130765/ 200765/ 010865/ 080865/ 090865

Inverurie Works: 070965/ 300965. [DLRC: Inverurie: 180865-250965 I](#)

65A: 241065 (ex-works)/ 311065/ 051265

65J: 080166

65A: 200266/ 100466

65F: 190566 (stored?, one set of bodyside grilles removed and driver's side windscreen wipers missing at No.1 end)

65A: 290566/ 020766/ 170766/ 070866/ 110866/ 210866/ 180966

65B: 011066 (awaiting repair/re-engineering)

[Perth:](#) 081066 (18.00 Dundee-Glasgow QSt, damaged by fire) (with D6135) (FDTL)

65A: 231066/ 121166/ 080167

Inverurie Works: Nil. [DLRC: Inverurie: 240367-140467 I](#)

Larbert: 140467 (freight)

61A: 250467

65A: 280567/ 250667

XX: 270667 (failed on 17.20 Corpach-Carlisle freight)

XX: 280667 (07.25 Mallaig-Glasgow-QSt) (with D6109) (D6117 failed, rescued by D6107)

63A: 300767/ 020867

65A: 200867

65J: 220867/ we170967

65A: 011067

65F: 221067

65A: 311267/ 060168/ 070168

Glasgow QSt: 110368/ 180368/ 250368

65A: 140468/ 110568/ 120568/ 250568/ 030668/ 180768/ 250768 (on depot)

65A (Cowlairs Triangle): 170868*/ 230868/ 250868

(Cowlairs Inlet Road)/ 100968*/ 140968*/ 220968/ 061068*

J. MacWilliam, Shettleston: 011268 (bogies, frames, both cabs). **Not listed** 090369.

Withdrawn: 160868.

Disposal: J. MacWilliam, Shettleston: 1168.

Comments:

1. As first 'Comment' for D6110.
2. '...Early in September 1959 it was returned to North British at Glasgow for modifications, and was then put back into traffic...' (AHRDE5)
3. 'At Eastfield...D6117 was noted on 16 September (1962) showing obvious signs of having been on fire without, however, sustaining much damage...' (RO1162)
4. 'It is believed that D6117 was reduced to a total loss by fire at Glenfarg in July (1964).' (RO0964)
5. '...five locos at least, Nos. D6117/9/52/5/6, are said to be in the cutting up yard at Inverurie Works awaiting a decision as to their future' (MR1064)
6. '...taken to Inverurie Works where it was stored in the cutting up yard in 8/64' (AHRDE5)
7. 'A freight train hauled by...D6117 and D6118 ran into the rear of a ballast train at Greenhill South on March 29 (1965). No. D6118 was badly damaged' (RM0665)
8. 'D6105/10/5 were added to the dump on 16 June (1968), the only unrebuilt ones of this class now being D6111/7/52 on Queen Street empties' (RO0868)
9. Final withdrawals of Class 21: D6111/7/52 (16/08/68)
10. 'By 23 August (1968), the remaining unrebuilt NBL Class 21s , D6110/1/7/52, were on the Eastfield Triangle dump' (RO1068)
11. * 65A observations assumed to be 65A (Cowlairs Triangle).
12. 'Disposal details of the following locomotives are still not known...6117' (RO0471)
13. 'Regarding the list in the April R.O., the following have been reported as sold: J. McWilliam, Shettleston: November 1968 - 6117 (from Eastfield)' (RO1071)
14. 'Moved to J. McWilliam, Shettleston, Glasgow in 11/68, and broken up by 10/12/68.' (AHRDE5)

D6118

D6118 and D2740, Cadder, 23 March 1963. D6118, double-headed with D6117, was involved in a serious rear-end collision with a ballast train at Greenhill South on 29 March 1965. The frames were bent at No.2 end and long-term storage inevitably followed (see photographs in Sections 9 and 16). Repairs were never effected and D6118 was withdrawn as part of the major cull in December 1967.

The high elevation of this picture illustrates the water replenishment point for the steam heating boiler at the top of the four bodyside steps. The heating boiler itself was positioned immediately behind the No.1 cab bulkhead. (S. Rickard [Rail Photoprints])



Delivery ex-NBL: 240659

Trials from Doncaster Works: 250659
30A: 270360/ 010560/ 050660/ 130860

Re-allocated ScR: 4we 100960

St.Rollox Works: 300860 (Paint Shops)/ 070960 (Yard, appeared stored)/ 200960/ 010461. **Not listed 031060.**
XX: 030561 (damaged by fire, location unknown) (FDTL)
65B: 280561/ 180661/ 280661
65A: 200861/ 270861
St.Rollox Works: 281261 (awaiting repair). **DLRC:**
St.Rollox: 011261-170262 LC
65B: 040362/ 080462

Stirling: 140462 (11.15 Glasgow BSt-Dundee West) (with D6119)

62B Dundee Tay Bridge: 220462

65B: 130562

65A: 230562

62B Dundee: 090662

61B: 190662

63A: 240662

65B: 250762/ 280762/ 290762

65A: 190862/ 240862/ 020962

65B: 281062

St.Rollox Works: 151162 (Works Yard, waiting works)/ 121262 (In works)/ 141262 (Erecting Shop, in works).

Not listed 180962 and 110163. DLRC: St.Rollox: 051162-191262 LC

XX: 120163 (12.00 Dundee-Glasgow BSt) (with A2 60535)
65J: 200163
65A: 170263
Cadder: 230363 (towing D2740)
65A: 020463/ 120463/ 140463/ 200463/ 310563/ 020663/ 090663
65B: 110663
65A: 210663
St.Rollox Works: 110763 (stored)/300763. **DLRC:**
St.Rollox: 010763-090863 LC
65B: 090863
65A: 030963
65B: 220963
Perth-Grangemouth: 181063
65J: 261063
65Ad: 031163
65J: 290364/ 300364
Greenhill: 020464 (11.15 Up goods from Plean Jct)
65A: 260464
65B: 170564
Aberdeen: 210564 (up fish train, piloting V2 60835)
65A: 060664/ 280664
Perth: 060764 (14.11 Aberdeen - ?? fish freight [piloting A4 60004 to Perth])
63A: 150764
Aberdeen Ferryhill: 240764 (freight, piloting A4 600xx)
St.Rollox (passing): 310764
65B: 010864/ 050864/ 100864
63A: 150864/ 170864
65A: 060964/ 081164 (fire damage)
Inverurie Works: Nil. **DLRC:** **Inverurie:** 201164-140165 U
65A: 220165/ 310165
65J: 280365
Greenhill South: 290365 (freight) (with D6117, collision with ballast train)

Comments:

1. As first 'Comment' for D6110.
2. 'This was the only other loco in the class based at Stratford in 1959 that was working by 9/59, along with D6110' (AHRDE5)
3. 'A freight train hauled by...D6117 and D6118 ran into the rear of a ballast train at Greenhill South on March 29 (1965). No. D6118 was badly damaged' (RM0665)
4. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).
5. 'Sold and moved to J. McWilliam, Shettleston, Glasgow in 4/68, and reported cut up in 6/68.' (AHRDE5)

St.Rollox Works: Nil. **DLRC:** **St.Rollox:** 300365-140565 U
65A: 300365/ 080465/ 180465 (accident damage to No.2 cab, No.2 cab covered by tarpaulin)/ 190465/ 010565 (collision damage)/ 230565/ 300565
65C: 060665/ 080765/ 200765/ 210765/ 310765/ 080865/ 090865/ 190865/ 040965/ 190965/ 031065
Transferred 65C to 65B: about 181065
65B: 241065 (stored u/s)/ 311065/ 211165/ 051265 (derelict)/ 241265 (derelict)/ 020166/ 090166/ 200266 (derelict)/ 090466/ 100466/ 040566 (accident damaged)/ 070566/ 270566 (accident damage to No.2 cab, covered by tarpaulin)/ 290566 (derelict)/ 020766/ 170766/ 310766/ 080866/ 120866 (stored)/ 200866/ 210866/ 270866/ 040966/ 180966 (stored)/ 230966/ 011066/ 061066 (collision damage/empty motor compartment)/ 231066 (derelict)/ 061166 (accident damage to No.2 cab, covered by tarpaulin)
65E: 121166/ 26-271166 (stored)/020167 (cab smashed)/ 250367 (stored)/ 250667/ we290767/ 300767/ 040867/ 200867/ 020967/ 09-110967 (Stored in deplorable condition, little more than shell)/ we 170967 (stored/ seriously damaged)/ 011067 (stored, poor condition)/ 221067. **Not listed 110567.**

Withdrawn: 311267.

67A: 311267/ 070168/ 110468/ 120568
65A: 250568
J. MacWilliam, Shettleston: Nil. Not listed 010668/ 020668/ 120768.

Disposal: J. MacWilliam, Shettleston: 0468-0668; not proven.

D6119



6119, 66A Polmadie, 5 September 1970. D6119 was the last Class 29 conversion to enter traffic in December 1967. Even though St.Rollox Works had shipped both D6100 and D6107 with more modern versions of the Corporate Blue livery by this time, Inverurie managed to soldier on with the same version on D6119 as previously applied to D6108/9/24/9/37. Clearly the revised livery edicts never reached as far north as Inverurie! (Exe-Rail/GVL)



6119, 65A Eastfield, 4 September 1971. In ex-works condition and believed to be the last Class 29 to receive works attention. Note the repainted and slightly extended yellow ends, spruced up Inverurie-blue livery, and refurbished bogies. Ex-works in August 1971 and withdrawn four months later, but at least its works attention ensured survival to the end of Class 29 operational history. (Dave Jolly)

[Delivery ex-NBL: 300659](#)

Doncaster Works: 050759

Trials from Doncaster Works: 020759

Stratford Works: 230859/ 130959/ 260959/ 291159

Transfer to ScR: 230860

[Re-allocated ScR: 4we 100960](#)

St.Rollox Works: 300860 (Paint Shops)/ 070960 (Yard, appeared stored)/ 200960/ 031060/ 041060

63A: 010461 (with D6126)

65A: 010461/ 020461

Stirling: 120461 (Up LE's) (with D6131)

65A: 210561

65B: 280561

[XX: 310561 \(damaged by fire, location unknown\) \(FTDL\)](#)

St.Rollox Works: 290661

65B: 300761

65A: 200861/ 270861/ 030961

65B: 011061

XX: 080162 (13.15 Glasgow BSt-Dundee) (with D6132)

65B: 080462

Stirling: 140462 (11.15 Glasgow BSt-Dundee West) (with D6118)

65B: 150462/ 220462

65A: 130562

65B: 100662

65A: 210662

65B: 240662/ 150762/ 280762/ 290762/ 190862/ 240862

[XX: 030962 \(damaged by fire, location unknown\) \(FTDL\)](#)

65B: 160962

65A: 230962/ 161262/ 170263

Glasgow-Stirling: 130463

65B: 140463

63A: 280463

65J: 010663

Killin: 060663 (freight) (with D6115)

65A: 110663

65J: 230663

66A: 250763

65B: 040863

Stirling sta: 080863

65A: 090863

65J: 100863

65A: 170863/ 180863

65B: 030963

Perth-Grangemouth: 181063)

65B: 271063

Glasgow BSt: 011163 (18.15 Glasgow BSt-Dundee) (with D6134)

65B: 031163

65A: 231163/ 150364/ 290364/ 110464/ 180464

St.Rollox Works: 170564

63A: 090664

65B: 280664/ 120764/ 140764/ 170764

[XX: 170764 \(damaged by fire, location unknown\) \(FTDL\)](#)

Inverurie Works: 200764/ 120864/ 200864/ 030964/ 141064 (in shops)

65B: xx1064

65A: 201264/ 090165/ 180465/ 190465

Stirling: 030765

65F: 160765

65A: 010865

Glasgow BSt 230865

65J: 021065

65A: 051265/ 241265/ 030166/ 200266

61A: 070566

Inverurie Works: Nil.

65A: 290566 (ex-works)/ 020766

Linlithgow: 230866

65A: 180966

65B: 231066

65A: 121166

Strathyre : xx1266 (demolition train)

63A: 080167

65J: 080167

65A: 220467/ 250667/ 160767

Linlithgow: 170767 (relief passenger from Glasgow)

65A: we290767/ 300767/ 010867

63A: 020867

65F: 230867

65A: we170967

Inverurie Works: Nil. [Class 29 Conversion: 281267 \(SLS\)](#)

[Class 29](#)

62B (sub) Dundee West: 020368

Glasgow QSt: 250368

65A: 140468

XX: 080668 (1005 Glasgow-Mallaig [from Fort William])

FtWilliam: 080668 (14.35 Fort William-Mallaig)

Crianlarich: 140668 (16.35 Glasgow QSt-Fort William)

Oban: 210868 (passenger)

65A: 250868

Mallaig: 260868
FtWilliam: 310868 (Fort William-Mallaig)
62B Dundee: 100968
65A: 140968
62B (sub) Dundee West: 210968
65A: 061068
Perth: 080369 (07.20 Aberdeen-Glasgow) (with 6116)
FtWilliam: 310369
65A: 030869/ 240869
Oban: 011069 (passenger)
65A: 141269/ 110170
62B (sub) Dundee West: 280370
65A: 290370/ 040470/ 110470/ 240570/ 130670/ 140670/
 150670/ 110770/ 020870
66A: 160870/ 220870/ 050970 (inside workshops)
65A: 071170/ 100171

Falkirk Grahamston Yard: 130271
65A: 200271/ 09-120471
65F: 250471
Glasgow Works: 160871/ 210871
65A: 040971/ 050971/ 250971/ 271171

Withdrawn: [311271 \(65A\)](#).

65A (Cowlairs Triangle): 090172*/ 110172/ 120272*/
 280272/ 300372/ 020472/ 060472/ 090472/ 140472/
 150472
66A: 140572/300572
Glasgow Works: 080672 (Scrapline)/ 180672/ 060772
 (part-cut)/ 160772 (being cut)

Disposal: [Glasgow Works: 07/0872](#).

Comments:

1. As first 'Comment' for D6110.
2. 'It was out of use at Stratford shed by 9/59 with various problems, and it is thought it was 1960 before it returned to service' (AHRDE5)
3. 'On 9 August (1960) D6119/20/2, the last of the class at Ipswich, ran light to Scotland' (RO0960)
4. 'D6119 moved to Scotland on 23 August and not the 9th as stated on p290 (September R.O.)' (RO1060)
5. '...five locos at least, Nos. D6117/9/52/5/6, are said to be in the cutting up yard at Inverurie Works awaiting a decision as to their future' (MR1064)
6. Last Class 29 conversion.
7. Believed to be the last Class 29 to receive works treatment at St.Rollox Works in August 1971. In the absence of the DLRC for this loco it is unknown whether 6119 received a Classified or Unclassified repair.
8. Final withdrawals of Class 29: 6112/6/9/33 (31/12/71).
9. * 65A observations assumed to be 65A (Cowlairs Triangle).
10. Why did 6119 go from 65A Eastfield (Cowlairs Triangle) to 66A Polmadie in late-April 1972 /early May 1972?
11. '...broken up by 22/7/72.' (AHRDE5)

D6120

D6120, 65F

Grangemouth, August 1965. D6120 was the first of a batch of 18 locomotives (D6120-37) allocated to 32B Ipswich from new, although D6130 quickly moved to Scotland on loan reducing the East Anglian complement to 17.

In the space of two weeks in 1965, D6120 managed to assist both 'Britannia' 70002 and BRCW Type 2 D5318 which had failed on their respective trains. Reversed fortunes! (Grahame Wareham)



Delivery ex-NBL: 070759

Trials from Doncaster Works: 090759

Doncaster Works: 100759/ 120759

Transferred to ScR: 090860 (with D6122)

Re-allocated ScR: 4we 130860

St.Rollox Works: 300860 (Paint Shops)/ 070960 (Yard, appeared stored)/ 200960/ 031060/ 041060. **Not listed 010461.**

65A: 020461

Perth: 010561 (08.15 Glasgow BSt-Aberdeen) (with D6129)

Cumbernauld: 020561 (08.15 Glasgow BSt-Aberdeen) (with D6129)

63A: 210561

65A: 280561

Perth: 010761 (Up 'Bon Accord') (with D6126)

St.Rollox Works: 060761 (Erecting Shops). **DLRC:**

St.Rollox: 070761-070761 **NC**

65B: 060761/ 300761

65A: 200861/ 270861/ 030961

Inverurie Works: 170262. **DLRC:** Inverurie: 190262-230262 **NC**

65B: 040362

St.Rollox Works: Nil. **DLRC:** St.Rollox: 060362-290362 **HC**

65B: 080462

61B: 140462

65B: 220462/ 240662/ 280762/ 290762

61B Aberdeen Ferryhill: 140862/ 150862
Dunblane: 230862 (passenger) (with D6105)
Perth: 080962 (Glasgow-Aberdeen ('Granite City') (with D6105)
65A Eastfield: 160962
65B St.Rollox: 230962/ 071062
65A Eastfield: 161262
65B St.Rollox: 170263
Bridge of Allan: 020363 (Burntisland-Ballachulish freight) (with D6109)
63A Perth: 020463
65B St.Rollox: 020463
65A Eastfield: 120463
Glasgow-Stirling: 130463
65A Eastfield: 140463/ 200463
Bridge of Allan: 020563 (freight) (with D6109)
St.Rollox Works: 170563 (stored)/ 020663/ 130663 (stored)/ 110763 (stored)/ 130763/ 030863/ 060863/ 150863. **DLRC:** **St.Rollox:** 160463-240863 HC
65B St.Rollox: 030963/ 220963
65A Eastfield: 231163
65B St.Rollox: 040164
St.Rollox Works: Nil. **DLRC:** **St.Rollox:** 210264-290264 U
65B St.Rollox: 290364
Greenhill: 090464 (Up coal)
Greenhill: 090464 (Down empties)
65A Eastfield: 170564/ 180564/ 190564
65J Stirling: 210664
Gleneagles: 020764 (local trip)
65A Eastfield: 170764
Inverurie Works: 200764
65A: 260764
Inverurie Works: 120864/ 200864. **DLRC:** **Inverurie:** 290764-140864 L

65A: 010964
Kirkintilloch: 040964 (Glasgow QSt-??) (with D6105)
65A: 060964/ 241264/ 280265
65A: 080465
Oban: 190465/ 200465
65A: 230565
Stirling: 230665 (09.25 Crewe-Perth, assisting failed 'Britannia' 70002)
Stirling: 030765 (07.45 Dundee-Glasgow, assisting failed D5318 from Dunblane-Stirling, then Stirling-Glasgow solo)
65A: 110765/ 130765/ 200765
65F: 310765/ 010865
65A: 190865/ 290865/ 040965/ 050965

61A: 080466/ 100466/ 110466/ 020566/ 070566/ 280566/ 180666/ 090866/ 170866/ 240866/ 280866/ 150966/ 220966/ 11-120267 (stored)/ 270567. **Not listed 250467/ 140567.**
61C Keith: 030767
65E: we290767/ 300767/ 040867/ 200867/ 020967/ 09-110967 (stored, deplorable condition, little more than shell)/ we170967 (stored/seriously damaged)/ 011067 (stored, poor condition)/ 221067. **Not listed 250667.**

Withdrawn: 311267.

67A: 311267/ 070168/ 110468. **Not listed 120568.**
J. MacWilliam, Shettleston: 010668 (Works Sidings)/ 020668/ 120768/ 310868 (intact)/ 061068/ 261068 (intact). **Not listed 011268.**

Disposal: J. MacWilliam, Shettleston: 0468-1068.

Comments:

1. 'On 9 August (1960) D6119/20/2, the last of the class at Ipswich, ran light to Scotland' (RO0960)
2. 'D6119 moved to Scotland on 23 August (1960) and not the 9th as stated on p290 (September R.O.)' (RO1060)
3. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).
4. Was D6120 stored at Keith on 03/07/67?
 Either - Recording error for D6128? BUT D6128 recorded at Kittybrewster on 04/07/67.
 Or - D6120 stored initially at Keith and subsequently sent to Kipps (first noted 04/08/67) and replaced at Keith by D6128 (first noted 15/08/67).
5. Why was D6120 shipped out of Kittybrewster/Keith to Kipps? Inconsistent with other moves from North-East Scotland.
6. Reason for Withdrawal? '...seriously damaged....' per AHBRDE5, but no evidence of damage in photographs seen at 61A Kittybrewster (22/09/66).

D6121

6121, 65A Eastfield, 24 August 1969. D6121 was the first Inverurie Class 29 conversion and was one of the three Inverurie converts which entered traffic in two-tone green livery, the other two being D6102/32. The trademark Inverurie physical features are evident i.e. retention of the thin main radiator grille horizontal strap and horn cover plates fixed with grommets, although in this instance the left hand cover has been replaced with the St.Rollox rivet method of fixing, presumably following an altercation. The front left-hand 25KV warning sign will have been lost at the same time. Inverurie green converts can also be distinguished from their St.Rollox counterparts by the shape of the yellow warning panels. The Inverurie locos carried angled top corners and rounded bottom corners, whereas the St.Rollox warning panels were rounded on all four corners. This distinguishing feature was, of course, lost when full yellow ends were applied in 1970/71.

Evidence now strongly suggests that D6121, as seen in the photograph above, started life as D6122 which then swapped its identity with D6121 when D6122 was seriously damaged in an accident in 1964. For a picture of the original D6121 with air vents above the front cab windows and a fuller description and possible explanation of the D6121/D6122 saga, see Section 10. (Colour-Rail)

Delivery ex-NBL: 180859

Trials from Doncaster Works: 200859

Re-allocated ScR: 4we 160760

65B: 300660/ 030760

St.Rollox Works: 070960 (alongside mainline with D6117/29/37, appeared stored)/ 031060/ 041060. **Not listed 300860.**

65A: 131160/ 111260

Robroyston: 020561 (Down LE)

65A: 280561/ 020761/ 200861/ 270861/ 030961

St.Rollox Works: 031061 (Works Yard). **Not listed 281261.**

65B: 040362/ 200462/ 220462

Perth: 070562 (18.15 Glasgow BSt-Dundee West) (with D6131)

61B: 020662

St.Rollox Works: 100662. **Not listed 210662.**

65B: 240662

65A: 280662/ 250762/ 280762/ 290762

65B: 190862/ 240862/ 020962/ 160962/ 200962/ 230962

65A: 061062

St.Rollox Works: Nil. **DLRC: St.Rollox:** 170163-020263 **NC**

65B: 170263

65A: 020463/ 040463/ 120463/ 140463/ 200463

Dundee: 310563 (18.00 Dundee West-Glasgow BSt, failed Ninewells Jct, train returned to Dundee by B1)

62B Dundee Tay Bridge: 010663

65A: 110663/ 210663/ 040763/ 250763/ 280763/ 060863 (minus windscreen wipers No.2 end and bodyside door window)/ 090863/ 140863

St.Rollox Works: 150863/ 271063/ 291063 (Top Yard)

65A: 16-180564* (number D6122 on cabside at one end)

Identity translation? The original D6121 became D6122, and the damaged D6122 became D6121 and was stored at St.Rollox Works prior to conversion to Class 29 at Inverurie Works - see Section 10.

'New' D6121 observations:-

St.Rollox Works: 041064 (Carriage Shed between Works and Shed, with D6101)/ 220565/ 290565/ 060665 (Paint Shop, with D6102). **Not listed 080465.**

Inverurie Works: 220665 (Yard)/ 220765/ 100865 (Erecting Shops)/ 020965 (Erecting Shop)/ 070965/ 300965. **DLRC: Inverurie:** 090765-040366 **G**

Class 29

XX: 190366 (special Glasgow-Edinburgh for Scotland v. England Rugby International)

Edinburgh Princes Street Gardens: 190366

St.Rollox Works: Nil. **DLRC: St.Rollox:** 050466-060466 **U**

63A: 080466

65B: 090466

62B (sub) Dundee West: 100466

65B: 130466

Glasgow BSt: 020566

65B: 040566/ 070566

65J: 080666

63A: 090666

65B: 250666

St.Rollox: 050766 (08.25 Glasgow BSt-Aberdeen ['The Grampian']) (A4 60034 replaced by D6121 at St.Rollox)

Perth: 180766 (passenger)

Glasgow BSt: 230766

63A: 250766

Inverness-Dunfermine: 260766

61B: 290766

62B Dundee: 310766

Stirling: 060866

XX: 070866 (15.40 Inverness-Glasgow BSt)

65B: 080866

61B: 100866

63A: 170866

Inverurie Works: 220866/ 280866. **DLRC: Inverurie:** 230866-020966 **U**

65A: 061066

Inverurie Works: Nil. **DLRC: Inverurie:** 090267-170267 **U**

Inverurie Works: Nil. **DLRC: Inverurie:** 100367-140367 **U**

Inverurie Works: Nil. **DLRC: Inverurie:** 280467-080567 **U**

65A: 270567/ 280567

Inverurie Works: 040767. **DLRC: Inverurie:** 100767-150767 **U**

65A: 160767/ we290767/ 300767

Inverurie: 080867 (freight)

65A: 130867

Edinburgh Waverley: 240867

65A: we170967

Inverurie Works: Nil. **DLRC: Inverurie:** 081167-221167 **U**

Inverurie Works: Nil. **DLRC: Inverurie:** 140368-230368 **U/M**

Inverurie Works: Nil. **DLRC: Inverurie:** 250368-270368 **U**

Inverurie Works: 130468. **DLRC: Inverurie:** 020468-150468 **Rect**

65A: 120568/ 250568/ 030668/ 280768/ 250868

Inverurie Works: 280868 (in Shops). [DLRC: Inverurie: 260868-300868 G](#)

65A: 140968

62B (sub) Dundee West: 210968

Glasgow QSt: 071068 (10.10 Glasgow QSt-Dundee)

Muchalls: 031168 (Glasgow-Aberdeen passenger)

65A: 120169

XX: 260169 (17.15 Aberdeen-Glasgow) ([fire damaged at Hilton Jct](#)) (with D6113)

Tyndrum Upper: 310369 (wood pulp empties)

FtWilliam: 220869

65A: 240869

Crianlarich: 050969 (southbound freight)

65A: 141269/ 110170

Glasgow Works: Nil. [DLRC: Glasgow: 190170-280270 C](#)

Glasgow Works: Nil. [DLRC: Glasgow: 020370-140370 U/C](#)

Glasgow Works: Nil. [DLRC: Glasgow: 240370-250370 U/C](#)

65A: 290370/ 040470/ 110470/ 240570

Eastfield (passing): 270570 (light engine)

65A: 130670/ 140670/ 150670

Glasgow QSt: 190870)

Inverness: 100770 (Military special)

65A: 110770

65F: 040870

65A: 160870

Perth: 210870 (passenger)

65A: 220870/ 041070

XX: 041170 (11.10 Glasgow-Dundee (failed en route)

65A: 100171

Falkirk Grahamston Yard: 130271

65F: 250471

Greenhill Lower Jct: 160671 (Grangemouth-Bishopbriggs oil train) (with 61xx)

61B: 040871

65A: 070871/ 080871

Cadder Yard: 170871 (oil train) (with 6124)

65A: 210871

Denny: 040971 (S.R.P.S./Teuchtar Smith Special railtour - last train over branch)

Grangemouth: 080971 (engineers train)

[Withdrawn: 061071.](#)

65A: 271171

65A (Cowlairs Triangle): 090172*/ 110172/ 120272*/ 280272/ 300372/ 020472/ 060472 (unidentified)/ 090472/ 140472/ 150472

Glasgow Works: 250472/ 260472/ 140572/ 290572 (Scrapline)/ 180672/ 060772/ 160772/ 100872 (Yard)/ 130872/ 150872 (Scrapline)/ 170872 (Scrapline)/ 290872/ 020972

[Disposal: Glasgow Works: 0972.](#)

Comments:

1. * Scottish Whitsun Tour 16-180564: 'Mention of this depot (*Eastfield*) also brings to mind the confusion caused by D6121 which bore the number D6122 on the cabside at one end. Some cannibalisation had obviously occurred as D6122 is one of the twelve cripples of the class which appear to be more or less permanent residents of St.Rollox Works.' (RO0864)
2. Inverurie Works - 28/08/68: '...6121...under repair and...6146 awaiting Breakers Yard with D6152 which had arrived about an hour before the visit and is being broken up for spares for 6121...' (RL1068)
3. D6121 'On 26/1/69, whilst working in multiple with D6113, it caught fire at Hilton Junction, near Perth, on the 17.25 Aberdeen-Glasgow train...' (AHRDE5) N.B. Limited damage given no Works visit and back in action on 31/03/69.
4. 'The Denny branch was closed on 3 September (1971) and a last train was organised by the Scottish Railway Preservation Society the following day from and to their depot in Falkirk. It was...hailed by Class 29 6121 and it was billed as the last opportunity to ride behind this class which is now due for early withdrawal, although 6124 was noted on the 12.50 Dundee-Glasgow the same day' (RO1171)
5. * 65A observations assumed to be 65A (Cowlairs Triangle).
6. 6112/21/9/33 Glasgow Works 25/04/72. First arrivals for scrapping.

D6122

D6122, 5B Crewe South, 22 October 1967. En route from the Inverurie 'outback' to London suburbia, for re-railing tests at Hither Green. (Peter Martin)



D6122, Barry Docks, 13 October 1968. The perambulations of D6122 during late-1967 and 1968 were extensive to say the least, initially involving a c580 mile excursion from Inverurie to Hither Green (via Preston and Crewe) in November 1967, followed by another 180 mile jaunt to Barry in South Wales in June 1968. Then, nowhere for twelve years!

It was the long sojourn at Barry and the fading paintwork, combined with a realisation that D6122 now carried cab roof air vents that it wasn't built with, which started the idea of an identity translation with D6121. Extensive research by Peter Hall and others have progressively built up a very strong supporting case for this theory and further information on this subject is discussed in Section 10. (Pete Hackney)

Delivery ex-NBL: 150959

Trials from Doncaster Works: 170959

Doncaster Works: 200959

Thurston: xx0160 (Ipswich-Bury St.Edmonds freight)

Transferred to ScR: 090860 (with D6120)

Re-allocated ScR: 4we 130860

St.Rollox Works: 260361/ 010461. **Not listed** 031060.

65B: 020461

Stirling: 120461 (12.00 Glasgow BSt-Oban)

(with D6126)

63A: 210561

65B: 280561

65J: 290661

65A: 020761

65B: 300761

Oban: 240861 (20.15 Oban-Glasgow/Edinburgh) (with D6126)

65J: 250861

65B: 030961/ 011061

St.Rollox Works: Nil. **DLRC:** **St.Rollox:** 061061-101061 LC

Holytown: 280362 (17.07 Holytown-Glasgow BSt)

65B: 080462/ 200462/ 220462

St.Rollox Works: Nil. **DLRC:** **St.Rollox:** 180462-280462 LC

65A: 130562/ 240662/ 280662

Perth sta: 200762

63A: 240762

65A: 190862/ 240862/ 020962/ 160962/ 230962

65B: 071062/ 281062

St.Rollox Works: 141262 (Erecting Shop)/ 110163 (Paint Shop, stored)/ 180263 (Paint Shop, stored)/ 150363 (Paint Shop, stored). **Not listed** 151162. **DLRC:** **St.Rollox:**

141163 (*sic* 62)-290363 HC

Reclassified 1000-1100hp: 030463 (SLS0563)

63A: 020463

65B: 020463

St.Rollox Works: 140463. **DLRC:** **St.Rollox:** 090463-270463 HC

Gleneagles: 110563 (Dundee-Glasgow BSt passenger) (with D6108)

65A: 310563

65B: 020663/ 090663/ 070763

65A: 280763

St.Rollox Works: 300763/ 030863/ 060863. **DLRC:**

St.Rollox: 180763-121063 LC

65B: 271063

65B: 031163

65J: 040164

Glasgow BSt: 080164

65A: 090264/ 290364/ 300364

63A: 110464 (accident damage No.2 cab)

St.Rollox Works: 170564

65A: 170564/ 180564

Identity translation? D6121 became D6122, and the damaged D6122 became D6121 - see Section 10.

'New' D6122 observations:-

65A Eastfield: 060664

65B: 280664

65A: 120764

65J: 270764/ 130864/ 190864

65A: 060964/ 221164/ 201264/ 310165/ 280265 (collision damage)

Inverurie Works: 160465/ 170465/ 190465/ 220465

(inside)/ 050665 (Works Yard)/ 060665/ 220665*. **DLRC:**

Inverurie: 110365-070565 U, and, **DLRC:** **Inverurie:**

130565-190565 U, and, **DLRC:** **Inverurie:** 260565-080665 U

65J: 050765

Stirling: 130765

Edinburgh St.Margarets (passing): 150765

65J: 160765

Stirling sta: 170765

Edinburgh Waverley: 310765

Stirling: 090865

Glasgow BSt: 230865

Edinburgh Waverley: 240865

Larbert-Edinburgh Waverley: 260865 (passenger)

Edinburgh Princes Street Gardens: 280865

65A: 040965

65J: 160965

65A: 031065/ 241065/ 311065/ 051265

Inverurie Works: Nil. **DLRC:** **Inverurie:** 231265-220166 U

65A: 200266/ 100466/ 040566/ 070566

65F: 280566

Throsk: 090766 (Alloa Yard-Mossend Yard freight)

65J: 250766

Stirling: 060866

65J: 090866

Stirling area: 110866

65A: 210866

65F: 180966

65A: 210966

65B: 230966

65A: 061066/ 231066/ 121166

Inverurie Works: Nil. [DLRC: Inverurie: 270167-300167 U](#)

Inverurie Works: 310367 (Yard)/ 250467

Larbert: 280467 (12.05 Euston-Perth, from ?)

Inverurie Works: 280567. [DLRC: Inverurie: 040567-250567 U](#)

65A: 250667/ 020767/ 160767/ we290767/ 300767/ 070867/ 090867/ 200867/ 020967

Perth: 110967 (working)

Inverurie Works: we170967. [DLRC: Inverurie: 090867-130967 U \(bogies\)](#)

Preston: 211067 (hailed by D1955)

5B Crewe South: 221067

73C Hither Green: 291067/ 021167 (undertaking re-railing demonstrations)/ 051167/ 171267

[Withdrawn: 311267.](#)

73C Hither Green: 280168/ 040268/ 100368/ 050568/ 100568/ 020668

Cadoxton Goods Yard (en route Woodham Bros., Barry): 260668 (arrived Cadoxton Goods Yard, Barry, about 260668)/ 290668/ 130768 (Barry Docks sta)/ 180768/ 310868/ 250968/ 290968/ 301068/ 261068 (Barry Docks sta)

Woodham Bros., Barry: 011168 (arrival date at scrapyards)/ 131268 (stored Docks area)/230269... etc... 150680 (part cut up, most of superstructure above baseframe removed; on bogies)/ 070780 (engine block only)

[Disposal: D. Woodham, Barry: 1168-0680.](#)

Comments:

1. 'On 9 August (1960) D6119/20/2, the last of the class at Ipswich, ran light to Scotland' (RO0960)
2. 'D6119 moved to Scotland on 23 August (1960) and not the 9th as stated on p290 (September R.O.)' (RO1060)
3. 'Seven of the class are at present stored out of use in the Carriage Shops at St.Rollox Works, comprising D6101, D6104, D6106, D6122, D6123 and D6133, with D6127' (SLS0762)
4. **D6121:** Scottish Whitsun Tour 16-18/05/64: 'Mention of this depot (*Eastfield*) also brings to mind the confusion caused by D6121 which bore the number D6122 on the cabside at one end. Some cannibalisation had obviously occurred as D6122 is one of the twelve cripples of the class which appear to be more or less permanent residents of St.Rollox Works.' (RO0864)
5. Inverurie Works, 22/06/65. '...observations made by Bob Stone at Inverurie Works on 22 June 1965. Bob records D6121 present as one would expect but also he has recorded "part of D6122"' (RCTS *Diesel Dilemmas*)
6. Clarification required re. Inverurie Works/Perth – 09/67. Was the Inverurie Works visit in September 1967 preparatory work for the journey to Hither Green?
7. 'D6122...spent almost a week in Crewe South, at the end of October prior to being towed to Hither Green' (LCGB0268)

D6123



6123, Crianlarich Lower, 29 August 1969. Earlier, I mentioned my journey from Fort William to Crianlarich Upper on 29 August 1969 hauled by 6102. At Crianlarich, my parents were to pick me up to continue our journey south after holidaying in Scotland. However, they were three hours behind me so I had time to spare. I could hear some shunting sounds nearby and decided to hunt down the source of this activity, which turned out to be 6123 shunting wagons at the closed Crianlarich Lower station area which was being used as a transhipment point for timber logs.

This locomotive was, of course, the first Class 29 conversion and the only member of this class to carry disc headcodes. Note the cab door window bars, providing protection from damage when picking up tokens from signalmen at various points along the West Highland Line.

Prior to conversion, D6123 did not carry any 25kV warning signs; post conversion, it ended up carrying more signs than any other Class 21 or 29, ten in total, acquired in two stages (see Section 13). (Anthony Sayer)

Delivery ex-NBL: 220959

Trials from Doncaster Works: 240959/ 260959

Re-allocated ScR: 2we 040660

St.Rollox Works: 060660/ 130660 (Works Yard)/ 300660/ 020860/ 300860 (Paint Shops)/ 070960 (Yard, appeared stored)/ 200960/ 290960 (Yard)/ 031060/ 041060. **Not listed** 010461.

65B: 020461

Oban: 170461 (06.05 Oban-Glasgow BSt) (with D6113)

Perth: 010561 (13.15 Glasgow BSt-Dundee West /18.00 Dundee West-Glasgow BSt (both with D6127)

Glencruitten: 160561 (05.15 Oban-Glasgow/Edinburgh / 12.00 Glasgow-Oban) (with D6102)

Glen Ogle: 170561 (12.00 Glasgow QSt-Oban) (with D6102)

Luib: 170561 (17.15 Oban-Glasgow) (with D6102)

Glenloch: 200561 (06.05 Oban-Glasgow/Edinburgh) (with D6102)

65J: 210561

Cumbernauld: 230561 (12.00 Glasgow BSt-Oban) (with D6102) (failed, replaced by J37 64593)

St.Rollox Works: 200462 (in store, under tarpaulins)/ 100662 (Carriage Shop)/ 280662/ 180762 (Carriage Paint Shop). **Not listed** 031061, 210662/ 260662 and 070862.

St.Rollox Works: 151162 (Erecting Shop, damaged by fire)/ 121262 (In works)/ 141262 (Erecting Shop)/ 110163 (Erecting Shop)/ 180263 (Erecting Shop, being prepared for Paxman Works, Colchester). **Not listed** 180962 and 150363. **DLRC: St.Rollox:** 051162-160263 **HC**

Despatched to Paxman, Colchester: early 0363

12A Carlisle Kingmoor: xxxx63 (en route to Colchester)

Paxman, Britannia Works, St.Botolphs, Colchester: xxxx63

Class 29

Clacton Line: 290563 (running trials)

St.Rollox Works: 060663 (arrived back at St.Rollox on 060663 rebuilt with Paxman engine)/ 130663 (Diesel Test House). **Not listed** 020663.

Fullwood Junction, Mossend: 100763 (test train, ex-works)

St.Rollox Works: 110763 (ex-works). **DLRC: St.Rollox:** 060663-110763 **HC**

Stirling: 130763 (test train, ex-works)

Perth (09.40): 300763 (Down 'Grampian')

XX: 300763-100863 (08.25 Glasgow-Aberdeen/17.15 Aberdeen-Glasgow)

Stirling: 020863 (passenger)

65A: 040863/ 090863

XX: 130863 (Glasgow Gushetfaulds-Aston, Birmingham ('Birmingham Condor'))

XX: 130863 (Aston, Birmingham-Glasgow Gushetfaulds ('Birmingham Condor'))

65A: 170863/ 180863

Aston, Birmingham: 200863

XX: 160963-101063 (12 days testing, 11 days on Hurlford-Carlisle line, 1 day (061063) on St.Rollox Works Test Plant)

67B Hurlford: 220963 (test train inc dynamometer car)

Aston, Birmingham: 290963

Garrochburn (Nith Valley): 021063 (test train)

St.Rollox Works: Nil. **DLRC: St.Rollox:** 081063-081063 **NC**

St.Rollox Works: 271063/ 291063 (Erecting Shop & Yard). **DLRC: St.Rollox:** 211063-071163 **LC**

65A: 231163

XX: 251163 (for nearly 3 weeks) (10.15 Glasgow-Aberdeen and southbound Aberdeen-Glasgow 'Postal')

St.Rollox (passing): 261163 (10.15 Glasgow BSt-Aberdeen)

Edinburgh Waverley: 241263

St.Rollox Works: Nil. **DLRC: St.Rollox:** 130164-220164 **U(LC)**

XX: 270264 (Linwood-Gosford Green car train) / 280264 (Gosford Green-Linwood car train)

61B: 310364

65A: 040164

Glasgow BSt: 010264

65A: 090264

Stirling: 040364 (Dundee-Glasgow passenger)

65A: 150364

XX: 260364 (17.30 Glasgow-Aberdeen)

XX: 270364 (07.10 Aberdeen-Glasgow)

65A: 290364

Stirling: 020464 (08.25 Glasgow BSt-Aberdeen)

XX: xx0464 (08.25 Glasgow-Aberdeen/17.15 Aberdeen-Glasgow) (regular participant)

Greenhill: 090464 (15.15 Glasgow BSt-Dundee West)

65B: 260464

63A: 170564

XX: from mid-0664 (08.25 Glasgow-Aberdeen/12.25 Aberdeen-Fraserburgh/15.15 Fraserburgh-Aberdeen/17.15 Aberdeen-Glasgow (fairly regular performer)

63A: 300664

Perth Yard: 020764

63A: 150764/ 290764/ 300764

65B: 010864

63A: 090864/ 130864/ 150864/ 170864/ 220864/ 300864/ 050964/ 090964

Robroyston East: 280964 (Glasgow-Dundee passenger)

XX: xx1064 (08.25 Glasgow-Aberdeen/17.15 Aberdeen-Glasgow (D6123 rostered for this turn on occasions)

65A: 201264

Inverurie Works: Nil. **DLRC:** **Inverurie:** 090265-100265 U

XX: 130265 (08.25 Glasgow Aberdeen/17.15 Aberdeen-Glasgow (D6123 failed, replaced by an A4)

Inverurie Works: 180265 (D6123 unavailable for 17.15 Aberdeen-Glasgow; at Inverurie Works for bogie attention). **DLRC:** **Inverurie:** 170265-200265 U

65A: 280265

63A: 310365/ xx0465 (awaiting attention to engine and possible fitment of replacement)/ 220465/ 240465/ 260465

65A: 230565/ 300565

65B: 060665

65A: 060665/ 200665

Stirling: 030765

65A: 040765/ 110765

Perth: 180765

XX: 310765 (17.15 Aberdeen-Glasgow BSt)

65B: 010865

65A: 080865/ 090865

Hilton Jct, Perth: 130865 (Glasgow BSt-Aberdeen passenger)

Dyce: 140865 (up train)

XX: 160865 (08.25 Glasgow BSt-Aberdeen)

65A: 190865/ 230865

63A: 280865/ 160965/ 230965/ 021065

St.Rollox Works: Nil. **DLRC:** **St.Rollox:** 081065-111065 U

65A: 241065

XX: end-1065 (after absence of two months D6123 resumed diagram covering 08.25 Glasgow-Aberdeen and 17.25 return)

65A: 311065

65B: 211165

65A: 241265

65B: 020166

61B: 030166

65B: 090166

Inverurie Works: 280566. **DLRC:** **Inverurie:** 270466-020666 I

XX: 020766 (17.30 Glasgow-Aberdeen (D6123 running again with what is believed to be its third Paxman engine)

Perth: 180766 (southbound passenger)

62B Dundee: 060866/ 100866

Aberdeen: 250866 (passenger)

61B: 130966 (08.25 Glasgow-Aberdeen, failed at Ferryhill, A4 60024 worked 17.15 Aberdeen-Glasgow)/ 150966

65B: 180966

65A: 231066

Inverurie Works: Nil. **DLRC:** **Inverurie:** 120467-190467 U

65A: 220467/ 110567

Inverurie Works: Nil. **DLRC:** **Inverurie:** 080567-300567 U

65A: 020767/ 160767/ 020967/ we 170967)

Kinnaber Jct: 220767 (13.12 Aberdeen-Glasgow QSt)

63A: we290767

Oban: 220867 (passenger)

65A: 011067/ 221067/ 060168/ 070168

Glasgow QSt: 290168

65A: 120468

Inverurie Works: 130468/ 230468. **DLRC:** **Inverurie:** 150468-230468 Mod

65A: 110568

61B: 130568

Arrochar & Tarbert: 080668 (northbound passenger)

XX: 080668 (07.55 Oban-Glasgow/1630 Glasgow-Fort William) (with D6113)

Perth: 170668 (Aberdeen-Glasgow)

Inverurie Works: Nil. **DLRC:** **Inverurie:** 260768-090868 U

65A: 170868/ 250868/ 260868/ 100968

Glasgow QSt: 051068

65A: 061068

Inverurie Works: Nil. **DLRC:** **Inverurie:** 121168-221168 U

Inverurie Works: Nil. **DLRC:** **Inverurie:** 251168-021268 U

Rannoch/Courrour: 240169 (failed on Rannoch/Corrour section, assistance summoned from Fort William)

65A: 300369

62B Dundee West: 310369

Perth: 100869 (Dundee-Glasgow)

65A: 240869

Crianlarich Lower: 290869 (shunting timber wagons)

65A: 020969

Crianlarich: 050969 (northbound freight)

65A: xx1069/ 141269/ 110170/ 180170

Glasgow Works: 290370. **DLRC:** **St.Rollox (Glasgow):** 120270-210370 C

Perth: 090470 (15.40 Dundee-Glasgow QSt)
65A: 240570/ 130670/ 140670/ 150670
Larbert North: 180670 (light engine)
65A: 020870
65F: 210870
65A: 130970/ 041070
XX: 061070 (17.40 Dundee-Glasgow) (with 6114)
65A: 071170
Paisley: 291270
65A: 100171/ 130271/ 140271/ 200271/ 250471
65F: 160571
65A: 290571

[Stored: 010871.](#)

66A: 070871/ 080871/ 100871/ 160871/ 200871 (inside)/ 210871

[Withdrawn: 210971.](#)

66A: 211171/ 271171/ 090172/ 300372/ 310372/ 010472/ 020472/ 090472/ 140472/ 150472/ 230472/ 140572
Glasgow Works: 100672 (Erecting Shop Yard)/ 180672/ 160772/ 130872/ 150872 (Scrapline)/ 170872 (Scrapline)/ 290872

[Disposal: Glasgow Works - 1072.](#)

Comments:

1. CD&E6 and AHRDE5 each show one date for acceptance trials in 1959 albeit two days apart.
2. 'Seven of the class are at present stored out of use in the Carriage Shops at St.Rollox Works, comprising D6101, D6104, D6106, D6122, D6123 and D6133, with D6127' (SLS0762)
3. 'Our correspondent heard that in July (1962) six Type 2s, Nos. D6101/6/12/23/7/33 were being cannibalised to provide spares for other units of the class' (MR0962)
4. First Class 29 conversion (11/07/63).
5. 'The Paxman-engined...D6123 has been resurrected from the back of Perth shed where it had been resident since the beginning of April (1965) and has been working the 09.15 Glasgow-Dundee and 14.00 Dundee-Glasgow since 25 May.'
6. Only Class 21 or 29 ever officially stored (01/08/71 upto withdrawal). Reason for early storage?

D6124



D6124, 65A Eastfield, Undated. Undated, but likely to be July 1966 given that the adjacent Class 29 is D6116 in ex-works condition.

It appears possible that D6124 was not initially intended to become a Class 29. A fire at Linlithgow on 17 July 1967 seemed to trigger a chain of events which saw D6124 move initially to St.Rollox Works and then Inverurie Works for assessment and repair; entry into Inverurie was on 1 August 1967 and just over four months later it was a blue Class 29. (Author's Collection)

NBL, Glasgow: xx0859 (primer undercoat)

[Delivery ex-NBL: 290959](#)

Trials from Doncaster Works: 011059 (with D6125)/ 021059

Claydon: 311259 (19.10 Ipswich-Cardiff; D6125 failed, replaced by D6124)

32A Norwich: 130360

31B March: 100460

[Re-allocated ScR: 4we 210560](#)

St.Rollox Works: 100960/ 031060. [Not listed 300860.](#)

65A: 131160/ 111260/ 010461

63A: 210561

65B: 280561/ 180661/ 020761/ 060761/ 300761/ 270861/ 030961

St.Rollox Works: Nil. [DLRC: St.Rollox: 101161-171161 LC](#)

St.Rollox Works: Nil. [DLRC: St.Rollox: 111261-231261 LC](#)

St.Rollox Works: 281261 (awaiting repair)

65B: 220462

Perth: 070562 (Up 'Granite City') (with D6113)

65B: 130562

61B: 020662

65A: 240662/ 280662

63A: 240762

65A: 190862/ 240862

65B: 230962

65A: 061062

65B: 071062

[XX: 181062 \(damaged by fire, location unknown\) \(FTDL\)](#)

65A: 281062

St.Rollox Works: 151162 (Erecting Shop, traction motors burnt out)/ 121262 (In works/ 141262 (Erecting Shop)/ 110163 (Erecting Shop)/ 180263 (Erecting Shop)/ 150363 (Erecting Shop)/ 140463/ 170563 (stored)/ 020663/ 130663 (stored)/ 040763/ 110763 (Erecting Shop)/ 300763/ 020863/ 060863/ 150863. [DLRC: St.Rollox: 191062-310863 HC](#)

65A: 220963/ 271063/ 031163/ 231163

65J: 040164

65A: 090264/ 150364

65F: 290364

Greenhill: 020464 (steel train [to Gartcosh?]) (with D6108)

65J: 170564

65A: 130664

65J: 210664/ 290664

65B: 140764

61B: 150764

63A: 150764

Kinnaber Jct: 160764 (Down freight)

65B: 170764/ 220764

65A: 010864

63A: 010864

65F: 030864/ 040864

65A: 100864

65F: 150864/ 160864

Grangemouth-Larbert: 190864

65A: 060964

65F: 011164

65A: 090165/ 310165

[XX: 230365 \(Class 1 passenger, damaged by fire, location unknown\) \(FTDL\)](#)

65A: 230565/ 040765/ 110765

Larbert: 300765 (passenger)

65J: 310765

65A - 080865/ 090865/ 190865/ 230865

Eastfield/Cowlairs (passing): 240865

65A: 260865

63A: 280865

Inverurie Works: 020965 (Erecting Shop)/ 070965/ 300965. [DLRC: Inverurie: 310865-061165 I](#)

Inverurie Works: Nil. [DLRC: Inverurie: 280166-250266 I](#)

65A: 100466 (ex-works)

Dumbarton East-Glasgow QSt: 020566

65A: 070566/ 290566/ 170766/ 310766

65F: 060866

65A: 070866

Glasgow QSt: 080866 (station pilot, 08.40 Glasgow-Edinburgh (vice DMU) to Cowlairs North Jct where D5313 took over)

65A: 080866/ 210866/ 040966/ 180966/ 230966/ 231066/ 121166/ 080167

[Glasgow QSt: 150267 \(Cowlairs-Glasgow QSt e.c.s., damaged by fire\) \(FTDL\)](#)

65J: 250367

65A: 280567/ 250667/ 160767

Linlithgow: 170767 (relief passenger ex-Glasgow; caught fire at Linlithgow)

St.Rollox Works: 170867/ 210867/ 140967

Inverurie Works: 160967 (moved into Works on 160967)/ we170967 (stored). **DLRC:** [Inverurie: 010867-071267 I](#)

[Class 29](#)

Edinburgh Waverley: 171267
65A: 311267/ 060168/ 070168
64B: 140468
Inverurie Works: 130568. **DLRC:** [Inverurie: 010568-150568 Mod+U](#)
65A: 030668
XX: 080668 (14.05 Mallaig-Glasgow [to Fort William])
Inverurie Works: 150868 (undergoing repairs). **Not listed 280868.** **DLRC:** [Inverurie: 050868-160868 U](#)
62B Dundee: 081068
65A: 120169/ 240869
FtWilliam: 280869
65A: 020969
Crianlarich (Upper & Lower): 050969 (timber train)
Glasgow Works: Nil. **DLRC:** [Glasgow: 051169-111169 U/C](#)
65A: 141269/ 110170/ 290370/ 110470
XX: [280470 \(freight, damaged by fire, location unknown\) \(FDTL\)](#)
65A: 240570/ 130670/ 140670/ 150670
Glasgow Works: 110770/ 040870 (Erecting Shop, fire damage)/ 220870 / 280870/ 041070 (Sidings). **DLRC:** [Glasgow: 200470-101070 U/C](#)

Comments:

1. CD&E6 and AHBRE5 each show one date for acceptance trials in 1959 albeit one day apart.
2. Why was D6124 never moved from 65A Eastfield to 65A Eastfield (Cowlairs Triangle) for storage?
3. Why was D6124 moved from 65A Eastfield to 66A Polmadie in early April 1972?

Glasgow Works: Nil. **DLRC:** [Glasgow: 101270-090171 U/C](#)

65A: 100171
Carmuir East Jct: 200171 (freight)
65F: 130271
65A: 200271
65F: 250471/ 160571
Greenhill Upper Jct: 160671 (oil train ex-Grangemouth)
65A: 070871/ 080871/ 150871
Glasgow QSt: 160871
Cadder Yard: 170871 (oil train) (with 6121)
XX: 040971 (12.50 Dundee-Glasgow)
Eastfield (passing): 090971 (freight)
Eastfield (passing): 110971 (freight)

[Withdrawn: 061071.](#)

65A: 161071/ 271171/ 050172/ 090172/ 120272/ 300372/ 020472
66A: 090472/ 140472/ 150472 (accident damage No.2 cab bufferbeam area driver's side)/ 230472/ 140572/ 210672
Glasgow Works: 060772/ 160772/ 100872 (Yard)/ 130872/ 150872 (Scrapping Area, being cut)/ 170872 (Scrapping Area, being cut)/ 290872 (being cut)

[Disposal: Glasgow Works - 0972.](#)

D6125



D6125, St.Rollox, 2 November 1962. D6125 still essentially in the condition it was built and, in fact, the condition it was subsequently withdrawn. No yellow panels and no 25kV electrification warning signs were ever carried by this locomotive. It is possible that D6125 was built with plate-style buffer beam footsteps (see photograph of D6126), these subsequently being replaced by the triangular box footsteps exhibited here. (S. Rickard [Rail Photoprints])

Delivery ex-NBL: 290959

Trials from Doncaster Works: 011059 (with D6124)/ 021059/ 071059/ 091059

Claydon: 311259 (07.10 Ipswich-Cardiff, failed near Claydon, replaced by D6124)

Re-allocated ScR: 4we 210560

Stirling: 030560 (down 'Granite City', later returning light) (with D6102)

65A: 060660/ 030760/ 100760/ 270760/ 310760/ 020860/ 100860

St.Rollox Works: 300860 (Paint Shop)/ 070960 (Yard, appeared stored)/ 200960. **Not listed 031060.**

XX: 231260 (13.15 Glasgow BSt-Dundee)

St.Rollox Works: Nil. **DLRC: St.Rollox: 050160 (sic 61?)-130161 LC**

XX: mid-0161 (12.00 Glasgow BSt-Oban/18.05 Oban-Glasgow BSt (worked diagram for full week with D6131)

XX: 250161 (damaged by fire, location unknown) (FDTL)

XX: 080261 (damaged by fire, location unknown) (FDTL)

65A: 010461/ 020461/ 210561

65B: 280561

65A: 020761

Glasgow BSt (08.55): 070761 (09.15 Glasgow BSt-Dundee West) (with D61xx)

65A: 160761

65B: 300761/ 270861

65A: 030961

65B: 221061

St.Rollox Works: Nil. **DLRC: St.Rollox: 220162-310162 LC**

65B: 040362/ 080462

65A: 220462

65B: 130562

61B: 020662

65B: 100662

65A: 240662

65B: 280662/ 250762

65A: 280762/ 290762/ 190862/ 240862

Comments:

1. CD&E6 and AHRDE5 show conflicting dates for acceptance trials in 1959.
2. Date and location of accident damage which resulted in storage and ultimate withdrawal?
3. 'To store at St.Rollox Works with serious collision damage about 3/64' (AHRDE5)
4. Sold Barnes&Bell, Coatbridge: 04/68 (BRB SC).

61A: 210962

65A: 281062

St Rollox sta: 021162 (12.45 Glasgow BSt-Gartcosh)

St.Rollox Works: 151162 (Works Yard)/ 121262 (Paint Shop)/ 141262 (Paint Shop)/ 110163 (Paint Shop, stored)/ 180263 (Paint Shop, stored)/ 150363 (Paint Shop, stored)/ 140463/ 170563 (stored)/ 020663/ 130663 (stored)/ 110763 (stored)/ 030863/ 271063/ 291063 (Paint Shop). **Not listed 150863.**

Inverurie Works: Nil. **DLRC: Inverurie: 080164-200164 U**

St.Rollox Works: 170564

65B: 120964 (appeared to be without engine)/ 130964 (stored)

65C: 260964/ 201064 (stored)/ 081164 (stored, badly damaged condition)/ 030165/ 090165/220165/ 310165/ 110465/ 180465 (stored, accident damage No.2 cab)/ 300565/ 060665/ 080765/ 200765/ 210765/ 310765/ 080865/ 090865/ 190865/ 040965/ 190965/ 031065. **Not listed 290565.**

Transferred 65C to 65B: about 181065

65B: 241065 (stored u/s)/ 311065/ 211165/ 051265 (derelict)/ 241265 (derelict)/ 020166/ 090166/ 200266 (derelict)/ 090466/ 100466 (derelict)/ 040566 (collision damage)/ 070566/ 290566 (derelict)/ 020766/ 170766/ 310766 / 080866/ 120866 (stored)/ 200866/ 210866/ 270866/ 040966/ 180966 (stored)/ 230966/ 011066/ 061066 (collision damage)/ 231066 (derelict)

65E: 121166/ 020167/ 250367 (stored)/ 250667/ we290767/ 300767/ 040867/ 200867/ 020967/ 170967 (stored)/ 09-110967 (stored, deplorable condition)/ we170967 (stored, seriously damaged)/ 011067 (stored, poor condition)/ 221067/ 26-271166 (stored). **Not listed 110567.**

Withdrawn: 311267.

67A: 311267/ 070168/ 110468. **Not listed 120568.**

Barnes & Bell, Coatbridge: Nil. **Not listed 070968.**

Disposal: Barnes&Bell, Coatbridge: 0468; not proven.

D6126



D6126, Doncaster Works, 11 October 1959. Prior to delivery to Hornsey, Stratford or Ipswich the new Class 21s underwent acceptance testing at Doncaster Works; this included a combination of static and road testing. Note the early style of footsteps attached to the buffer beam corners; these were subsequently replaced by a triangular arrangement - see the photograph of D6127 on page 103.

It appears that D6126 entered Inverurie Works in April 1967 and never worked again, eventually being stored at Thornton Junction with D6104/31/50/5 by end-October/early November 1967. This makes D6126 something of a curiosity; why wasn't it withdrawn as part of the major cull of the Class 21s at the end of December 1967? Maybe there was a reason or it could have just been an administrative oversight. Withdrawal ultimately came in April 1968, but the delayed withdrawal then caused a delay to sale for scrap arrangements. So while D6104/31/50/5 disappeared for disposal in May 1968, D6126 lingered on at Thornton Junction until early 1969. The end result for D6126, however, was exactly the same. (A. Swain [Transport Treasury])

[Delivery ex-NBL: 061059](#)**Trials from Doncaster Works:** 081059/ 091059**Doncaster Works:** 111059[Re-allocated ScR: 4we 210560](#)**St.Rollox Works:** 300660/ 020860**65B:** 040960**Charing Cross-Glasgow Queen Street LL:** 070960**Bonnybridge:** 101260 (hauling steam loco 54398 'Ben Alder')**63A:** 010461 (with D6119)**65B:** 010461**65A:** 020461**Stirling:** 120461 (12.00 Glasgow BSt-Oban) (with D6122)**65A:** 210561/ 280561**Perth:** 210661 (Glasgow BSt-Aberdeen ['Bon Accord']) (with D6107)**Perth:** 010761 (Up 'Bon Accord') (with D6120)**Forfar:** 010761 (Down 'Bon Accord') (with D6129)**65A:** 060761**Oban:** 240861 (20.25 Oban-Glasgow/Edinburgh) (with D6122)**65J:** 250861**65B:** 030961/ 011061**Inverurie Works:** Nil. [DLRC: Inverurie: 211161-221161 NC](#)**65A:** 281261**St.Rollox Works:** Nil. [DLRC: St.Rollox: 140362-310362 LC](#)**Stirling:** 140462 (Down 'Granite City') (with D6113)**65B:** 220462**65A:** 230562**65B:** 240662/ 280662/ 150762**65A:** 250762**65B:** 280762/ 290762/ 190862/ 240862/ 020962**65A:** 230962**65B:** 071062**65A:** 161262/ 170263/ 120463**Comments:**

1. CD&E6 and AHRDE5 each show one date for acceptance trials in 1959 albeit one day apart.
2. Why was D6126's withdrawal delayed until 06/04/68 when it was effectively out of traffic from at least 25/04/67?
3. D6126's delayed withdrawal also delayed its sale for scrap and prolonged its period in store at Thornton Junction. D6104/31/50/5 went for scrap leaving D6126 behind.

Cowlairs Works: 12-150463**65A:** 140463**Glasgow QSt:** 180463 (Leeds-Glasgow ['North Briton'])**65A:** 020663/ 090663/ 110663/ 280763/ 040863/ 090863/ 140863/ 180863/ 030963/ 220963**65J:** 300963**65A:** 271063/ 031163/ 231163/ 090264/ 290364**Glasgow QSt-Haymarket:** 110464**65A:** 260464/ 170564/ 180564/ 280664/ 120764/ 260764**Cowlairs/Eastfield:** 300764**65A:** 050864/ 230864/ 060964 (slip-couplings)/ 081164/ 201264**Glasgow QSt:** 310165**65A:** 280265/ 080465/ 180465/ 190465/ 230565/ 300565/ 060665/ 040765/ 110765/ 130765/ 200765/ 010865/ 080865/ 090865/ 190865/ 230865/ 260865/ 040965/ 050965/ 031065/ 241065/ 311065**65J:** 100466**Glasgow-Aberdeen & return:** 020566**65A:** 070866/ 080866**65B:** 120866/ 200866**65J:** 210866/ 230866**65A:** 040966/ 180966/ 230966**65F:** 080167**Inverurie Works:** Nil. [DLRC: Inverurie: 090267-110267 U](#)**Inverurie Works:** 250467/ 040767/ we290767/ 300767/ 030867/ 150867/ 220867/ 110967 (Works Yard)/ we170967 (stored)**62A:** 051167/ 070168/ 020368. [Not listed 221067.](#)[Withdrawn: 060468.](#)**62A:** 130468/ 140468/ 100568/ 130568/ 010668/ 020668/ 190668/ xx0768/ 070868/ 290868/ 110968/ 120968/ 020169/ 110169. [Not listed 210968.](#)**J. MacWilliam, Shettleston:** 090369 (cabs)[Disposal: J. MacWilliam, Shettleston: 0269.](#)

D6127

D6127, 65B St.Rollox, Undated, but believed to be mid-September 1964. The infamous and oft-quoted D6127! Substantially damaged, yes, but 'Little above the bogies and frames appears to have been left intact...' (*'Railway Observer'*, May 1962) seems to be somewhat overstated. Suffice to say, though, this locomotive never worked again, and was stored from the time of its fire on 29 March 1962 right through to final withdrawal in December 1967. Despite this extensive period unavailable for use, however, it was never officially stored.

This locomotive, along with D6125 (immediately behind D6127) were the only Class 21s to be withdrawn without receiving front-end yellow warning panels. Careful use of words here; there were several other locomotives which ended their Class 21 careers without yellow warning panels but which subsequently became Class 29s. And before you shout, 'What about D6151?', see Section 13! (Author's Collection)

Delivery ex-NBL: 061059

Trials from Doncaster Works: 081059/ 091059

Doncaster Works: 111059

Re-allocated ScR: 4we 210560

St.Rollox Works: 060660 / 300660/ 300860 (Paint Shops)/ 070960 (Yard, appeared stored)/ 031060/ 041060

65B: 131160/ 111260

65A: 010461/ 020461

Dundee: xx0461 (Glasgow-Dundee) (with D6135)

Perth: 010561 (13.15 Glasgow BSt-Dundee West) /18.00 Dundee West-Glasgow BSt) (both with D6123)

65A: 210561/ 280561/ 020761

65B: 300761

Strathyre/Loch Lubnaig: 120861 (12.05 Oban-Glasgow BSt) (with D6101)

65A: 200861

Stirling-Alloa: 230861

Stirling-Oban: 250861

65B: 270861/ 030961/ 011061/ 221061/ 281261

St.Rollox Works: Nil. **DLRC: St.Rollox:** 160162-260162 LC

65A: 040362

Greenloaning: 290362 (15.15 Glasgow BSt-Dundee, damaged by fire near Greenloaning) (with D61xx) (FDTL)

St.Rollox Works: 200462 (stored, under tarpaulins)/ 100662 (Carriage Shop)/ 280662/ 180762 (Carriage Paint Shop)/ 121262 (Paint Shop)/ 141262 (Paint Shop)/ 110163 (Paint Shop, stored)/ 180263 (Paint Shop, stored)/ 150363 (Paint Shop, stored)/ 140463/ 170563 (stored)/ 020663/ 130663 (stored)/ 110763 (stored)/ 030863/

271063/ 291063 (Paint Shop)/ 170564/ 010964. **Not listed 210662/ 070862/ 180962/ 151162/ 150863/ 300764.**

65B: 120964 (appeared to be without engine) (with D6125/30)/130964 (with D6125/30) (stored)

65C: 260964/ 201064/ 081164 (stored, badly damaged condition)/ 030165/ 090165/ 220165/ 310165/ 110465/ 180465 (stored)/ 300565/ 060665/ 080765/ 200765/ 210765/ 310765/ 080865/ 090865/ 190865/ 040965/ 190965/ 031065. **Not listed 290565/ 290865.**

Transferred 65C to 65B: about 181065

65B: 211165/ 051265 (derelict)/241265 (stored)/ 020166/ 090166/ 200266 (derelict)/ 090466/ 100466 (derelict)/ 040566 (fire damage)/ 070566/ 270566 (severe engine compartment fire damage, extensive damage to body structure adjacent to engine)/ 290566 (derelict)/ 020766/ 170766/ 300766/ 310766/ 010866/ 080866/ 120866 (stored)/ 200866/ 210866/ 270866/ 040966/ 180966 (stored)/ 230966/ 011066/ 061066 (fire damage/empty engine compartment)/ 231066 (derelict). **Not listed 241065/ 311065.**

65E: 121166/ 26-271166 (stored)/ 020167/ 250367 (stored)/ 250667/ we290767/ 300767/ 040867/ 200867/ 020967/ 09-110967 (stored, deplorable condition)/ we170967 (stored, seriously damaged)/ 011067 (stored, poor condition)/ 221067

Withdrawn: 311267.

67A: 311267/ 070168/ 110468. **Not listed 120568.**

Barnes & Bell, Coatbridge: Nil. **Not listed 070968.**

Disposal: Barnes&Bell, Coatbridge: 0468; not proven.

Comments:

1. CD&E6 and AHBREDE5 each show one date for acceptance trials in 1959 albeit one day apart.
2. 'D6127... went into liquidation on 29 March when it caught fire while running in multiple on the 3.15 p.m. Buchanan St.-Dundee at Greenloaning. Little above the bogies and frames appears to have been left intact...' (RO0562). Source of subsequent exaggerated reports of D6127's condition?
3. 'Seven of the class are at present stored out of use in the Carriage Shops at St.Rollox Works, comprising D6101, D6104, D6106, D6122, D6123 and D6133, with D6127 completely gutted – only the frames and bogies apparently undamaged by fire.' (SLS0762). Another source of exaggeration?
4. 'Our correspondent heard that in July (1962) six Type 2s, Nos. D6101/6/12/23/7/33 were being cannibalised to provide spares for other units of the class' (MR0962)
5. 'D6125/7/30 in varying stages of decay were in St.Rollox shed yard on 12 September (1964), the condition of D6127 being particularly lamentable as it had been heavily damaged by fire, and all appeared to be without engines' (RO1164)
6. 'NBL Type 2's stored in St.Rollox shed on 4 May (1966) were D6100/7/12/3/8/25/7...D6127 exists as little more than an underframe with a cab at each end, the victim of a severe fire.' (RO0766)
7. Sold Barnes&Bell, Coatbridge: 04/68 (BRB SC).

D6128



D6128 and D6124, 65A Eastfield, July 1965. Here we have another Class 21 carrying windscreen wipers with a propensity to work well beyond their job descriptions! In mid-1966, D6128 found its way to the north-east of Scotland staying there for two years stored in amongst the GNoS fleet, eventually taking up residence at 61C Keith with D6138/9/49/53/6. (Chris Bush)

Delivery ex-NBL: 131059

Trials from Doncaster Works: 151059/ 161059

Re-allocated ScR: 4we 210560

65A: 060660/ 300660/ 030760/ 100760/ 170760/ 310760/ 020860/ 100860

St.Rollox Works: 300860 (Paint Shops)/ 070960 (Yard, appeared stored)/ 200960. **Not listed 031060.**

65A: 020461

Glasgow QSt: 030461 (11.00 Glasgow QSt-Edinburgh relief) (with D6117)

65A: 210561

63A: 210561

65B: 180661

65A: 020761

St.Rollox Works: Nil. DLRC: St.Rollox: 110761-101161 LC

St.Rollox Works: Nil. DLRC: St.Rollox: 020262-080262 LC

XX: 260362 (damaged by fire, location unknown) (FDTL)

XX: 040462 (damaged by fire, location unknown) (FDTL)

65B: 080462

XX: 140462 (damaged by fire, location unknown) (FDTL)

65B: 220462

65A: 230562

65B: 100662

61B: 190662
63A: 240662
65A: 150762
65B: 280762/ 290762
63A: 050862/ 070862
65A: 020962/ 160962/ 230962
65B: 071062/ 281062
XX: 061162 (damaged by fire, location unknown) (FDTL)
St.Rollox Works: 151162 (Works Yard)/ 121262 (in works)/ 141262 (Erecting Shop). **Not listed 110163.**
DLRC: St.Rollox: 081162-211262 HC
65A: 170263
St.Rollox Works: 020463/ 140463. **DLRC:** St.Rollox: 120363-040563 LC
65A: 310563
65J: 010663
65B: 070763/ 250763/ 280763
65A: 090863/ 140863/ 220963
Glen Douglas: 171063 (damaged by fire) (FDTL)
65A: 271063/ 031163
Inverurie Works: Nil. **DLRC:** Inverurie: 120364-120364 U
65B: 290364
65A: 180464/ 160564/ 170564/ 180564/ 190564
Larbert: 300564 (freight)
St.Rollox Works: No observations. **DLRC:** St.Rollox: 160664-200664 U
65A: 120764/ 170764/ 260764/ **010864**
63A: **010864**
65A: 050864/ 170864/ 060964/ 081164/ 241264/ 090165/ 220165/ 310165/ 280265/ 080465/ 180465/ 190465
Stirling: 260465 (freight)
65A: 300565/ 060665

Comments:

1. CD&E6 and AHRDE5 each show one date for acceptance trials in 1959 albeit one day apart.
2. Fire damaged March 1966 and never subsequently repaired?
3. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

Callander: 090665 (16.25 Glasgow BSt-Oban)
Stirling: 030765/ 050765
65A: 110765/ 130765/ 200765
65F: 310765
65A: 190865
Millerhill depot: 260865
65A: 290865/ 040965
65J: 021065
65A: 241065/ 051265/ 241265/ 090166
Polmont East: 110366 (Grangemouth-Manuel Class 4 freight, damaged by fire) (FDTL)
Inverurie Works: Nil. **DLRC:** Inverurie: 210366-260366 U (fire damage repairs)
61A: 020566/ 070566/ 280566/ 180666/ 090866. **Not listed 100466/ 240866.**
Inverurie Works: 220866
61A: 280866/ 010966 (dead in yard)/ 150966/ 220966 (fire damage)/ 11-120267 (stored)/ 270567/ 040767/ 180767. **Not listed 250467/ 140567.**
61C Keith: 290767 (D6139/53/56 + 3 others (*assumed to be D6128/38/49*)/ 150867/ 220867/ 110967 (stored)/ we170967 (stored)

Withdrawn: 311267.

61C Keith: 130468 (locked in shed)/ 130568
Transfer ex Aberdeen Ferryhill: 200568 ('D6128/38 (*left Ferryhill for Shettleston*) on 20 May') (RO0768)
J. MacWilliam, Shettleston: Nil. **Not listed 010668.**

Disposal: J. MacWilliam, Shettleston: 0568-0968; not proven.

D6129

D6129, 65A Eastfield, 17 May 1964. Entirely standard in every respect, including the oil stains! It was converted to a Class 29 in 1967 and with that came an increase in the maximum permissible speed from 75 to 80mph. (Peter Groom)

6129, 65A Eastfield, August 1971. The construction of the 'new' diesel depot at Eastfield is well underway, but with only four months to go for the Class 29s, were they ever actually maintained within the new facility? (Grahame Wareham)



Delivery ex-NBL: 271059

Trials from Doncaster Works: 291059 (with D6130)/ 301059

Doncaster Works: 011159

Stratford Works: 270260 (Works Yard)

30A Stratford: 270360

31B March: 150560

Mellis: 270560 (freight)

Claydon: 300560

Chelmsford: 080660 (freight)

Re-allocated ScR: 2we 180660

St.Rollox Works: 300660/ 070960 (alongside mainline with D6117/21/37, appeared stored)/ 200960/ 290960 (Top Yard)/ 031060/ 041060. **Not listed 300860.**

65B: 131160

XX: 171160 (12.00 Dundee West-??) (with D6137)

65B: 111260/ 110261/ 020461

XX: 140161 (20.00 Dundee West-Glasgow BSt) (with D6109)

Glasgow BSt: 040461 (Glasgow-Aberdeen passenger) (with D6132)

Perth: 010561 (08.15 Glasgow BSt-Aberdeen) (with D6120)

Cumbernauld: 020561 (08.15 Glasgow BSt-Aberdeen) (with D6120)

65A: 210561

63A: 250661

Forfar: 010761 (Down 'Bon Accord') (with D6126)

Loch Lubnaig: 120861 (12.00 Glasgow BSt passenger) (with D6130)

Glasgow-Edinburgh: 240861

65A: 270861

65B: 040362

65A: 080462

Stirling: 140462 (10.00 Dundee West-Glasgow BSt) (with D6136)

Guthrie Jct: 180462 (Glasgow BSt-Aberdeen passenger) (with D6113)

63A: 200462

65B: 220462

61B: 020662

65B: 100662

65A: 210662/ 240662
St.Rollox Works: 260662/ 280662. **DLRC:** [St.Rollox: 140662-130762 LC](#)
 65A: 250762/ 280762/ 290762
 65B: 190862/ 240862/ 020962
 65A: 160962/ 230962/ 061062/ 071062/ 281062/ 120463/ 140463/ 200463/ 020663/ 090663/ 250763/ 280763/ 040863/ 090863/ 140863/ 170863/ 180863/ 030963
Glasgow QSt: 100963
 65A: 271063/031163
St.Rollox Works: Nil. **DLRC:** [St.Rollox: 201163-231163 LC](#)
 65J: 040164
 65A: 150364
Greenhill: 090464 (Up goods /Down empties)
 65A: 180464 / 170564/ 190564/ 060664
 65F: 100664
 65A: 280664
St.Rollox Works: 140764. **DLRC:** [St.Rollox: 250664-190864 U](#)
Tyndrum Lower: 020964
XX: [220964 \(damaged by fire, location unknown\) \(FDTL\)](#)
St.Rollox Works: 201064 (Erecting Shop). **DLRC:** [St.Rollox: 290964-271064 U](#)
 65B: 081164
 65A: 201264/ 090165/ 310165/ 280265/ 180465/ 190465
 65J: 230465
 65A: 010565/ 300565/ 060665/ 040765/ 110765/ 130765/ 200765/ 010865/ 080865/ 090865
 65F: 150865
 65A: 031065/ 241065/ 311065/ 051265/ 241265/ 030166/ 090166
Inverurie Works: 110466. **DLRC:** [Inverurie: 050466-130466 U](#)
 61A: 020566/ 070566/ 280566/ 180666/ 090866/ 170866/ 240866/ 280866/ 010966 (dead in yard)/ 150966/ 220966. [Not listed xx0267.](#)
Inverurie Works: 250467/ 040767/ we290767/ 300767/ 030867/ 150867/ 220867/ 110967 (Erecting Shop, under repair)/ we170967 (for repair). **DLRC:** [Inverurie: 220267-311067 G](#)

[Class 29](#)

Comments:

1. CD&E6 and AHRDE5 each show one date for acceptance trials in 1959 albeit one day apart.
2. 6112/21/9/33 Glasgow Works 25/04/72. First arrivals for scrapping.
3. * 65A observations assumed to be 65A (Cowlairs Triangle).

65A: 060168/ 070168
Inverurie Works: Nil. **DLRC:** [St.Rollox: 230268-240268 U](#)
Corpach: xx0468 (Mallaig-Glasgow)
Inverurie Works: 230468 (for attention). **DLRC:** [Inverurie: 190468-240468 U](#)
XX: 130568 (09.45 Glasgow-Inverness) (with D6107)
 65A: 030668
Inverurie Works: Nil. **DLRC:** [Inverurie: 050668-130668 M+U](#)
 65A: 200668
Inverurie Works: Nil. **DLRC:** [Inverurie: 280668-110768 U](#)
 63B: 260868
Edinburgh Waverley: 021068 (Bonar Bridge-Kings Cross special (D6129 to Edinburgh Waverley)
Dundee: 110169
 65A: 120169
Inverurie Works: Nil. **DLRC:** [Inverurie: 040369-140369 U](#)
 65A: 300369/ 100769
Inverurie Works: 270869. **DLRC:** [Inverurie: 080869-040969 U](#)
Dundee: 240969 (southbound coal)
 65A: 290370/ 040470/ 110470/ 240570/ 130670/ 150670/ 110770/ 020870
Glasgow Works: 220870/ 280870. **DLRC:** [Glasgow: 100770-120970 U/C/CD](#)
 65A: 041070
XX: 081070 (17.40 Dundee-Glasgow) (with D6114)
 65A: 071170/ 130271/ 140271/ 250471/ 070871/ 080871
Cowlairs: 110871 (freight)
 65A: 150871/ 200871/ 110971/ 300971
[Withdrawn: 061071.](#)

65A: 161071/ 271171
65A (Cowlairs Triangle): 090172*/ 110172/ 120272*/ 280272/ 300372/ 020472/ 060472/ 090472 (stored)/ 140472/ 150472
Glasgow Works: 250472/ 260472/ 140572/ 290572/ 100672 (Scrapping Area, part-cut)/ 180672/ [130872](#)/150872 (Scrapping Area, cut-up remains)

[Disposal:](#) Glasgow Works: 0672.

D6130, 65B St.Rollox, 8 August 1962. D6130 in the company of 'Peak' D77. Although initially allocated to Ipswich, it was swiftly re-allocated (on loan) to Eastfield, this becoming permanent in May 1960. (Peter Groom)

D6130



6130 and 6121, 65A Eastfield, 2 August 1970. Now a Class 29 with all the associated accoutrements of a St.Rollox convert. The D-prefix has gone, superfluous with the demise of steam in 1968, and the yellow panels have now expanded to full yellow ends in the interests of safety, but not a 25kV warning sign in sight on the front-end! (Colour-Rail)



[Delivery ex-NBL: 271059](#)

Trials from Doncaster Works: 291059 (with D6129)

Doncaster Works: 011159

XX: 121159 (05.45 Glasgow QSt-Mallaig/13.00 Mallaig-Glasgow QSt)

XX: 281259 (07.25 Glasgow BSt-Inverness freight trial)

XX: 291259 (06.05 Inverness-Glasgow BSt freight trial)

XX: 140160 (07.55 Glasgow-Oban/17.15 Oban-Glasgow)

Oban: 230160 (passenger)

[Re-allocated ScR: 4we 210560 \(ex on-loan to ScR\)](#)

XX: 051160 (15.15 Glasgow BSt-Dundee) (with D6136)

65B: 131160

Callander/Balquhiddie: 030461 (12.00 Glasgow BSt-Oban) (with D6133)

Perth: 010561 (09.15 Glasgow BSt-Dundee West) /12.00 (*sic 14.00?*) Dundee West-Glasgow BSt /17.15 Glasgow BSt-Dundee West) (all with D6105)

Glasgow BSt: 020561 (09.15 Glasgow BSt-Dundee West) (with D6105)

65B: 210561

St.Rollox Works: 290661

65A: 020761/ 060761

Strathyre: 120861 (12.00 Glasgow BSt-Oban) (with D6129)

Glasgow-Edinburgh: 240861

65A: 270861

65B: 281261

St.Rollox Works: Nil. [DLRC: St.Rollox: 251261-310162 LC](#)
NBL, Queen's Park Works: Nil*.

65B: 080462

Stirling: 140462 (Down 'Bon Accord') (with D6100)

63A: 200462

65B: 220462

65A: 100662/ 210662/ 240662

61B: 080762 (with D6136)

Forteviot: 140762 (11.00 Aberdeen-Balloch relief) (with D6136)

65A: 250762

65B: 280762/ 290762/ 080862

Inverurie Works: 140862

65J: 180862

65B: 190862

65A: 240862/ 020962

65B: 281062

St.Rollox Works: 121262 (Paint Shop)/ 141262 (Paint Shop)/ 110163 (Paint Shop, stored)/ 180263 (Paint Shop, stored)/ 150363 (Paint Shop, stored)/ 140463/ 170563 (stored)/ 020663/ 130663 (stored)/ 110763 (stored)/ 030863/ 271063/ 291063 (Paint Shop)/ 170564. [Not listed 151162 and 150863.](#)

65B: 120964 (with D6125/7)/ 130964 (stored)

65C: 260964/ 201064 (stored)/ 081164 (stored, badly damaged condition)/ 030165/ 090165/ 220165/ 310165/ 110465/ 180465 (stored)/ 300565/ 060665/ 080765/ 200765/ 210765/ 310765/ 080865/ 090865/ 190865/ 040965/ 190965. [Not listed 290565 and 031065/ 211165.](#)

St.Rollox Works: 100466. [DLRC: St.Rollox: 011066](#)

[\(sic 65\)-090466 G](#)

[Class 29](#)

65A: 180466

65B: 040566

63A: 180666

Inverurie Works: Nil. [DLRC: Inverurie: 300666-090766 U](#)

Perth: 020866 (passenger)

XX: 090866 (08.25 Glasgow BSt-Aberdeen)

61B: 100866

XX: 120866 (17.15 Aberdeen-Glasgow BSt)

Glasgow BSt: 150866 (08.25 Glasgow BSt-Aberdeen)

61B: 170866

Glasgow BSt: 230866

63B: 040966

65B: 180966/ 230966/ 231066

Inverurie Works: Nil. [DLRC: Inverurie: 101266-300167 U](#)

Peterhead: 020267/ 060267

Inverurie Works: 250467

Inverurie Works: 040767. [DLRC: Inverurie: 040767-120767 U](#)

65A: 160767/ we290767/ 300767

61C Keith: 150867

Glasgow QSt: 160867

65A: 200867

64B: 170967

65A:- we170967/ 311267/ 060168/ 070168

Inverurie Works: Nil. [DLRC: Inverurie: 150168-260168 U](#)

65A: 120468/ 140468/ 110568

Inverurie Works: Nil. [DLRC: Inverurie: 120668-200668 M](#)

65A: 140768

Mallaig: 180968 (14.05 Mallaig-Glasgow)

Inverurie Works: Nil. [DLRC: Inverurie: 261068-311068 G](#)

Dundee Tay Bridge: 170569 (assisting with re-railing Class 40 365)
65A: 090869/ 100869
Dundee: 160869 (passenger)
Fort William: 230869
65A: 240869
Glasgow Works: Nil. **DLRC: Glasgow:** 101069-281069 U/C
65A: 141269/ 110170/ 140270
Glasgow Works: 270370/ 290370/ 110470/ 250570.
DLRC: Glasgow: 260270-090570 C, and, **DLRC: Glasgow:** 110570-230570 U/C
65A: 130670/ 140670/ 150670/ 110770/ 020870/ 110870/ 160870/ 300870
Eastfield (passing): 130970 (freight)
65A: 041070/ 071170
Glasgow Works: Nil. **DLRC: Glasgow:** 191070-051270 U/C
65A: 100171

65F: 130271
65A: 200271/ 09-120471/ 250471
Perth sp: 290571
Glasgow QSt: 030771
65A: 150871/ 090971/ 250971

Withdrawn: 051071.

66A: 211171/ 271171/ 090172
65A (Cowlairs Triangle): 280272/ 300372/ 020472/ 060472/ 090472 (stored)/ 140472/ 220472/ 230472/ 240472/ 250472. **Not listed 150472.**
Glasgow Works: 140572/ 290572/ 300572 (Scrapline)/ 180672/ 060772/ 160772/ 100872 (Yard)/ 130872/ 150872 (Scrapline)/ 170872 (Scrapline)/ 290872/ 020972

Disposal: Glasgow Works: 1072.

Comments:

1. Did this loco ever work on the Great Eastern?
2. 'On Thursday 12 November 1959, D6130 made a trial trip over the West Highland line with the 5.45 a.m. ex-Queen Street. It eventually reached Mallaig some eighty (80) minutes late...It returned to Glasgow on the 1.00 p.m. working and reached the city some 150 minutes late! Apparently inadequate sanding gear was to blame for the woeful performance on the hilly sections' (DfD11)
3. 'D6130s trials in Scotland, included, on 28.12.59, Glasgow Buchanan Street- Inverness on fast freight 7.25pm and return 6.05pm the following date' (C21+29AG)
4. * 'A proposal was made in February (1962) to down-grade the D6100-37 series to Type 1 and to rebuild them to resemble in outline the D8000 series...It is believed that D6130 entered Queens Park Works recently to enable an estimate to be made of the cost so involved, but it was later sent out, no doubt because of the winding-up of the firm, which was announced on 3 April.' (RO0562)
5. Re-classified: D6130 1000hp to 1100hp 26/11/62. (SLS0263), compared with D6130 1100 to 1000 hp November 1962. (RO0263)
7. '...by 6/66 it was out of use again, believed due to a defective generator' (AHRDE5)
8. * 65A observation assumed to be 65A (Cowlairs Triangle).

D6131



D6131, Location unknown, Undated. Missing a windscreen wiper, D6131 nonetheless seems to be available for use coupled up to a sister member of the Class. The Class 21s were regularly operated in multiple and numerous pictures exist of the connecting gangway doors being deployed; secondmen needed to gain access to the second locomotive to operate the train heating boiler.

D6131 spent a short period in store at Inverurie Works during the Summer of 1967, only to be 'turfed out' with D6104/26/50/5 to Thornton Junction in October/November. (Geoff Sharpe)

Delivery ex-NBL: 031159

Trials from Doncaster Works: 061159

Doncaster Works: 081159

Re-allocated ScR: 2we 180660

St.Rollox Works: 300660/ 300860 (Paint Shops)/ 070960 (Yard, appeared stored)/ 200960/ 290960 (Top Yard)/ 031060/ 041060. **Not listed** 060660.

65B: 111260

St.Rollox Works: Nil. **DLRC:** **St.Rollox:** 050161-180161 LC

XX: mid-0161 (12.00 Glasgow BSt-Oban/18.05 Oban-Glasgow BSt [worked diagram for full week with D6125])

Stirling: 120461 (Up LE's) (with D6119)

65B: 210561

65A: 280561

61B: 250661

65B: 290661

65A: 200861/ 270861/ 030961
St.Rollox Works: 031061 (Erecting Shop). **DLRC:**
St.Rollox: 260961-300961 LC
 65B **St.Rollox:** 221061
St.Rollox Works: Nil. **DLRC:** **St.Rollox:** 111261-120162 HC
 65A: 040362/ 080462
St.Rollox Works: 200462. **DLRC:** **St.Rollox:** 160462-
 020562 LC
Perth (19.46-19.50): 070562 (18.15 Glasgow BSt-Dundee
 West) (with D6121)
Stirling: 090662
 65B: 100662
 61B: 170662
Bridge of Dun: 170662 (Up 'West Coast Postal') (with
 D6103)
 61B: 190662
 65B: 240662
 65A: 150762/ 250762
 65B: 280762/ 290762
 63A: 050862/ 070862
 65B: 190862/ 240862/ 160962/ 200962
 65A: 061062/ 071062

XX: 261062 (damaged by fire, location unknown) (FDTL)
St.Rollox Works: 151162 (Works Yard)/ 121262 (in
 works)/141262 (Erecting Shop)/ 110163 (Erecting
 Shop)/ 180263 (Erecting Shop). **Not listed 150363.** **DLRC:**
St.Rollox: 301063 (*sic* 62)-020363 HC
 65J: 070463/ 130463/ 140463
 63B: 150763
 65A: 250763/ 280763/ 040863/ 090863/ 140863/ 170863/
 180863/ 271063/ 231163
 65J: 290364/ 300364
 65F: 100564/ 170564
 65B: 130664
 65A: 280664
62B (sub) Dundee West: 150764
 65A: 170764
 65J: 270764
 65Fth: 310764
XX: 120864 (damaged by fire, location unknown) (FDTL)
 63A: 130864
 65A: 170864
 65F: 050964/ 120964
 65A: 081164/ 090165/ 280265

Comments:

1. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

Inverurie Works: 170465/ 220465 (inside). **DLRC:**
Inverurie: 250365-120565 INT
Aberdeen: 070665 (fish) (with A4 60026)
 61B: 120665
 65A: 040765
 65J: 160765/ 100865
Gleneagles: 160865 (freight)
Glasgow BSt: 230865
Stirling: 010965 (northbound freight)
 65F: 021065
 65A: 241065/ 311065/ 051265
Inverurie Works: Nil. **DLRC:** **Inverurie:** 301265-010366 U
Inverurie Works: Nil. **DLRC:** **Inverurie:** 140366-160366
 U
 65J: 070466/ 080466/ 100466
Glasgow-Aberdeen & return: 020566
Glasgow-Aberdeen: 19-210566 (in regular use)
 65F: 060866
 65J: 010966
Falkirk-Edinburgh Waverley: 260966
 65A: 121166/ 080167
Inverurie Works: Nil. **DLRC:** **Inverurie:** 270167-200267
 U
 65A: 250367
 63A: xx0467
Inverurie Works: 250467. **DLRC:** **Inverurie:** 150467-
 030567 I
 65A: 110567/ 280567
 XX: 010767 (failed on 03.55 Cadder-Ft.William freight)
 65A: 020767

Dalmally: 010767 (04.20 Cadder-Oban Class 7 freight,
 damaged by fire) (FDTL)
Inverurie Works: we290767/ 300767/ 030867/ 150867/
 220867/ 110967 (Works Yard)/ we170967 (stored)
 62A: 051167. **Not listed 221067.**

Withdrawn: 311267.

62A: 070168/ 020368/ 130468/ 140468/ 100568/130568
Shettleston: 020668 (awaiting entry to J. MacWilliam,
 with D6150/5)
J. MacWilliam, Shettleston: Nil. **Not listed 120768.**

Disposal: J. MacWilliam, Shettleston: 0668.

D6132

D6132, 65A Eastfield, 18 April 1965. D6132 ultimately became a Class 29 in 1966 and, based on the observations below, appeared to be equally reliable whether powered by an MAN or Paxman engine. The only potential blot on the copy book might be the very extended conversion period at Inverurie Works, from October 1965 to December 1966; fourteen months seems excessive by any standards suggesting issues other than just conversion work needed to be addressed. (Noel A. Machell)

Delivery ex-NBL: 171159

Trials from Doncaster Works: we 211159

Re-allocated ScR: 2we 040660

65A: 060660/ 030760/ 100760/ 170760/ 310760/ 100860/ 140860/ 190860

65B: 040960

Charing Cross-Glasgow QSt LL: 070960

65B: 250960

St.Rollox Works: Nil. **DLRC: St.Rollox:** 050161-110161 LC

65B: 020461

Glasgow BSt: 040461 (Glasgow-Aberdeen passenger) (with D6129)

65B: 210561/ 280561

62B (sub) Dundee West: 250661

65J 040761

65B: 060761/ 300761/ 200861/ 270861

St.Rollox Works: Nil. **DLRC: St.Rollox:** 210961-101161 LC

65B: 281261

St.Rollox Works: 200462. **DLRC: St.Rollox:** 200362-200462 LC

63A: 220462

65A: 130562/ 100662/ 210662/ 240662/ 280662

65B: 250762

Balornock: 060862 (passenger)

65B: 190862/ 240862

65A: 020962

65B: 160962/281062

65A: 170263/ 040463/ 120463

Glasgow-Stirling: 130463

65A: 140463/ 310563/ 020663

65B: 090663

65A: 250763/ 280763/ 040863

65J: 080863/ 100863/ 110863

65A: 170863/ 180863/ 310863/ 271063/ 031163/ 231163/ 040164/ 090264

65B: 290364

65A: 110464/ 260464

St.Rollox Works: 170564. **DLRC: St.Rollox:** 060564-200664 U

65A: 280664/ 120764/ 170764/ 010864

63A: 010864

65A: 050864/ 170864/ 060964 (slip-couplings)/ 081164/ 241264

65J: 090165
 65A: 280265
Glasgow QSt: 180465
 65A: 180465/ 010565
XX: 180565 (Class 8 freight, damaged by fire [location unknown]) (FDTL)
 65A: 230565/ 300565/ 060665/ 040765/ 110765/ 130765/ 010865/ 080865
Glasgow QSt: 230865
Eastfield/Cowlairs (passing): 240865
 65A: 050965
Inverurie Works: 280566/ 180666/ 260766/ 090866/ 100866/ 220866/ 280866. **DLRC:** **Inverurie:** 141065-021266 **G+Conversion**

Class 29

Inverurie Works: Nil. **DLRC:** **Inverurie:** 210267-080367 **U**
 65A: 250667
XX: 290667 (failed on 03.55 Cadder-Oban freight, rescued by D5351)
 65A: 020767
XX: 080767 (13.15 Aberdeen-Glasgow QSt)
 65A: 160767
Inverurie Works: we290767/ 300767/ 030867/ 150867/ 220867/ 110967 (Works Yard)/ we170967 (for repair).
DLRC: **Inverurie:** 051067-121067 **U**
 65A: 221067
XX: 221167 (damaged by fire, location unknown) (FDTL)
62B Dundee: 070168
 65A: 120468/ 110568
63B: 120568
Inverurie Works: 010668. **DLRC:** **Inverurie:** 270568-050668 **Mod**
Arrochar & Tarbert: 080668 (southbound passenger)
XX: 080668 (08.35 Glasgow-Oban/12.17 Oban-Glasgow/18.35 Glasgow-Oban)
 65A: 200668
Oban: 160868 (17.40 Oban-Glasgow QSt)
 65A: 120169
XX: 240169 (17.40 Oban-Glasgow (failed Tyndrum Lower, rescued by 6100)

Comments:

1. Why such an extended period undergoing conversion to a Class 29? Nearly fourteen months.
2. * 65A observations assumed to be 65A (Cowlairs Triangle).

Inverurie Works: 310369. **DLRC:** **Inverurie:** 280169-040469 **U/P**
Glasgow QSt: 260469 (15.10 Glasgow QSt-Aberdeen)
Inverurie Works: Nil. **DLRC:** **Inverurie:** 240769-300769 **M/L2**
61B: 050869
 65A: 240869
FtWilliam: 260869
 65A: 020969/ 110170
Partickhill Sidings: we 140270
Forteviot: 210270 (10.10 Glasgow-Dundee; failed Forteviot loss of coolant) (assisted by Class 40 238 to Perth, and Class 26 5325 to Dundee)
62B Dundee: 280370
 65A: 290370/ 040470/ 110470/ 240570
Glasgow Works: 100670/ 130670/ 140670/ 150670/ 280670/ 110770/ 040870 (Test House). **DLRC:** **Glasgow:** 310370-110770 **C**, and, **DLRC:** **Glasgow:** 130770-120870 **Rect**
 65A: 160870/ 220870
Glasgow Works: Nil. **DLRC:** **Glasgow:** 010970-240970 **U/C**
Edinburgh: 011070 (19.00 Glasgow-Edinburgh - arrived 65 mins late, substitute for failure?)
 65A: 041070/ 071170
65F: 281170
 65A: 130271/ 140271/ 200271
Birkhill: xx0471 (coal from Kinneil Colliery)
 65A: 09-120471
Falkirk Goods sp: 310771
 65A: 150871 / 200871/ 210871
Grangemouth: 080971 (mixed freight to Cadder)/ xx0971 (engine+van)
 65A: 300971/ 061071

Withdrawn: 061071.

65A: 161071/ 271171
65A (Cowlairs Triangle): 090172*/ 110172/ 120272*/ 300372/ 020472/ 060472/ 090472* (stored)/ 140472/ 150472/ 220472/ 230472/ 240472
Glasgow Works: 140572/ 290572 (Scrapline)/ 180672/ 060772/ 160772/ 100872 (Yard)/ 130872/ 150872 (Scrapline)/ 170872 (Scrapline)/ 290872 (recently dealt with)

Disposal: Glasgow Works - 0972

D6133

Delivery ex-NBL: 241159

Trials from Doncaster Works: we 281159

Re-allocated ScR: 4we 210560

65A: 060660/ 030760/ 100760/ 170760/ 310760/ 100860/ 140860/ 190860/ 040960/ 111260

Callander/Balquhiddier: 030461 (12.00 Glasgow BSt-Oban) (with D6130)

65B: 210561/ 290661

65A: 200861/ 270861/ 030961

St.Rollox Works: 031061 (Erecting Shop)

65B: 221061/ 281261/ 040362/ 080462

61B: 220462/ 230462

65B: 130562

Inverness-Aberdeen: 280562

St.Rollox Works: 100662 (Carriage Shop)/ 280662/ 180762 (Carriage Paint Shop). **Not listed** 210662/ 260662 and 070862/ 180962/ 151162).

Reclassified 1000-1100hp: 291062 (SLS1262)

65A: 170263

Stirling: 230263 (passenger) (with D6103)

65A: 010363/ 020463/ 120463

Glasgow-Stirling: 130463

65A: 140463

65J 190463

XX: 030563 (damaged by fire, location unknown) (FDTL)

St.Rollox Works: 170563 (Erecting Shop)

65A: 090663/ 110663

65B: 210663

65J: 230663

6133, 65A Eastfield, 30 August 1970. D-prefix removed and an adhesive data panel affixed to the left hand cab below the NBL builders plate. The trademark St.Rollox thick main radiator strap is readily apparent, which begs the question, was this strap required for pure engineering reasons (presumably not given its absence on Inverurie converts), or, was it used for aesthetic reasons to allow a continuous bodyside white stripe from cab to cab? (Rail-Online)

65A: 250763/ 280763/ 040863

65J: 110863

XX: 120863 (damaged by fire, location unknown) (FDTL)

65A: 140863/ 170863/ 180863

St.Rollox Works: 271063/ 291063 (Top Yard)/ 170564/ 300764/ 190864

65C: 260964/ 201064/ 081164 (stored, badly damaged condition)/ 030165/ 090165/ 220165/ 310165/ 110465/ 180465/ 300565/ 060665/ 080765/ 200765/ 210765/ 310765/ 080865/ 090865/ 190865/ 040965/ 190965/ 031065. **Not listed 290565.**

Transferred 65C to 65B: about 181065

65B - 241065 (stored u/s)/ 311065. **Not listed 211165/ 051265/ 020166/ 090166/ 090466.**

St.Rollox Works: 100466/ 290566. Class 29 Conversion: 150666 (SLS)

Class 29

65A: 020766/ 070866/ 210866

Edinburgh Waverley: 230866

65A: 180966/ 230966

Peterhead: 050167

Inverurie Works: 310367 (Works Yard)/ 250467

Huntley: 290667 (rescued D361 on Millerhill-Burghead freight) (with D5050)

65A: 160767/ we290767/ 300767/ 010867

63A: 020867

Inverurie Works: 030867

65A: we170967/ 011067/ 221067

63A: 070168

65A: 120468

61B: 310468

65A: 110568/ 120568

64B: 020668

Comments:

1. 'Seven of the class are at present stored out of use in the Carriage Shops at St.Rollox Works, comprising D6101, D6104, D6106, D6122, D6123 and D6133, with D6127' (SLS0762)
2. 'Our correspondent heard that in July (1962) six Type 2s, Nos. D6101/6/12/23/7/33 were being cannibalised to provide spares for other units of the class' (MR0962)
3. Incident in period 08/63-10/63 which resulted in long -term storage? Engine failure, fire/accident damage? Where occurred?
4. Final withdrawals of Class 29: 6112/6/9/33 (31/12/71).
5. * 65A observations assumed to be 65A (Cowlairst Triangle).
6. 6112/21/9/33 Glasgow Works 25/04/72. First arrivals for scrapping.

65A: 170868

Arisaig: 240868 (17.35 Mallaig-Fort William)

63B: 260868

65A: 100968/ 140968/ 061068

FtWilliam: 220869

65A: 240869

Stonehaven: 260869 (shunting at Stonehaven rescuing failed Class 40 368 on Kings Cross-Aberdeen 'Aberdonian')

65A: xx1069/ 141269

XX: 221269 (17.40 Dundee-Glasgow)

65A: 110170/ 290370/ 040470/ 110470/ 240570

Larbert North Yard: 240570 (derailed)

65A: 130670/ 140670/ 150670/ 110770

Dundee: 210770 (light engine)

65A: 160870/ 220870/ 260870/ 300870/ 120970/ 041070/ 071170

Glasgow Works: 100171/ 130271/ 190271/ 200271/ 140371/ 170471. **Not listed 190571 .**

Carnoustie: 290671 (weed-killing)

65A: 070871/ 080871

65F: 180871

65A: 210871/ 271171

Braehead Power Station: 011171 (oil train) (with 6112)

Withdrawn: 311271.

65A (Cowlairst Triangle): 090172*/ 110172/ 120272*/ 280272/ 300372/ 020472/060472/ 090472 (stored)/ 150472

Glasgow Works: 250472/ 260472/ 140572/ 290572/ 100672 (Erecting Shop Yard)/ 180672 / 130872/ 150872 (Scrapping Area, cut-up remains)/ **100972 (Yard)**/ 191172 (pile of scrap including number panels of 6100/33/7)

Disposal: Glasgow Works - 0772.

D6134



D6134, 65B St.Rollox, 6 August 1962. D6134 was one of a group of six Class 21s ostensibly sold to Barnes & Bell of Coatbridge for scrap in 1968. I say 'ostensibly' because I haven't found a single primary sighting of these six locomotives at the B&B scrapyard, placing them squarely in the 'Disposal Not Proven' category; that is not to say that they weren't scrapped there, rather that there is no sighting evidence to physically prove it. The six locomotives sold to Barnes & Bell were a strange mix: fire-damaged D6104 from Thornton Junction, the seriously damaged D6125 and D6127 from Kipps, D6134 from Elgin, and the extensively accident damaged D6136 and D6143 from Eastfield and Elgin respectively. One common denominator here: Barnes & Bell appears to have dealt with the bulk of the most 'compromised' members of the Class 21 fleet. In the modern era D6136 and D6143 would probably have been declared unfit to travel; but back in 1968 things were somewhat different! However, Barnes & Bell didn't have the monopoly on accident damaged Class 21 disposal; D6118 went to J. MacWilliam, Shettleston and D6146 was cut up on site at Inverurie. (R. Conway [Rail-Online])

Delivery ex-NBL: 011259

Trials from Doncaster Works: we 051259
Doncaster Works: 061259 (inside Paint Shop)

Re-allocated ScR: 4we 160760

65B: 300660 / 030760
St.Rollox Works: 300860 (Works Yard) / 070960 (Yard, appeared stored). **Not listed** 031060.
65B: 111260
65A: 010461 / 020461

St.Rollox Works: Nil. **DLRC:** **St.Rollox:** 240361-210461 **LC**
Perth: 010561 (12.00 Dundee West-Glasgow BSt) / 15.15 Glasgow BSt-Dundee West) (with D6114)
Taynuilt: 150561 (12.00 Glasgow / 11.40 Edinburgh-Oban) (with D6103)
65B: 210561 / 180661 / 020761
65A: 020761 / 060761
St.Rollox Works: Nil. **DLRC:** **St.Rollox:** 091061-231061 **HC**
65A: 281261
St.Rollox Works: Nil. **DLRC:** **St.Rollox:** 010262-070262 **LC**
St.Rollox Works: 200462. **DLRC:** **St.Rollox:** 260362-050562 **LC**

Perth (16.45): 070562 (16.00 Dundee West-Glasgow BSt) (with D6116)
65A: 130562
62B Dundee Tay Bridge: 020662
63A: 050662
61B: 060662/ 070662
Laurencekirk: 090662
65B: 100662
Larbert: 150662
65B: 190662
63A: 240662
65A: 150762/ 250762/ 280762/ 290762
65B: 060862/ 190862
65A: 020962/ 160962
St.Rollox (passing): 270962 (13.15 Glasgow BSt-Dundee) (with D6115)
65B: 281062
65A: 161262
St.Rollox Works: 110163 (Works Yard - ex-Works).
Not listed 180263. DLRC: St.Rollox: 241262-110163 LC
Greenhill Jct: 160263 (12.00 Dundee-Glasgow BSt) (with D6136)
65A: 200463/ 310563/ 020663/ 090663/ 110663
65B: 070763/ 250763/ 280763
65A: 040863
Stirling sta: 080863
65A: 090863
65J: 100863
65A: 140863
St.Rollox Works: 150863. **DLRC: St.Rollox: 120863-251063 HC**
65B: 271063
Glasgow BSt: 011163 (18.15 Glasgow BSt-Dundee) (with D6119)
65B: 031163
65A: 040164/ 090264/ 150364
St.Rollox Works: Nil. **DLRC: St.Rollox: 281163-250464 U**
65A: 170564/ 180564/ 190564
65J: 290764

Comments:

1. 'Suffered collision damage (date and place unknown), and stored at Kittybrewster shed by 30/8/66' (AHRDE5). Contradicts fire damage report.
2. Undated photograph of D6134 at Kittybrewster (see photo on page 255). Loco has pieces cut away around the buffer beam corners (as 61A Kittybrewster 22/09/66 sighting above).
3. '...left there (*Aberdeen Ferryhill*) on 20/5/68 in tow to Barnes and Bell, Coatbridge, Glasgow and arrived on 5/6/68' (AHRDE5). Contradicts observation on 01/06/68 (D6134/43).
4. Sold Barnes&Bell, Coatbridge: 04/68 (BRB SC).

Stirling-Glasgow: 300764
65F: 310764
65A: 050864/ 100864
65F: 150864/ 160864
Grangemouth-Larbert: 190864
65F: 011164
65A: 201264
65J: 230465
65A: 230565/ 300565/ 040765/ 110765/ 130765/ 200765/ 010865/ 080865/ 090865/ 190865/ 230865/ 260865/ 290865
65J: 021065
65A: 241065/ 311065/ 090166
Tulloch/Spenn Bridge: 010266 (02.33 Cadder-Fort William Class 8 freight, damaged by fire) (FDTL)
Inverurie Works: 110466/ 280566. **DLRC: Inverurie: 230266-260366 U**
61A: 180666/ 090866/ 170866/ 240866/ 280866/ 010966 (dead in yard)/ 150966/ 220966 (pieces of buffer beam cut away from both ends, one buffer missing from at least No.1 end)/ 11-120267 (stored) / 040767/ 180767/ we290767/ 300767. **Not listed 070566/280566 and 250467/ 140567.**
61C (sub) Elgin: 150867 (stored)/ 220867/ xx0967 (stored inside)/ 110967 (stored inside)/ we170967 (stored, seriously damaged)

Withdrawn: 311267.

61C (sub) Elgin: 130468 (inside shed)/ 130568
61B: 010668 (with D6143)
Transfer ex Aberdeen Ferryhill: 050668 (scheduled date) ('D6134/43...scheduled for removal (*to Coatbridge from Ferryhill*) on 5 June') (RO0768)

Barnes & Bell, Coatbridge: Nil. **Not listed 070968.**

Disposal: Barnes&Bell, Coatbridge: 0668; not proven.

D6135



D6135, 65A Eastfield, 27 August 1967. In the overall scheme of things, D6135 seems to have been a fairly strong performer until side-swipe damage ended its career in late 1967 (see photograph in Section 9). Based on the observations listed below this probably occurred between mid-September, when it was operating off Grangemouth, and December 1967. It is only the photograph taken by John Turner on 6 January 1968 which provides the evidence that accident damage was the catalyst for withdrawal, as part of the major cull at the end of 1967. (Colour-Rail)

Delivery ex-NBL: 081259

Trials from Doncaster Works: we 121259

Re-allocated ScR: 4we 160760

St.Rollox Works: 300860 (Works Yard)/ 070960 (Yard, appeared stored). **Not listed** 060660 and 031060.

65A: 020461

Dundee: xx0461 (Glasgow-Dundee) (with D6127)

Glasgow BSt/Lochearnhead/Callander: 130561 (12.00 Glasgow BSt-Oban) (with D6108)

Oban: 130561 (17.15 Oban-Glasgow BSt) (with D6108)

65B: 210561

65A: 020761 / 060761

65B: 300761

Douane: 050861 (17.15 Oban-Glasgow BSt) (with D6114)

65B: 200861 / 270861 / 030961 / 221061

St.Rollox Works: No observations. **DLRC: St.Rollox:** 241061-081261 HC

65A: 281261

St.Rollox Works: Nil. **DLRC: St.Rollox:** 291261-270162 HC

Inverurie Works: Nil. **DLRC: Inverurie:** 300162-090262 NC

65B: 080462

61B: 230462

St.Rollox Works: 100662 (Works Sidings)/ 210662/

260662/280662. **DLRC: St.Rollox:** 310562-010962 (sic?) HC

65B: 250762

61A: 220862

St.Rollox Works: Nil. **DLRC: St.Rollox:** 060962-120962 LC

65B: 160962 / 230962

65A: 061062 / 071062 / 281062

Reclassified 1000-1100hp: 291062 (SLS1262)

65A: 170263/ 040463

65J: 190463

65A: 310563/ 020663

XX: 150663 (damaged by fire, location unknown) (FDTL)

65A: 210663

63B: 080763

65A: 040863/ 090863/ 140863/ 170863/ 180863

65J: 070963/ 261063

65B: 031163

65A: 040164

St.Rollox Works: Nil. DLRC: St.Rollox: 070164-110464 U

65J: 170564/ 210664

65A: 120764

65F: 290764/ 310764

65A: 050864/ 100864

65F: 150864/ 160864/ 190864

65A: 200864

Callander: 101064 (pass)

65A: 081164

Inverurie Works: Nil. DLRC: Inverurie: 221264-230165

INT

65B: 280265 (ex-Works)

XX: 200365 (Class 5 freight, damaged by fire [location unknown]) (FDTL)

Stirling: 190465 (piloting 45461 on 17.30 Perth-Glasgow from Stirling)

Stirling: 210465 (Aberdeen-Glasgow 'Bon Accord'; replaced failed A4)

Comments:

1. '...at St.Rollox shed by 1/10/66 awaiting movement to St.Rollox Works for repair and re-engining. However, although the repairs were carried out, the original MAN engine and equipment was refurbished, and was returned to traffic about 3/67' (AHRDE5) BUT No works entry on DLRC.
2. Location and date of accident which resulted in final withdrawal (late 1967)?
3. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

Stirling: 010565 (09.17 Aberdeen-Edinburgh)

Inverurie Works: 050665 (Works Yard). DLRC:

Inverurie: 130565-060765 U

61A: 110765

65A: 200765/ 080865

65J: 100865

Larbert: 250865

65F: 190965/ 021065

65A: 031065/ 241065/ 311065/ 051265

Inverurie Works: Nil. DLRC: Inverurie: 280266-210366 U

61A: 080466/ 100466

Dumbarton East-Glasgow QSt & return: 020566

65A: 040566/ 070566/ 290566

65J: 190666 (with D6105)

65A: 170766/ 310766/ 080866/ 110866/ 040966

65B: 011066

Perth: 081066 (18.00 Dundee Glasgow QSt) (with D6117)

65A: 231066/ 080167/ 250367/ 220467/ 110567/ 160767/ we290767/ 300767/ 200867/ 270867/020967

65F: 09-110967/ 170967/ we170967

65A: 221067

Withdrawn: 311267.

65A: 311267/ 060168 (severe side-swipe accident damage to No.2 end)/ 070168

67A: 110468 (with D6140/2)

J. MacWilliam, Shettleston: Nil. Not listed 010668.

Disposal: J. MacWilliam, Shettleston: 0468; not proven.

D6136



D6136, 65A Eastfield, 5 August 1964. There is some debate about the demise of this locomotive. One source indicates that D6136 sustained accident damage at Cadder in February 1967. The DLRCs indicate visits to Inverurie Works in March/April 1967 and St.Rollox Works in April/May 1967. Given the state of D6136 (see photograph in Section 9), I can't believe that it was towed from Cadder to Eastfield via Inverurie Works and St.Rollox Works between February and May 1967. In my view, for what it is worth, the accident damage was more likely sustained in May 1967; supporting this notion is that the first observation specifically mentioning accident damage is 20 May 1967.

Another source states that D6136 was the first Class 21 to be scrapped; this may or may not be true but no photographic evidence or observations of any Class 21s at Barnes & Bell, Coatbridge have yet come to light – unless anyone can indicate otherwise. (Rail-Online)

[Delivery ex-NBL: 171259](#)**Trials from Doncaster Works:** we 261259**Doncaster Works:** 291259**XX:** 020760 (2 coach train to Long Melford piloted by 65541)[Re-allocated ScR: 4we 160760](#)**St.Rollox Works:** 070960 (Yard, appeared stored)/ 031060/ 041060. **Not listed 300860.****XX:** 051160 (15.15 Glasgow BSt-Dundee) (with D6130)**65B:** 131160**65A:** 111260**St.Rollox Works:** Nil. **DLRC: St.Rollox:** 050161-120161 **LC****65A:** 010461/ 020461**Robroyston West:** 290461 (12.00 Glasgow BSt-Oban) (with D6117)**65A:** 210561**65B:** 180661**65A:** 020761/ 060761**St.Rollox Works:** Nil. **DLRC: St.Rollox:** 210961-280961 **LC****65B:** 281261/ 040362**65A:** 080462**Stirling:** 140462 (10.00 Dundee West-Glasgow BSt) (with D6129)**65A:** 220462**Inverness-Aberdeen:** 280562**65A:** 100662**Stirling:** 180662 (passenger) (with D6111)**65B:** 190662/ 240662/ 280662**61B:** 080762**Forteviot:** 140762 (11.00 Aberdeen-Balloch relief, damaged by fire) (with D6130) (FDTL)**65B:** 280762 (fire damage)/ 290762 (fire damage)**St.Rollox Works:** 070862. **DLRC: St.Rollox:** 160762-180862 **LC****65B:** 240862/ 230962/ 071062**65A:** 281062**65B:** 161262**Greenhill Jct:** 160263 (12.00 Dundee-Glasgow BSt) (with D6134)**St.Rollox Works:** 020463. **DLRC: St.Rollox:** 200363-060463 **LC****65A:** 120463/ 140463/ 210663**Glasgow BSt:** 060763**65B:** 070763**Cowlairs Works:** 250763**65A:** 280763/ 040863/ 090863**Cowlairs Works:** 150863**65A:** 180863**Glasgow QSt:** 100963**65A:** 220963/ 271063/ 031163/ 040164/ 150364**Cowlairs Works:** 110464**65A:** 180464/ 260464/ 170564/ 180564/ 280664/ 120764/ 170764**Cowlairs/Eastfield:** 300764**65A:** 010864/ 050864**Oban shed:** 120864**65A:** 170864/ 200864/ 060964 (slip-couplings)**Inverurie Works:** 141064. **DLRC: Inverurie:** 150964-170964 **U****St. Rollox Works:** Nil. **DLRC: St.Rollox:** 261064-141164 **L****65A:** 201264**Inverurie Works:** Nil. **DLRC: Inverurie:** 291264-260265 **INT****61B:** 220465**65A:** 230565**Inverurie Works:** 050665 (Erecting Shop, under repair)/ 100665. **DLRC: Inverurie:** 280565-150665 **U****65J:** 160765**65A:** 010865/ 080865/ 090865/ 190865/ 230865/ 260865**Glasgow QSt:** 270865**65A:** 290865/ 040965/ 050965**Inverurie Works:** 300965. **DLRC: Inverurie:** 210965-161065 **U**, and, **DLRC: Inverurie:** 201065-311265 **U****65A:** 090166/ 200266/ 100466/ 180466/ 040566/ 070566/ 290566/ 020766/ 170766/ 310766/ 070866**67A:** 120866**65A:** 210866**Glasgow QSt:** 220866**Cowlairs (passing):** 230866**Glasgow QSt:** 230866**65A:** 040966**Cowlairs Works:** 060966 (shunting)**65A:** 180966**Glasgow QSt:** 210966 (e.c.s.)**65A:** 230966**12A Carlisle Kingmoor:** 111066 (driver-training)/ 131066 (driver training)**65A:** 231066**Inverurie Works:** Nil. **DLRC: Inverurie:** 180367-070467 **U**

65A: 220467

St.Rollox Works: Nil. DLRC: St.Rollox: 140467-020567 U

65A: 110567/ 200567 (serious collision damage)/
280567/ 250667/ 020767/ 160767/ we290767 / 300767/
010867/ 200867/ 020967/ we170967 (stored, seriously
damaged)/ 011067/ 221067

Withdrawn: 311267.

65A: 311267/ 060168/ 070168/ 270168 (badly damaged)/
c0268 (sidings north end of Eastfield)/ 140468

Barnes & Bell, Coatbridge: Nil. Not listed 070968 (SMA).

Disposal: Barnes&Bell, Coatbridge: 0468; not proven.

Comments:

1. '(D6136) caught fire at Forteviot on July 14 (1962)' (MR0962)
2. Date of Cadder Yard accident?
3. '...it was involved in a collision in Cadder Yard, Bishopbriggs, Glasgow in 2/67, and sustained serious damage. It was moved to Eastfield shed after the collision, and stored sheeted over with severe damage to both ends of the loco.' (AHRDE5)
4. First observation recorded with accident damage was 20/05/67; however, previous two sightings (22/04/67 and 11/05/67) were 'Shed Master Archive' reports where anecdotal commentary is rarely provided.
5. The DLRC for D6136 records two works visits between March and May 1967 i.e. Inverurie: 18/03/67-07/04/67 and St.Rollox: 14/04/67-02/05/67. Were these just 'paper' works visits involving the assessment of D6136's accident damage at Eastfield?
6. 'Stored at Eastfield on 27 January (1968) were...Type 2 D6136 which has been stored for nearly a year sheeted over after being badly damaged at both ends in a collision at Cadder.' (RO0368)
7. Sold Barnes&Bell, Coatbridge: 04/68 (BRB SC).
8. 'D6136 was the first of the class to be scrapped, being cut up by Barnes & Bell at Coatbridge in April 1968.' (Railscot).

D6137



D6137, 65B St.Rollox, 6 August 1962. D6137 looks to be on the storage road at St.Rollox but the observations below suggest nothing too serious. The hallmark NBL spoked wheels are clearly visible.

D6137 subsequently became a Class 29. Unusually, if the DLRC is to be believed, D6137 became a Class 29 as part of an Unclassified repair; not surprisingly, a General repair was more the norm. D6137 did, however, receive an Intermediate repair in April/May 1966. At three months, the conversion was certainly a very speedy affair! (R. Conway [Rail-Online])

6137, 66A Polmadie, August 1971. Quite a few Class 29s turned up at Polmadie following withdrawal, a location rarely associated with the fleet during their operational careers. I know not why, but there may have been some electrical or other equipment which could have been removed and deployed elsewhere. (Grahame Wareham)



Delivery ex-NBL: 221259

Doncaster Works: 291259

Trials from Doncaster Works: we 020160

Re-allocated ScR: 4we 130860

65A: 310760

St.Rollox Works: 070960 (alongside mainline with D6117/21/37, appeared stored)/ 031060/ 041060. **Not listed 300860.**

65B: 131160

XX: 171160 (12.00 Dundee West-??) (with D6129)

65B: 111260/ 110261

Glasgow BSt: 180261 (Dundee-Glasgow BSt passenger) (with D6113)

65B: 180261 (with D6113)

65A: 020461

65B: 210561/ 280561

St.Rollox Works: 290661/ 060761 (Erecting Shop).

DLRC: St.Rollox: 190661-110761 HC

65B: 300761/ 200861

65A: 270861/ 030961

St.Rollox Works: 281261 (Erecting Shop, under repair).

DLRC: St.Rollox: 300861-060162 HC

St.Rollox Works: Nil. **DLRC: St.Rollox:** 090262-280262 LC

65B: 040362

65A: 080462

65B: 200462/ 220462/ 130562

Aberdeen sta: 020662

61B: 020662

62B Dundee: 090662/ 170662

65A: 280662

65B: 060862/ 190862/ 240862

65A: 020962

65B: 160962/ 230962

St.Rollox (passing): 270962

65A: 061062

St.Rollox Works: Nil. **DLRC: St.Rollox:** 051062-201062 LC

65B: 281062

St.Rollox Works: 141262 (Works Yard)/ 110163 (Works Yard). **Not listed 151162.** **DLRC: St.Rollox:** 051262-260163 HC

65A: 170263/ 020463/ 040463

Glasgow BSt: 110463 (11.30 Aberdeen-Glasgow BSt) (with D6109)

65B: 140463

Fort William: 010663 (rescued Glasgow-Mallaig 'Jacobite' steam railtour at Rannoch; train piloted to Fort William)

65A: 210663

St.Rollox Works: Nil. **DLRC: St.Rollox:** 240663-260663 HC

Perth: 290663 (Glasgow-Dundee) (with D6117)

65A: 040763

65J: 060863/ 080863/ 100863/ 110863

65A: 170863/ 180863/ 310863/ 030963/ 220963

St.Rollox Works: 271063/291063 (Works Yard). **DLRC: St.Rollox:** xxxxxx-280364 U

65A: 110464/ 180464

65J: 170564

65A: 190564/ 060664

65J: 210664/ 290664

65A: 170764

Glasgow QSt: 190764

63A: 010864

65A: 100864

65J: 180864

Stirling: 190864

65J: 050964

65A: 201264

65J: 090165

XX: 110165 (Class 8 freight, damaged by fire [location unknown]) (FDTL)

Inverurie Works: Nil. **DLRC: Inverurie:** 190165-290165 U

Larbert: 270265 (freight)

65A: 180465/ 190465/ 010565/ 230565/ 300565/ 060665/ 040765/ 110765/ 130765/ 200765/ 010865/ 080865/ 090865/ 190865/ 230865/ 290865/ 040965/ 050965/ 031065/ 311065/ 241265/ 090166

Inverurie Works: Nil. **DLRC: Inverurie:** 160366-090466 I, and, **DLRC: Inverurie:** 110466-140566 U

61A: 280566

65A: 170766/ 310766/ 070866/ 080866

65J: 230866

65A: 040966/ 080167/ 220467/ 200567/ 250667/ 020767

Inverurie Works: we290767/ 300767/ 030867/ 150867/ 220867/ 110967 (Erecting Shop, under repair)/ we170967. **DLRC: Inverurie:** 020867-071167 U

Class 29

65A: 060168/ 070168

62B Dundee: 130468

Inverurie Works: 130568. [DLRC: Inverurie: 030568-160568 U](#)

65A: 240568/ 030668

XX: 240868 (13.10 Glasgow-Aberdeen)

65A: 260868/ 061068/ 120169

Inverurie Works: Nil. [DLRC: Inverurie: 190469-190569 U](#)
61B: 240569

65A: 100869/ 240869/ 020969/ 141269

Carmuir West Jct: 060270 (09.40 Dundee-Glasgow QSt)

Partickhill Sidings: we 140270

65A: 140270/ 040470/ 130670/ 140670/ 150670/ 110770

66A: 040870

65A: 160870/ 220870/ 071170

65F: 281170

65A: 100171/ 09-120471

[Withdrawn: 240471.](#)

66A: xx0671 (last week)/ 090771/ 070871/ 080871/
100871/ 140871/160871/ 210871/ 260971/ 211171/
271171/ 090172/ 300372/ 310372/ 010472/ 020472/
090472/ 140472 (headcode box removed No.1 end only)/
150472/ 230472/ 140572/ 300572

Glasgow Works: 080672 (Scrapline)/ 180672/ 060772*
(Scrapping Area, part cut)/ 130872/ 150872 (Scrapping
Area, part cut)/ 191172 (pile of scrap including numbers
panels of 6100/33/7)

[Disposal: Glasgow Works: 0872.](#)

Comments:

1. Reason for slightly early withdrawal?
2. * Sighting on 06/07/72 in the Glasgow Works Scrapping Area assumed to be D6137 given this was the only Inverurie Blue loco cut up around this time.

D6138



D6138, Maud Junction, 1 July 1963. D6138 was the first of the batch of twenty locomotives deployed on the ex-Great North of Scotland routes. These twenty locomotives differed from the earlier locomotives in a number of key respects, namely sliding cab side windows in place of droplights, tablet catcher recesses for Manson tablet catchers and blue-star multiple working equipment. The secondman hanging out of the window ready to exchange tokens illustrates the sliding window arrangement. The blue-star multiple working socket can be seen on the cab front above the right buffer, together with the blue-star symbols positioned below the outer bottom headcode discs. (RCTS Archive)

[Delivery ex-NBL: 020260](#)

Trials from Doncaster Works: we 060260/ we130260
Relly Mill, Durham: 120260 (northbound light engine with D259)

Leith Central: mid-0260 (driver training)

Kirkcaldy: 170260 (freight for Dundee)

Inverurie Works: 130660

61A: 260660

[Reclassified 1000hp to 1100hp: 0760.](#)

65A: 170760

Elgin: 280760 (14.10 Elgin-Aberdeen)

XX: 020261 (damaged by fire, location unknown) (FDTL)

Twechar: 050461 (freight) (with D6140)

Inverurie Works: 040761 (Erecting Shop)

61C (Sub) Elgin: 160761

Inverurie Works: Nil. [DLRC: Inverurie: 160861-210861 NC](#)

Inverurie Works: Nil. [DLRC: Inverurie: 051261-151261](#)

[NC](#)

61A: 210462

61B: 220462

Inverness-Aberdeen: 280562

60A: 030662

61A: 070662

Inverurie Works: 160762. [DLRC: Inverurie: 030762-](#)

[130762 LC, and, DLRC: Inverurie: 190762-210862 LC](#)

61A: 220862

XX: 310862 (damaged by fire, location unknown) (FDTL)

Inverurie Works: Nil. [DLRC: Inverurie: 030962-270962 HC](#)

Inverurie Works: Nil. [DLRC: Inverurie: 081062-101062 LC](#)

Inverurie Works: Nil. [DLRC: Inverurie: 210163-220263 HC](#)

61A: 010463

Comments:

1. 'By mid-April (1960), D6138-44 were being operated from Kittybrewster (61A) on crew-training duties.' (SLS0760)
2. Was D6138 effectively stored after the 11/08/66-18/08/66 unclassified repair at Inverurie Works?
3. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

Inverurie Works: 130463/ 100563 (in shops)/ 010663.

[DLRC: Inverurie: 050463-140663 HC](#)

Maud Jct: 010763 (12.25 Aberdeen-Fraserburgh)

Inverurie Works: 130863

Inverurie Works: Nil. [DLRC: Inverurie: 140164-130364 U](#)

61A: 280364

61C Keith: 240564

Inverurie Works: Nil. [DLRC: Inverurie: 110664-110664 U](#)

60A: 150764

Inverurie Works: 200764

Inverurie: 210764 (15.20 Peterhead-Maud Jct).

61A: 020864

Inverurie Works: 120864/ 200864/ 030964 (in shops)/ 141064 (in shops)

Inverurie Works: 170465/ 220465 (Yard)/ 050665

(Yard)/ 100665/ 220765/ 310765/ 100865 (Works Yard)/

070965/ 300965. [DLRC: Inverurie: 211065-041265 U](#)

Inverurie Works: Nil. [DLRC: Inverurie: 180166-150266 I](#)

61B: 280366

Inverurie Works: 260766/ 090866/ 100866/ 220866/

280866. [DLRC: Inverurie: 110866-180866 U](#)

61C Keith: 030767/ 290767 (D6139/53/56 + 3 others [assumed to be D6128/38/49])/ 220867/ 110967 (stored)/ we170967 (stored). [Not listed 250467.](#)

[Withdrawn: 311267.](#)

61C Keith: 130468 (locked in shed)/ 130568

Transfer ex Aberdeen Ferryhill: 200568 ('D6128/38 (left Ferryhill for Shettleston) on 20 May') (RO0768)

J. MacWilliam, Shettleston: 010668 (Works sidings)/ 020668. [Not listed 120768.](#)

[Disposal: J. MacWilliam, Shettleston: 0568.](#)

D6139



D6139, Maud Junction, 1 July 1963. This lightweight formation might go some way to explaining why the Kittybrewster batch were deemed to be more reliable than their Eastfield counterparts. Pottering about with two coaches, by any standards, is significantly less demanding than the Glasgow-Aberdeen expresses. The Inverurie/Kittybrewster engineering regime compared with the St.Rollox/Eastfield regime was certainly another contributory factor. (RCTS Archive)

[Delivery ex-NBL: 160260](#)

Trials from Doncaster Works: we 200260

Kirkcaldy: 240260 (light engine towards Dundee)

Connel Ferry: 310360 (07.55 Glasgow-Oban)

[Reclassified 1000hp to 1100hp: 4we 090460 \(140360\)](#)

61A: 260660

63A: 270660

St.Rollox Works: 300660

Fraserburgh depot: 150760

Inverurie Works: 270760

Newmachar: 150860 (freight)

64B: 210860

61B: 010960/ 131160

65B: 111260

Inverurie Works: 260361

61A: 010461/ 020461

61C Keith: 010861

61A: 040961

Inverurie Works: Nil. [DLRC: Inverurie: 111261-221261 NC](#)

61A: 140462/ 090662

Inverurie Works: 140862

61A: 220862

61C Keith: 270962

Inverurie Works: Nil. [DLRC: Inverurie: 190363-030463 LC](#)

Inverurie Works: Nil. [DLRC: Inverurie: 080563-220563 LC](#)

61C (Sub) Elgin: 220663

Maud Jct: 010763 (12.40 Peterhead-Maud Jct/13.30 Maud Jct-Peterhead)

Peterhead: 010763 (15.20 Peterhead-Maud Jct) (with D6155)

Peterhead Yard: 230763 (freight)

Comments:

1. As first 'Comment' for D6138.
2. Was D6139 effectively stored after the 25/08/66-27/08/66 unclassified repair at Inverurie Works?
3. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

Keith: 300763 (shunting)

Maud Jct: 210963 (Peterhead-Maud Jct/Maud Jct-Peterhead passenger)

Inverurie Works: 171063/ 281063 (Works Yard)/ 100164 (in shops). [DLRC: Inverurie: 081063-070264 L](#)

Inverurie Works: Nil. [DLRC: Inverurie: 200264-200364 U](#)

Elgin: 210464 (Aberdeen-Inverness)

61A: 150864/ 170864

Mintlaw: 050465 (freight)

Peterhead: 170465 (Peterhead-Maud Jct)

Inverurie Works: 220465 (Yard). [Not listed 100665.](#)

[DLRC: Inverurie: 200565-080665 INT](#)

Inverurie Works: 220765. [DLRC: Inverurie: 260765-130865 U](#)

Inverurie Works: 020965 (Works Yard). [DLRC:](#)

[Inverurie: 211065-011165 U](#)

64B: 241065

XX: 031165 (Class 3 parcels, damaged by fire [location unknown]) (FDTL)

Inverurie Works: Nil. [DLRC: Inverurie: 111165-261165 U](#)

61A: 100466

Inverurie Works: Nil. [DLRC: Inverurie: 030566-210566 U](#)

61A: 090866

Inverurie Works: 220866/ 280866. [DLRC: Inverurie: 250866-270866 U](#)

61C Keith: 250467/ 030767/ 290767/ 150867 (stored)/ 220867/ 110967 (stored)/ we170967 (stored)

[Withdrawn: 311267.](#)

61C Keith: 130468 (locked in shed)/ 130568

Transfer ex Aberdeen Ferryhill: 160568 ('D6139/49 (*left Ferryhill for Shettleston*) on 16 May') (RO0768)

J. MacWilliam, Shettleston: 010668 (Works sidings)/ 020668/ 120768. [Not listed 310868.](#)

[Disposal: J. MacWilliam, Shettleston: 0568.](#)

D6140



D6140, 61A Kittybrewster, 23 August 1965. D6140 spent the bulk of its short life in north-east Scotland. However, in September 1967, when most of the GNoS fleet had slipped into a storage coma, D6140 and D6152 were reallocated to Eastfield to bolster their remaining fleet of Class 21s. Despite this it still became a casualty of the December cull. The fact that D6140 benefitted from an Intermediate repair in June/July 1967 certainly explains why it was selected for transfer to Eastfield for further useful employment; however, collision damage in late-1967 put paid to any use beyond December 1967. D6152 proved to be more successful lasting until August 1968, the point when Class 21s became operationally extinct. (Norman Preedy)

[Delivery ex-NBL: 240260](#)

Trials from Doncaster Works: we 270260

65A Eastfield: 170760

[Reclassified 1000hp to 1100hp: 0760.](#)

61A: 270760

Mormond Hill: 190860 (freight)

61A: 010960

63A: 010461

Twechar: 050461 (freight) (with D6138)

61A: 250661/ 040761

Ballater: 100761 (Ballater-Aberdeen extra passenger)

61A: 160761

Inverurie Works: Nil. [DLRC:](#) [Inverurie:](#) 151161-201161
[LCas](#)

Inverurie Works: Nil. [DLRC:](#) [Inverurie:](#) 261261-160162 NC

St.Rollox Works: 100662 (Works Sidings)/ 210662/
260662. [Not listed 200462 and 070862](#) . [DLRC:](#) [St.Rollox:](#)
[160362-230662 HC](#)

61A: 140862

Peterhead: 270363 (Peterhead-Maud Jct passenger)

61C Keith: 130463

Inverurie Works: 010663

61A: 230663

[XX: 240663 \(damaged by fire, location unknown\) \(FDTL\)](#)

Inverurie Works: 090763 (under repair)/ 130863. [DLRC:](#)
[Inverurie:](#) 100763-200863 [HC](#)

Fraserburgh: 091163 (Fraserburgh-Aberdeen)

Inverurie Works: Nil. [DLRC:](#) [Inverurie:](#) 021263-021263 [HC](#)

61A: 200764/ 210764/ 150864

Inverurie Works: Nil. [DLRC:](#) [Inverurie:](#) 191064-231064 L

Maud Jct: xx1164 (shunting wagons)

Inverurie Works: Nil. [DLRC:](#) [Inverurie:](#) 190165-110265 INT

Maud Jct: 090365 (passenger) (with D6152)

61C (sub) Elgin: 210465

Mintlaw: 240465 (13.30 Maud Jct-Peterhead)

61A: 110765/ 160765/ 200765/ 220765/ 010865

Inverurie Works: 100865 (Erecting Shops)

Aberdeen sta: 190865

61A: 230865

61C Keith: 040965

61C (sub) Elgin: 300965

64B: 021065

Inverurie Works: Nil. [DLRC:](#) [Inverurie:](#) 250266-080366 U

Inverurie Works: 110466/ 280566/ 180666. [DLRC:](#)

[Inverurie:](#) 270666-040766 U

Inverurie Works: 260766/ 090866/ 100866/ 220866/
280866

Inverurie Works: 040767. [Not listed 250467](#). [DLRC:](#)

[Inverurie:](#) 240667-080767 I

61A: we290767/ 300767

Inverurie Works: 150867/ 220867

63A: 230867

65A: 110967/ we170967/ 011067/ 221067

[Withdrawn: 311267.](#)

65A: 311267/ 060168/ 070168

67A: 110468 (with D6135/42)

J. MacWilliam, Shettleston: 010668 (number panel)/
020668 (cab/remnants). [Not listed 120768](#).

[Disposal:](#) J. MacWilliam, Shettleston: 0468.

Comments:

1. As first 'Comment' for D6138.
2. '...shed observations...made on 9-11 September (1967)...D6140/52 are working at Eastfield where D6142 is out of service.' (RO1167)
3. 'At Queen St. D6140/52 from the G.N. of S. section are newcomers on banking duties.' (RO1167)
4. 'D6111/40/52 are normally used on Cowlairston incline or on local freights' (RO1267)
5. Collision damage in late-1967.
6. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

D6141

D6141 and D6150, Maud Junction, 1 March 1965. Cryptic comments about Class 21s always having to operate in multiple as an insurance against failure are commonplace. However, this example is a bit extreme and presumably represents a locomotive positioning move. The secondman's windscreen wiper appears to be trying to make an escape for freedom, a common trait on the Class 21s. The single miniature snowplough would become totally ineffective in the event of another fall of snow! (S. Murdoch [Transport Treasury])

[Delivery ex-NBL: 150360](#)

Trials from Doncaster Works: we 190360 (booked to work trials on 120360 but faults delayed testing)

Inverurie Works: 150760
61A: 270760

[Reclassified 1000hp to 1100hp: 4we 240960 \(200960\)](#)

Inverurie Works: 260361/ [020461](#)
61A: [020461](#)
Inverurie Works: Nil. **DLRC:** [Inverurie: 010561-200561](#)
[LCas](#)

61A: 250661/ 160761/ 040961
60A: 270961

Inverurie Works: Nil. **DLRC:** [St.Rollox: 280262-310362](#)
[HC](#)

Inverness: 200462 (07.40 Inverness-Aberdeen)
Fraserburgh: 210462 (Fraserburgh-Aberdeen passenger)
Maud Jct: 210462 (passenger from Fraserburgh)
61A: 230462

Inverness-Aberdeen: 280562

Aberdeen sta: 020662

60A (sub) Forres: 140862

61A: 140862

61A: 220862

Inverurie Works: Nil. **DLRC:** [Inverurie: 270862-290862](#)
[NC](#)

61A: 210962/ 010463

Peterhead: 060663 (passenger)

XX: [170663 \(damaged by fire, location unknown\) \(FDTL\)](#)

Inverurie Works: 230663/ 090763 (under repair). **DLRC:**
[Inverurie: 190663-190763](#) [HC](#)

Fraserburgh: 020963 (passenger)

Inverness-Inverurie: 171063

Aberdeen: 211163 (passenger)

Lossiemouth: 040464 (Elgin-Lossiemouth/Lossiemouth-Elgin mixed passenger/freight)

Comments:

1. As first 'Comment' for D6138.
2. Was D6141 effectively stored after the 22/09/66-29/10/66 unclassified repair at Inverurie Works?
3. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

61C (sub) Elgin: 240564

61A: 020864

Banchory: 050864 (freight)

61A: 150864

Inverurie Works: 030964. [Not listed 141064. DLRC:](#)

[Inverurie: 270864-020964](#) [U](#)

Maud Jct: 010365 (Maud Jct-Peterhead) (with D6150)

Fraserburgh: [170465](#) (Fraserburgh-Aberdeen)

Inverurie Works: [170465](#)/ 220465 (Test Plant)/ 050665 (Works Yard)/ 100665. **DLRC:** [Inverurie: 070665-100765](#) [I](#)

61A: 110765/ 220765/ 100865

Elgin Station/Yards: 100865

61A: 250865

Fraserburgh: 020965 (passenger)

61A: 040965/ 011065

64B: 021065

Dundee: 191165 (up freight)/18.45 Edinburgh Waverley-Aberdeen)

62B Dundee Tay Bridge: 110466

61B: 090866

61A: 100866

Inverurie Works: 220866

Aberdeen sta: 240866 (working)

Inverurie Works: 280866. **DLRC:** [Inverurie: 220966-291066](#) [U](#)

63A: 11-120267/ 210267/ 250367/ 250467/ 030767/ we290767/ 300767/ 020867/ 170867 (stored)/ 190867/ 230867/ 100967 (stored)/ we170967 (stored)/ 241067. Not listed 070167.

[Withdrawn: 311267.](#)

63A: 070168/ 130268/ 020368/ 130468/ 140468 (stored)/ 230468/ 100568/ 130568/ 010668/ 020668

66B: xxxxxx (with D6145/7)

J. MacWilliam, Shettleston: Nil. [Not listed 120768/ 310868/ 011268.](#)

[Disposal:](#) [J. MacWilliam, Shettleston: 0768; not proven](#)

D6142

D6142, Inverurie Works, May 1966. D6140/52 moved to Eastfield for further use after the closure of Kittybrewster in September 1967. D6142 also found its way to Eastfield a month earlier in August 1967 (via St.Rolox Works) and presumably became a source of spares for the remaining fleet of Class 21s there. D6142 was never officially allocated to Eastfield; on paper at least, it was allocated to Aberdeen Ferryhill from September 1967 until withdrawal. (G. Edgar [Rail Photoprints])

Delivery ex-NBL: 220360

Trials from Doncaster Works: we 260360

62B (sub) Dundee West: 260660

Aberdeen: 150760

61A: 270760

Reclassified 1000hp to 1100hp: 1060.

61A: 010461 / 020461

Inverurie Works: 230561. DLRC: Inverurie: 150561-250561 NC

61A: 250661 / 160761

Inverurie Works: Nil. DLRC: Inverurie: 061161-251161 NC

Inverurie Works: Nil. DLRC: Inverurie: 030162-040162 NC

Maud Jct: 210462 (passenger from Peterhead)

61A: 230462

Inverness-Aberdeen: 280562

Inverurie Works: 070662 / 190662 / 250662 / 120762 (Works Yard) / 160762 / 140862 / 220862 / 091162 (in shops). DLRC: Inverurie: 050662-311262 LC

61A: 130463

61C (sub) Elgin: 220663

Lossiemouth: 250663 (??-Elgin)

Dyce: 300763 (Up goods)

Keith: 300763 (shunting)

61A: 130863

Inverurie Works: Nil. **DLRC:** **Inverurie:** 041263-051263 HC
Inverurie Works: Nil. **DLRC:** **Inverurie:** 230364-190664 U
Inverurie Works: Nil. **DLRC:** **Inverurie:** 300664-010764 U
61A: 200764/ 210764/ 170864/ 200864
Inverurie Works: Nil. **DLRC:** **Inverurie:** 020964-080964 U
Inverurie Works: 041064
Elgin: 061164 (??-Aberdeen)
Inverurie Works: Nil. **DLRC:** **Inverurie:** 160365-200365 L
Inverurie Works: 170465
Peterhead: 210465
Inverurie Works: 050665 (Erecting Shop - under repair)/
 100665. **Not listed** 220465. **DLRC:** **Inverurie:** 150665-
 240665 U
Fraserburgh: xx0765
61A: 200765/ 220765
61C (sub) Elgin: 220765
61A: 300765/ 040865/ 060865/ 100865
Inverurie Works: 100865
61A: 230865
61C Keith: 250865/ 290965
XX: 151065 (Royal Train - Ballater-Aberdeen) (with
 D6145)

Comments:

1. As first 'Comment' for D6138.
2. '...noted at Kittybrewster shed in very rusty condition from about 4/66, and had received collision damage. Remained at Kittybrewster until taken to the closed steam shed at Elgin in 7/67' (AHRDE5)
3. Intermediate repair at Inverurie 07/02/66-19/03/66, and reasonably ex-works condition on xx/05/66 (see photograph on page 137).
BUT also noted in poor ('rusty') condition in 04/66 (AHRDE5) and 10/08/66 sightings. Not consistent!
4. Was D6142 stored at Elgin on 03/07/67 and 29/07/67?
Either - D6142 stored initially at Elgin but subsequently sent to Eastfield (first noted 20/08/67) and replaced at Elgin by D6134 (first noted 15/08/67).
Or - It was still in traffic (unlikely given AHRDE5 commentary).
5. '...shed observations...made on 9-11 September (1967)...D6140/52 are working at Eastfield where D6142 is out of service.' (RO1167)
6. Why was D6142 transferred to Eastfield? Presumably to donate bogies for D6140/52, etc?
7. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

Inverurie Works: Nil. **DLRC:** **Inverurie:** 070266-190366 I
61A: 100466/ 110466. **Not listed** 070566.
Inverurie Works: 280566
61A: 180666/ 090866/ 100866 (awaiting Works, very
 'rusty' condition)/ 170866/ 240866/ 280866/ 010966/
 150966/ 250467/ 140567
61C (sub) Elgin: 030767/290767
61B: 030867
St.Rollox Works: Nil. **DLRC:** **St.Rollox:** 070867-080867
U/C (Bogies)
65A: 200867/ 020967/ 09-110967 (out of service)/
 we170967 (stored)/ 011067/ 221067/ 311267

Withdrawn: 311267.

65A: 060168/ 070168
67A: 110468 (with D6135/40)
J. MacWilliam, Shettleston: 010668 (Works sidings)/
 020668/ 120768/ 310868 (intact)/ 061068 (intact)/ 261068
 (intact). **Not listed** 011268.

Disposal: J. MacWilliam, Shettleston: 0568-1068.

D6143



D6143, Inverness, 10 March 1962. Full complement of miniature snowploughs but no Manson tablet catcher in the recess. (Rail-Online)

[Delivery ex-NBL: 290360](#)

Trials from Doncaster Works: we 080460

Inverurie Works: 130660

61A: 150760

Peterhead: 280760

61A: 010960

[Reclassified 1000hp to 1100hp: 0960.](#)

61B: 131160

Inverurie Works: 020461

61A: 160761

Inverurie Works: Nil. [DLRC: Inverurie: 170162-270162 NC](#)

Inverness: 100362 (stabled on stock)

61A: 210462

Inverness-Aberdeen: 280562

Aberdeen sta: 020662/ 090662

Kittybrewster yard: 160662 (freight from Keith) (with D8031)

61A: 140862/ 220862

Elgin: 020363 (passenger)

61A: 230663

Inverurie Works: 130863. [DLRC: Inverurie: 150763-160863 HI](#)

Inverurie Works: Nil. [DLRC: Inverurie: 220264-200364 U](#)

Inverurie Works: Nil. [DLRC: Inverurie: 020664-020664 U, and, DLRC: Inverurie: 040664-260664 U](#)

61A: 200764/ 210764

60A: 120864

Comments:

1. As first 'Comment' for D6138.
2. 'Five Class 21 were stored out of use in Elgin shed...Two of the five locos stored at Elgin were D6144 and D6143... One of them however had cab damage as a result of an accident at Elgin in October 1964 (*sic?*). The locomotive split the points whilst heading a train to Speyside and collided with the gas works wall at Elgin. The driver of this engine sustained a broken leg as a result of the collision. For some reason when this locomotive was re-railed it was taken to Kittybrewster, the damaged cab being covered with a tarpaulin' (Letter from J. Ross, 14 August 2002)
3. 'Received serious collision damage about 6/66, and was put to store at Kittybrewster shed in a seriously damaged condition' (AHRDE5)
4. Exact date of Elgin accident?
5. Sold Barnes&Bell, Coatbridge: 04/68 (BRB SC).

61A: 150864

Inverurie Works: Nil. [DLRC: Inverurie: 220864-240864 U](#)

Inverurie Works: Nil. [DLRC: Inverurie: 050165-060165 L](#)

Inverurie Works: Nil. [DLRC: Inverurie: 280165-010265 U](#)

Inverurie Works: Nil. [DLRC: Inverurie: 220365-260365 U](#)

Inverurie Works: 170465

61A: 110765/ 220765/ 300765/ 060865

Aberdeen sta: 190865

61A: 250865/ 040965/ 300965

64B: 221065

Mintlaw: xx1165 (freight to Peterhead)

61A: 100466/ 110466/ 020566/ 070566/ 280566/ 180666/ 090866 (at least one cab sheeted over)/ 100866 (awaiting Works, very 'rusty' condition)/ 170866/ 240866/ 280866/ 010966 (sheeted over)/ 150966/ 11-120267 (stored)/ 250467/ 140567

61C (sub) Elgin: 030767/ 290767/ 150867 (stored)/ 220867/ xx0967 (stored inside shed, both cabs sheeted over)/ 110967 (stored)/ we170967 (stored, seriously damaged)

[Withdrawn: 311267.](#)

61C (sub) Elgin: 130468 (inside shed)/ 130568

61B: 010668 (with D6134)

Transfer ex Aberdeen Ferryhill: 050668 (scheduled date) ('D6134/43...scheduled for removal (*to Coatbridge from Ferryhill*) on 5 June') (RO0768)

Barnes & Bell, Coatbridge: Nil. [Not listed 070968.](#)

[Disposal: Barnes&Bell, Coatbridge: 0668; not proven.](#)

D6144



D6144, Dundee MPD, 30 June 1965. This photograph clearly illustrates the tablet catcher recess (complete with Manson tablet catcher equipment) positioned below the driver's cab window. The need for the sliding windows now becomes self evident; droplights just wouldn't drop! All Class 21s carried distinctive diamond-shaped builders plates, positioned on each of the four cabsides; the builders plates on the cab sides of tablet catcher recess fitted locomotives gives a somewhat cluttered appearance.

Outer miniature snowploughs are fitted together with the standard complement of 25kV signs. (Stewart Blencowe)

[Delivery ex-NBL: 050460](#)

Trial from Doncaster Works: we 080460

Doncaster Works: 100460

Inverurie Works: 130660

Fraserburgh: 300660

Fraserburgh: 280760

61B: 010960

[Reclassified 1000hp to 1100hp: 1060.](#)

61B: 131160

Inverurie Works: Nil. [DLRC: Inverurie: 121260-260161 NC](#)

Forth Bridge: 020561 (07.30 Edinburgh Waverley-Dundee Tay Bridge)

Inverurie Works: 160761. [DLRC: Inverurie: 220861-220861 NC](#)

64B: 270861

61A: 040961

Inverurie Works: 170262 (awaiting shops). [DLRC:](#)

[Inverurie: 190262-200362 LCas](#)

61A: 210462/ 230462

Inverurie Works: 070662/ 190662/ 250662/ 120762 (Works Yard)/ 160762/ 140862/ 220862/ 091162 (in shops). [DLRC: Inverurie: 230562-301162 LC](#)

61A: 230663

61C Keith: 090763/ 240763

Inverurie Works: 130863. [DLRC: Inverurie: 070863-060963 HI](#)

Comments:

1. 'D6144 was the last of the NBL type 2s to be tested at Doncaster' (CD&E6)
2. As first 'Comment' for D6138.
3. Was D6144 effectively stored after the 28/03/66-02/04/66 unclassified repair at Inverurie Works?
4. 'About 4/66 it was put to store at Kittybrewster shed, and by 8/66 it was noted in an extremely rusty condition, and remained there until moved with others of the class to the closed steam shed at Elgin' (AHBRDE5)
5. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

Inverurie Works: Nil. [DLRC: Inverurie: 200364-030664 U](#)

61A: 310764/ 020864

61C Keith: 120864

61A: 120864/ 150864

Inverurie Works: Nil. [DLRC: Inverurie: 030365-070465 INT](#)

61A: 220465

Kintore: 220465

62B Dundee: 300665

61A: 160765/ 220765/ 040865/ 060865/ 100865

Aberdeen sta: 190865

61A: 300965

Inverurie Works: 110466. [DLRC: Inverurie: 280366-020466 U](#)

61A: 180666/ 090866/ 100866 (awaiting Works, very 'rusty' condition)/ 240866/ 280866/ 010966/ 150966/ 250467/ 140567. [Not listed 070566.](#)

61C (sub) Elgin: 030767/ 290767/ 150867 (stored)/ 220867/ xx0967 (stored inside)/ 110967 (stored)/ we170967 (stored)

[Withdrawn: 311267.](#)

61C (sub) Elgin: 130468 (inside shed)/ 130568

Transfer ex Aberdeen Ferryhill: 130568 ('D6144/51/4 (left Ferryhill for Shettleston) on 13 May') (RO0768)

J. MacWilliam, Shettleston: 010668 (works sidings)/ 020668. [Not listed 120768.](#)

[Disposal: J. MacWilliam, Shettleston: 0568-0868.](#)

D6145



D6145, Peterhead, Undated. (Author's Collection)

[Delivery ex-NBL: 140460](#)

Kilmarnock: xx0560 (acceptance trials?)
63A: 050660

[Reclassified 1000hp to 1100hp: 0660.](#)

61A: 260660
62B (sub) Dundee West: 160760
61A: 010461/ 020461
Stirling (11.15-15.00): 120461 (Down Goods)
Inverurie Works: Nil. [DLRC: Inverurie: 290162-130262 NC](#)
61A: 210462
Cullen: 110862 (14.10 Aberdeen-Elgin/Forres)
61A: 140862/ 230663
Aberdeen (11.35): 300763 (10.05 Fraserburgh-Aberdeen)
61A: 130863
Inverurie Works: Nil. [DLRC: Inverurie: 190863-300863 LC](#)
Inverness-Inverurie: 171063
Aberdeen-Dundee: 181063
61A: 281063
Inverurie Works: Nil. [DLRC: Inverurie: 251163-111263 HC](#)
Inverurie Works: Nil. [DLRC: Inverurie: 110364-150564 U](#)
61C (sub) Elgin: 240564
61A: 200764/ 310764/ 120864
Torphins/Lumphanan: 120864 (Royal train) (with D6146)
Fraserburgh: 080465 (Fraserburgh-Aberdeen passenger)
Achnagatt: 200565 (Up Postal)
Forfar: xx0665 (passenger to Aberdeen)

Comments:

1. Was D6145 effectively stored after the 30/12/66-05/01/67 unclassified repair at Inverurie Works?
2. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

Fraserburgh: xx0765

61A: 160765/ [100865](#)

61C Keith: [100865](#)

Inverurie Works: 020965 (Erecting Shop)/ 070965/ 300965. [DLRC: Inverurie: 240865-091065 I](#)

XX: 151065 (Royal Train - Ballater-Aberdeen) (with D6142)

Inverurie Works: Nil. [DLRC: Inverurie: 210166-250166 U](#)

61A: 070566

Inverurie Works: 090866/ 100866

61B: 240866

61A: 280866

Kittybrewster: 310866 (05.12 Kittybrewster Yard?-Keith)

61B: 150966

Inverurie Works: Nil. [DLRC: Inverurie: 301266-050167 U](#)

63A: 11-120267/ 210267/ 250367/ 250467/ 030767/ we290767/ 300767/ 020867/ 170867 (stored)/ 190867/ 230867/ 100967 (stored)/ we170967 (stored)/ 241067.

[Not listed 070167.](#)

[Withdrawn: 311267.](#)

63A: 070168/ 130268/ 020368/ 130468/ 140468 (stored)/ 230468/ 100568/ 130568/ 010668/ 020668

66B: xxxxxx (with D6141/7)

J. MacWilliam, Shettleston: Nil. [Not listed 120768/ 310868/ 011268.](#)

[Disposal: J. MacWilliam, Shettleston: 0668-0868; not proven.](#)

D6146



D6146, Location unknown, Undated. (J.L. [Hamish] Stevenson collection)

[Delivery ex-NBL: 280460](#)

Kilmarnock: xx0560 (acceptance trials?)

Muirhouse Jct, Glasgow: 050560 (test train Glasgow West Street-Dumfries & return - 40 wagons of rubble)

60A: 230560/ 040660

Inverurie Works: 130660

[Reclassified 1000hp to 1100hp: 0660.](#)

62B (sub) Dundee West: 260660

Aberdeen: 150760

61A: 270760

Inverurie Works: 010960/ 020461/ 220561/ 230561

61C Keith: 160761

Inverurie Works: 240861 (Works Yard). [DLRC:](#)

[Inverurie: 230861-240861 NC](#)

61C Keith: 040961

Inverurie Works: Nil. [DLRC:](#) [Inverurie: 071161-111161 NC](#)

61C Keith: 210462

Aberdeen: 090662

61A: 090662

Inverness: 160662 (07.40 Inverness-Keith)

61A: 250662

Inverurie Works: 220862. [DLRC:](#) [Inverurie: 220862-240862 LC](#)

Inverurie Works: 130463. [DLRC:](#) [Inverurie: 050463-150463 LC](#)

Comments:

1. 'To store at Inverurie Works with collision damage in 4/65, and was serious enough to convince the powers that be that the loco would not work again' (AHRDE5)
2. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC). BUT, withdrawn from sale to due to being unfit to travel? Cut up at Inverurie Works by J. MacWilliam staff or BR staff? See RCTS 'Diesel Dilemmas' ('Scrapping of Class 21 D6146.').
3. 'Broken up on site at Inverurie Works in 9/68, probably by BR staff, and parts still around the site on 21/9/68.' (AHRDE5).

Inverurie Works: 230663/ 090763 (under repair). [DLRC:](#)

[Inverurie: 100763-190763 LC](#)

Kinaldie: 300763 (Up goods)

Inverurie Works: Nil. [DLRC:](#) [Inverurie: 140164-140164 U\(HC\)](#)

Inverurie Works: Nil. [DLRC:](#) [Inverurie: 060264-180264 U](#)

Inverurie Works: Nil. [DLRC:](#) [Inverurie: 140464-200464 L](#)

61A: 210764/ 020864

Torphins/Lumphanan (Ballater branch): 120864 (Royal train) (with D6145)

Inverurie Works: 170465/ 220465 (Works Yard)/ 050665 (Works Yard, collision damage)/ 220765/ 100865 (Works Yard, accident damage No.1 cab; No.1 cab sheeted over)/ 020965 (Works Yard, stored)/ 070965/ 300965/ 280566/ 180666/ 260766/ 090866/ 100866/ 280866/ 250467/ 040767/ we290767/ 300767/ 030867/ 150867/ 220867/ 110967 (Works Yard)/ we170967 (stored)

[Withdrawn: 311267.](#)

Inverurie Works: 130468 (Yard)/ 230468 (used for spares)/ 130568/ 010668 (No.1 cab sheeted over)/ 150868 (town end of yard)/ 280868 (station end of works yard, awaiting Breakers Yard)/ 210968 (cut-up)/ 071068 (Yard)

[Disposal:](#) [Inverurie Works: 0968.](#)

D6147

D6147, 63A Perth, 2 March 1968. D6141/5/7/8/57 were stored at 63A Perth by February 1967 (possibly slightly earlier); they had progressively become surplus to requirements following the closure of many of the north-east Scottish branches in 1965. Representing a not particularly attractive proposition for use elsewhere, they simply fell by the wayside. The condition of the locomotives in the picture is a far cry from the excellent condition that the Kittybrewster cleaners kept their allocation only a few years earlier. (Rail-Online)

Delivery ex-NBL: 050560

Kilmarnock: xx0560 (acceptance trials?)

Inverurie Works: 130660

Reclassified 1000hp to 1100hp: 0660.

Tillynaught: xx0660

Maud Jct: 090760 (Fraserburgh/Peterhead-London Billingsgate freight)

Inverurie Works: 010461

61A: 250661

Inverurie Works: Nil. DLRC: Inverurie: 270661-290661 NC

Inverurie Works: Nil. DLRC: Inverurie: 200761-210761 NC

Inverurie Works: 040961

Inverurie Works: Nil. DLRC: Inverurie: 251261-261261 NC

Inverurie Works: 070662/ 190662/ 250662/ 120762 (Works Yard)/ 160762/ 140862/ 220862/ 091162 (in shops). DLRC: Inverurie: xxxxxx-161162 LC

61C Keith: 130463

61A: 010663

61C Keith: 220663

61A: 130863

Inverurie Works: 200963 (Under repair)/ 171063/ 281063 (Erecting Shop). DLRC: Inverurie: 270863-211163 LI

61A: 200764/ 310764

Inverurie Works: 200864. DLRC: Inverurie: 180864-200864 U

61A: 310864

Inverurie Works: Nil. DLRC: Inverurie: 110265-050365 U

61C (sub) Elgin: 210465

61A: 220465

Inverurie Works: 220765. DLRC: Inverurie: 050765-090865 U

61A: 100865

60A: 200865

Aberdeen-Kittybrewster: 250865 (passenger)

Inverurie Works: Nil. DLRC: Inverurie: 081165-121165 U

Inverurie Works: Nil. DLRC: Inverurie: 231165-040166 I

61A: 100466

63A: 280566

61A: 280566/ 180666

Dufftown: 180766 (Elgin-Aberdeen)

61A: 090866

Aberdeen: 250866 (working)

Inverurie Works: 280866. DLRC: Inverurie: 070966-160966 U

63A: 11-120267/ 210267/ 250367/ 250467/ 030767/ 170767 (stored)/ we290767/ 300767/ 020867/ 190867/ 230867/ 100967 (stored)/ we170967 (stored)/ 241067.

Not listed 070167.

Withdrawn: 311267.

63A: 070168/ 130268/ 020368/ 130468/ 140468 (stored)/ 230468/ 100568/ 130568/ 010668/ 020668

66B Motherwell: xxxxxx (with D6141/5)

J. MacWilliam, Shettleston: Nil. Not listed 120768/ 310868/ 011268.

Disposal: J. MacWilliam, Shettleston: 0668; not proven.

Comments:

1. Was D6147 effectively stored after the 07/09/66-16/09/66 unclassified repair at Inverurie Works?
2. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

D6148

D6148, 63A Perth, 2 March 1968. Compare the footsteps on the GNoS Class 21 above with the triangular footsteps when fitted to the D6100-37 series; the orientation is reversed to allow miniature snowploughs to be accommodated. (Rail-Online)

Delivery ex-NBL: 180560

Reclassified 1000hp to 1100hp: 0660.

63A: 270660

Aberdeen: 150760

61A: 270760

Elgin-Inverness: 020960

St.Rollox Works: No observations. DLRC: St.Rollox:
021260-110161 LC

62B Dundee Tay Bridge: 010461

64B: 020461

61A: 250661

Inverurie Works: 040761 (Erecting Shop). DLRC:

Inverurie: 060761-070761 NC

Inverurie Works: Nil. DLRC: Inverurie: 140761-170761
LC

61C (sub) Elgin: 160761

Inverurie Works: Nil. DLRC: Inverurie: 200761-210761
NC

64B: 270861

Inverurie Works: Nil. DLRC: Inverurie: 061061-031161
LC

61C Keith: 210462

Inverurie Works: Nil. DLRC: Inverurie: 040562-090562
LC

Inverurie Works: 020662 (Erecting Shop). DLRC:

Inverurie: 250562-060662 LC

61B: 060662

Inverurie Works: Nil. DLRC: Inverurie: 170962-051062
LC

61A: 010463/ 130463

Inverurie Works: 230663/ 090763 (under repair)

Comments:

1. Was D6148 effectively stored after the 08/08/66-11/08/66 unclassified repair at Inverurie Works?
2. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

Ellon: xx0763 (passenger)

Elgin: 300763 (shunting)

61A: 130863

Inverurie Works: 200963 (Under repair). DLRC:

Inverurie: 190863-031063 HC

Inverurie Works: Nil. DLRC: Inverurie: 200264-100464 U

Inverurie Works: Nil. DLRC: Inverurie: 210964-280964 U

Inverurie Works: 141064

Inverurie Works: Nil. DLRC: Inverurie: 171164-201164 U

Strichen/Brucklay: 090365 (Fraserburgh-Aberdeen
freight)

61A: 220465

Kintore: 220465

61A: 160765/ 190765

61C Keith: 100865

61A: 250865

Inverurie Works: 070965/ 300965. DLRC: Inverurie:
090965-151165 I

Inverurie Works: 180666/ 260766/ 090866/ 100866/
220866/ 280866. DLRC: Inverurie: 080866-110866 U

63A: 11-120267/ 210267/ 250367/ 250467/ 030767/
we290767/ 300767/ 020867/ 170867 (stored)/ 190867/
230867/ 100967 (stored)/ we170967 (stored)/ 241067.

Not listed 070167.

Withdrawn: 311267.

63A: 070168/ 130268/ 020368/ 130468/ 140468 (stored)/
230468/ 100568/ 130568/ 010668. Not listed 020668.

J. MacWilliam, Shettleston: Nil. Not listed 120768/
310868/ 011268.

Disposal: J. MacWilliam, Shettleston: 0668; not proven.

D6149



D6149, 61A Kittybrewster, 23 August 1960. Brand new and straight out of the box on Kittybrewster's turntable. (R. Conway [Rail-Online])

[Delivery ex-NBL: 270560](#)

64B: 080760

Inverurie Works: 150760

[Reclassified 1000hp to 1100hp: 0760.](#)

Elgin: 220860 (passenger)

61A: 230860

60A: 020461

Inverurie Works: Nil. [DLRC: Inverurie: 270561-290561 NC](#)

64B: 160461

61A: 210661/ 160761

Inverurie Works: 240861 (Works Yard)/ 280861

(Erecting Shop)

St.Rollox Works: 031061 (Works Yard). [Not listed](#)

[281261. DLRC: St.Rollox: 230861-011261 HC](#)

Inverurie Works: Nil. [DLRC: Inverurie: 230162-020262 NC](#)

Inverurie Works: 210462. [DLRC: Inverurie: 260362-230562 NC](#)

Inverness-Aberdeen: 280562

XX: 190463 (08.35 Elgin-Lossiemouth)

61A: 010663

61A (sub) Fraserburgh: 230663

Kittybrewster: 300763 (07.40 Inverness-Aberdeen)

Maud Jct: 020863 (passenger)

Inverurie Works: Nil. [DLRC: Inverurie: 020963-181063 HC](#)

Cornhill: 180164 (passenger)

61A: 280364

Comments:

1. Was D6149 effectively stored after the 08/08/66-11/08/66 unclassified repair at Inverurie Works?
2. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

61C Keith: 310364

Inverness-Aberdeen: 200764

61A: 200764/ 310764

Inverurie Works: Nil. [DLRC: Inverurie: 060864-070864 U](#)

61B: 090864

61A: 200864

Inverurie Works: Nil. [DLRC: Inverurie: 170265-120365 INT](#)

Fraserburgh: 210465

Maud Jct: 010565 (15.15 Fraserburgh-Maud Jct)

61A: 110765/ 190765/ 200765 / 220765/ 040865

Inverurie Works: Nil. [DLRC: Inverurie: 160865-190865 U](#)

Inverurie Works: Nil. [DLRC: Inverurie: 010466-150466 U](#)

61A: 020566

61B: 280566

Inverurie Works: 280666/ 260766/ 090866/ 100866/

220866. [DLRC: Inverurie: 080866-110866 U](#)

61C Keith: 030767/ 290767 (D6139/53/56 + 3 others [assumed to be D6128/38/49])/ 150867 (stored)/ 220867/ 110967 (stored)/ we170967 (stored). [Not listed 250467.](#)

[Withdrawn: 311267.](#)

61C Keith: 130468 (locked in shed)/ 130568

Transfer ex Aberdeen Ferryhill: 160568 ('D6139/49 (left Ferryhill for Shettleston) on 16 May') (RO0768)

J. MacWilliam, Shettleston: Nil. Not listed 010668/ 020668/ 120768.

[Disposal: J. MacWilliam, Shettleston: 0568; not proven.](#)

D6150

D6150, 65B St. Rollox, 16 April 1961. From 1965 the GNoS operating fleet slowly decreased in size as traffic dwindled and lines closed. One of the longest survivors was D6150 which was in traffic as late as August 1967. It still didn't quite survive long enough to become an operating member of Aberdeen Ferryhill's allocation when re-allocated there in September 1967. Initial storage was at Inverurie Works before being jettisoned to Thornton Junction. (Bill Hamilton)



D6150, Kittybrewster, 11 August 1967. D6150 is in its final form with only a few weeks left to go. Small yellow panels, standard set of 25kV signs and Manson tablet catcher. Kittybrewster continued to maintain its operational locomotives in decent fettle right to the bitter end. (Colour-Rail)

[Delivery ex-NBL: 060660](#)

St.Rollox Works: 130660 (Works Yard)

[Reclassified 1000hp to 1100hp: 0760.](#)

63A: 270660

64B: 160760

Inverurie Works: 270760

Udny: 150860 (freight/parcels)

Rathen: 180860 (freight)

Inverurie Works: 260361

61A: 010461 / [020461](#)

63A: [020461](#)

65B: 160461

St.Rollox Works: Nil. [DLRC: St.Rollox: 130461-060661 HC](#)

61A: 250661

61C Keith: 040761

Inverurie Works: 160761

61A: 190761

Inverurie Works: 040961 / 280961. [DLRC: Inverurie: 010961-051061 NC](#)

Inverurie Works: 200462 / 210462

Inverness-Aberdeen: 280562

61C Keith: 220862

Inverurie Works: Nil. [DLRC: Inverurie: 190263-280263 LC](#)

61A: 120463

Inverurie Works: 100563 / 010663. [DLRC: Inverurie: 020563-070663 LC](#)

Inverurie Works: 230663 / 090763 (under repair). [DLRC: Inverurie: 200663-120763 LC](#)

Inverurie Works: 130863. [DLRC: Inverurie: 310763-120963 HC](#)

Inverurie Works: Nil. [DLRC: Inverurie: 080164-080164 L\(NC\)](#)

Inverurie Works: Nil. [DLRC: Inverurie: 060364-210464 U](#)

Inverurie Works: Nil. [DLRC: Inverurie: 270564-270564 U](#)

61A: 210764

60A: 020864

Aberdeen: 030864 (passenger)

Inverurie Works: 120864

61A: 150864

Inverurie Works: Nil. [DLRC: Inverurie: 090265-110265 U](#)

Maud Jct: 010365 (Maud Jct-Peterhead) (with D6141)

61C (sub) Elgin: 170465

61A: 220465

Knock: 250665 (freight)

Comments:

1. Worked upto late-August / early September 1967.
2. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

Auchnagatt: 050765 (16.08 Aberdeen-?? passenger)

Arnage: 060765 (freight)

61A: 190765

Aberdeen: 210765 (passenger)

61A: 100865 / 040965

61C Keith: 070965

Fraserburgh: 280965

61C Keith: 300965

XX: 021065 (D6150 worked last (*passenger*) train from Fraserburgh to Aberdeen)

Maud Jct: [111165 \(coaching stock\)\(sic? *Passenger services ceased*\)](#)

Inverurie Works: Nil. [DLRC: Inverurie: 171165-091265 I](#)

Inverurie Works: Nil. [DLRC: Inverurie: 040266-090266 U](#)

Inverurie Works: Nil. [DLRC: Inverurie: 100366-260366 U](#)

62B Dundee Tay Bridge: 110466

Inverurie Works: Nil. [DLRC: Inverurie: 270466-160566 U](#)

Inverurie Works: 280566. [DLRC: Inverurie: 250566-030666 U](#)

64A: 060866

61A: 090866

Spey Bay: 110866 (passenger)

Aberdeen: 230866 (working)

61A: 280866

Inverurie Works: Nil. [DLRC: Inverurie: 051266-231266 U](#)

Peterhead: 220367 / 120467

61A: 250467

61B: we290767 / 300767

Kittybrewster: 110867 (freight)

Inverurie: 150867 (ballast train)

61B: 220867

Port Elphinstone: 230867 (13.20 Kittybrewster-Inverurie e.c.s., damaged by fire) (FDTL)

Inverurie Works: 110967 (Works Yard)/ we170967 (stored)

62A: 221067 / 051167

[Withdrawn: 311267.](#)

62A: 070168 / 020368 / 130468 / 140468 / 100568 / 130568.

[Not listed 010668.](#)

Shettleston: 020668 (awaiting entry to J. MacWilliam with D6131/55)

J. MacWilliam, Shettleston: Nil. [Not listed 120768.](#)

[Disposal: J. MacWilliam, Shettleston - 0668-0868.](#)

D6151



D6151 and D5123, Inverness, Undated. The Scottish Region's insistence that D6138-57 were fitted with Blue Star multiple-working equipment proved to have been a good decision here, with D6151 coupled up to a similarly fitted BR/Sulzer Type 2. (N. Forrest [Transport Treasury])



D6151 (with D6138), Inverurie Works, 5 June 1965. The exact date of removal from traffic and storage for this loco is distinctly unclear. It is reputed to have been 'seriously damaged' at some point but photographs covering all angles of D6151 whilst in store show no obvious evidence of damage. Sightings of D6151 put it at Inverurie Works from 14 October 1964 to at least 30 September 1965 (from which time there is long gap until 10 April 1966 when it was seen at 61A Kittybrewster); interestingly D6138 was at Inverurie Works for Unclassified repairs from 21 October 1965 to 4 December 1965. (Author's Collection)

Delivery ex-NBL: 130660

61A: 220660

Inverurie Works: 170760

Reclassified 1000hp to 1100hp: 0760.

Inverurie Works: 010960

61A: 010461/ 020461

Ballater: 030461

Portknockie: 150461 (passenger for Aberdeen)

64B: 210561

Inverurie Works: Nil. DLRC: Inverurie: 270561-290561
NC

61A: 160761

Inverurie Works: Nil. DLRC: Inverurie: 200761-210761
LC

61A: 070662

Kittybrewster: 160662

61A: 250662

61C (sub) Elgin: 140862

Inverurie Works: Nil. DLRC: Inverurie: 310862-030962
NC

Inverurie Works: Nil. DLRC: Inverurie: 041062-191062
LC

Inverurie Works: 130463. DLRC: Inverurie: 131162-
100563 HC

61C (Sub) Elgin: 220663

Comments:

1. When/where was D6151 'seriously damaged' (August/September 1964)? Photographs of D6151 at Inverurie Works and J. MacWilliam, Shettleston show no evidence of collision damage at either end or on either bodyside.
2. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

Inverness-Inverurie: 171063

61A: 281063

Inverurie Works: 100164. DLRC: Inverurie: 141163-
210264 U

61A: 160564

Inverurie Works: Nil. DLRC: Inverurie: 290664-010764 U
61A: 200764/ 020864

XX: 100864 (10.05 Fraserburgh-Aberdeen)

Inverurie Works: 141064/ 170465/ 220465 (Yard)/
050665/ 100665/ 220765/ 310765/ 100865 (Works
Yard)/ 020965 (Erecting Shop)/ 070965/ 300965

61A: 100466/ 110466/ 020566/ 070566/ 280566/
180666/ 090866/ 100866 (awaiting Works, very 'rusty'
condition)/ 170866/ 240866/ 280866/ 150966/ 11-120267
(stored)/ 250467/ 140567

61C (sub) Elgin - 030767/ 290767/ 150867 (Stored)/
220867/ 110967 (stored)/ we170967 (stored, seriously
damaged)

Withdrawn: 311267.

61C (sub) Elgin: 130468 (inside shed)/ 130568

Transfer ex Aberdeen Ferryhill: 130568 ('D6144/51/4
(left Ferryhill for Shettleston) on 13 May') (RO0768)

J. MacWilliam, Shettleston: 010668 (Works Sidings)/
020668. Not listed 120768.

Disposal: J. MacWilliam, Shettleston: 0568-0868.

D6152



D6152 and D6149, Maud Junction, 1 May 1965. During one of D6152's subsequent visits to Inverurie Works, it acquired guttering above the bodyside grille clusters, a feature unique to the GNoS batch and indeed the whole of the Class 21 fleet if you exclude D6109 in its failed attempt to become a class 29!

D6152, along with D6140, was re-allocated from Kittybrewster to Eastfield in September 1967, with D6152 ultimately becoming the only GNoS survivor into 1968. In fact, D6152 was one of the last three Class 21s to be withdrawn from active service in August 1968, along with D6111/7. (M. Stephen [GNSRA])

Delivery ex-NBL: 270660

61A: 150760

Fraserburgh: 150760

Reclassified 1000hp to 1100hp: 0860.

64B: 140860

61A: 010960

64B: 060960

Inverurie: 080960

Inverurie Works: 260361

61A: 040761/ 160761

Inverurie Works: Nil. DLRC: Inverurie: 220162-230162 NC

61A: 140462/ 210462

Inverness-Aberdeen: 280562

Aberdeen sta: 020662

Inverurie Works: Nil. DLRC: Inverurie: 161062-061162 NC

Inverurie Works: Nil. DLRC: Inverurie: 171262-181262 NC

Inverurie Works: Nil. DLRC: Inverurie: 070263-220263 LC

Tillynaught: 200463 (14.10 Aberdeen-Elgin/Forres)

Inverurie Works: 230663

Inverurie Works: Nil. DLRC: Inverurie: 131263-131263 HC

Maud Jct/Peterhead: 200464 (Maud Jct-Peterhead)

Inverurie Works: 200764/ 120864/ 200864/ 030964 (in shops)/ 141064. DLRC: Inverurie: 110564-091064 INT

Inverurie Works: Nil. DLRC: Inverurie: 130165-180165 U

Maud Jct: 090365 (passenger)

Fraserburgh: 210465

Maud Jct: 010565 (15.20 Peterhead-Maud Jct)

61A: 110765/ 160765

61C Keith: 220765

61A: 300765/ 040865/ 040965

61C Keith: 300965

Inverurie Works: Nil. DLRC: Inverurie: 160965-131165 I

Dundee: 260266 (12.10 Dundee-Carpenter's Wharf freight)

61A: 100466/ 110466

61B: 280566

61A: 180666

61B: 090866

61C Keith: 100866

Aberdeen: 250866 (working)

Inverurie Works: 280866

Kittybrewster: 310866 (07.07 Kittybrewster Yard?-Peterhead)

Peterhead: 250167

Inverurie Works: Nil. DLRC: Inverurie: 200267-220267 U

Inverurie Works: 250467

Inverurie Works: 040767. DLRC: Inverurie: 030767-150767 U

61A: we290767/ 300767

65A: 09-110967/ we170967/ 221067/ 311267/ 060168/ 070168/ 120468/ 140468/ 110568/ 120568/ 240568/ 030668

Withdrawn: 160868.

65A (Cowlairs Triangle): 170868*/ 230868/ 250868 (Cowlairs Inlet Road)

Inverurie Works: 280868 (in shops)

J. MacWilliam, Shettleston: Nil.

Disposal: J. MacWilliam, Shettleston: 0269; not proven.

Comments:

1. '...five locos at least, Nos. D6117/9/52/5/6, are said to be in the cutting up yard at Inverurie Works awaiting a decision as to their future' (MR1064)
2. 'The shed observations were made on 9-11 September (1967)...D6140/52 are working at Eastfield where D6142 is out of service.' (RO1167)
3. 'At Queen St. D6140/52 from the G.N. of S. section are newcomers on banking duties.' (RO1167)
4. 'D6111/40/52 are normally used on Cowlairs incline or on local freights' (RO1267)
5. 'D6105/10/5 were added to the dump on 16 June (1968), the only unrebuilt ones of this class now being D6111/7/52 on Queen Street empties' (RO0868)
6. Final withdrawals of Class 21: D6111/7/52 (16/08/68)
7. * 65A observation on 17/08/68 assumed to be 65A (Cowlairs Triangle).
8. Inverurie Works, 28/08/68 '...6121...under repair...with D6152 which had arrived about an hour before the visit and is being broken up for spares for 6121' (RL1068)
9. 'Disposal details of the following locomotives are still not known...D6152' (RO0471)
10. 'Regarding the list in the April R.O., the following have been reported as sold: J. McWilliam, Shettleston: ...February 1969 - 6152 (from Eastfield).' (RO1071)

D6153



D6153, Auchnagatt, 6 July 1965. The GNoS fleet of Class 21s had to be found another home after the closure of Kittybrewster in September 1967. D6140/52 went to Eastfield, and the remainder, including D6153, to Aberdeen Ferryhill. It was a paper exercise, though, as all of the eighteen transferred to Ferryhill had already been placed into store at various locations across Scotland. D6153 was entombed in the old steam shed at 61C Keith. (S. Murdoch [Transport Treasury])

Delivery ex-NBL: 070760

65B: 170760

Reclassified 1000hp to 1100hp: 0860.

Dundee West: 010461

60A: 250661/ 020761/ 030761

61C Keith: 040761

61A: 160761

61C (sub) Elgin: 210462

Inverness-Aberdeen: 280562

Aberdeen sta: 020662

61A: 250662/ 140862

Inverurie Works: 140862

Inverurie Works: Nil. DLRC: Inverurie: 030163-040163 NC

Inverurie Works: Nil. DLRC: Inverurie: 190363-210363 LC

65A: 140463

61A (sub) Fraserburgh: 230663

Aberdeen: 090963 (07.40 Inverness-Aberdeen)

Inverurie Works: 171063/ 281063 (Works Yard)/ 100164 (in shops). DLRC: Inverurie: 270963-310164 I(H)

Inverurie Works: Nil. DLRC: Inverurie: 050264-060264 U

Inverurie Works: Nil. DLRC: Inverurie: 180264-180264 U

Inverurie Works: Nil. DLRC: Inverurie: 190364-200364 U

Inverurie Works: Nil. DLRC: Inverurie: 050564-120664 U

61A: 020864

Inverurie Works: Nil. DLRC: Inverurie: 151064-291064 U

Inverurie Works: Nil. DLRC: Inverurie: 111264-080165 I

Inverurie Works: Nil. DLRC: Inverurie: 180365-270365 U

61A: 220465

Auchnagatt :060765 (passenger)

61A: 110765/ 220765/ 300765/ 060865

Inverurie Works: 100865/ 020965 (Works Yard). DLRC:

Inverurie: 010965-030965 U

61C Keith: 040965/ 300965

Inverurie Works: 280566/ 180666. DLRC: Inverurie:

090666-140666 U

Inverurie Works: 260766/ 090866/ 100866/ 220866/ 280866

61C Keith: 250467/ 030767/ 290767/ 150867 (stored)/ 220867/ 110967 (stored)/ we170967 (stored)

Withdrawn: 311267.

61C Keith: 130468 (locked in shed)/ 130568

Transfer ex Aberdeen Ferryhill: 230568 ('D6153/6 (left Ferryhill for Shettleston) on 23 May') (RO0768)

J. MacWilliam, Shettleston: 010668 (cabs)/ 020668 (remnants). Not listed 120768.

Disposal: J. MacWilliam, Shettleston: 0568.

Comments:

1. Was D6153 effectively stored after the 09/06/66-14/06/66 unclassified repair at Inverurie Works?
2. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

D6154



D6154, Carron, Undated. (N. Forrest [Transport Treasury])

Delivery ex-NBL: 140760

Inverurie Works: 270760

Reclassified 1000hp to 1100hp: 0860.

Inverurie Works: 260361

61A: 010461/ 020461

Inverurie Works: 220561/ 230561. DLRC: Inverurie: 220561-250561 NC

Inverurie Works: Nil. DLRC: Inverurie: 020661-120661 NC

60A: 160761

61A: 140462

61C Keith: 210462

Inverurie Works: Nil. DLRC: Inverurie: 100562-110562 LC

Inverurie Works: 020662 (Erecting Shop)/ 070662.

DLRC: Inverurie: 180562-120662 NC

Aberdeen Ferryhill: xx0862 (freight)

Inverurie Works: Nil. DLRC: Inverurie: 221062-011162 NC

61C Keith: 130463

61A: 130463/ 010663

Inverurie Works: 230663

60A: 090763

Inverurie Works: 171063/ 281063 (Works Yard). DLRC:

Inverurie: 260963-271263 HI

XX: 140164 (damaged by fire, location unknown) (FDTL)

Inverness: 250164

Inverurie Works: Nil. DLRC: Inverurie: 260564-280564 U

Inverurie-Aberdeen: 200764

61A: 210764/ 310764

61B: 090864

61C Keith: 120864

61A: 120864

Kennethmont: 230964

Inverurie Works: 170465/ 220465 (Yard) DLRC:

Inverurie: 110365-220565 INT

Aberdeen: 050665 (with D6156, light engines)

61A: 110765/ 190765/ 220765/ 300765/ 100865/ 250865/ 040965

61C Keith: 070965

Inverurie Works: Nil. DLRC: Inverurie: 090366-160366 U

Inverurie Works: 280566

61A: 180666/ 090866/ 100866 (awaiting Works, very 'rusty' condition)/ 170866/ 240866/ 280866/ 010966/ 150966/ 250467/ 140567

61C (sub) Elgin: 030767/ 290767/ 150867 (stored)/ 220867/ 110967 (stored)/ we170967 (stored)

Withdrawn: 311267.

61C (sub) Elgin: 130468 (inside shed)/ 130568

Transfer ex Aberdeen Ferryhill: 130568 ('D6144/51/4 (left Ferryhill for Shettleston) on 13 May') (RO0768)

J. MacWilliam, Shettleston: 010668 (Works sidings)/ 020668. Not listed 120768.

Disposal: J. MacWilliam, Shettleston: 0568-0868.

Comments:

1. Was D6154 effectively stored after the 09/03/66-16/03/66 unclassified repair at Inverurie Works?
2. 'About 4/66 it was put to store at Kittybrewster shed' (AHRDE5)
3. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

D6155



D6155, 60A Inverness, Undated. Along with D6150, D6155 appears to have been a late operating north-east Scottish survivor; but still only managing a life span of less than seven years. Compare that with English Electric D8028-30, stablemates at Kittybrewster in the early 1960s, which lasted well into the 1990s! (Geoff Sharpe)

Delivery ex-NBL: 180860

St.Rollox Works: 070960 (New)/ 200960. **Not listed** 031060.

Reclassified 1000hp to 1100hp: 1060.

Inverurie Works: Nil. **DLRC:** Inverurie: 030361-130361 LCas
Craigellachie: 010461 (Elgin-Aberdeen passenger)
61C (sub) Elgin: 020461

Inverurie Works: Nil. **DLRC:** Inverurie: 020661-210661 LCas

61A: 250661/ 040761/ 160761

Fraserburgh: 180861 (14.25 Fraserburgh fish train)

Inverurie Works: 170262. **DLRC:** Inverurie: 070262-230262 NC

61C Keith: 210462

Aberdeen sta: 020662

61A: 070662

60A: 220962

Inverurie Works: Nil. **DLRC:** Inverurie: 210263-080363 NC

61C Keith: 130463

Inverurie Works: Nil. **DLRC:** Inverurie: 130563-140563 NC

Peterhead: 010763 (15.20 Peterhead-Maud Junction) (with D6139)

61C Keith: 040763

61A: 130863

Inverurie Works: 171063

Inverurie Works: Nil. **DLRC:** Inverurie: 061263-061263 HC

Inverurie Works: 200764/ 120864/ 200864/ 270864/ 030964 (in shops)/ 141064. **DLRC:** Inverurie: 250564-300964 U

61C Keith: 210465

61A: 220465

Cairnie Jct: xx0665 (Elgin-Aberdeen passenger)

61A: 110765/ 190765/ 200765/ 220765/ 300765

Elgin Station/Yards: 100865

61A: 040965

61C Keith: 070965

XX: 170965 (Class 3 parcels, damaged by fire ([location unknown]) (FDTL)

Inverurie Works: 300965. **DLRC:** Inverurie: 230965-271165 I

61A: 100466

Inverurie Works: 110466

63A: 180666

Inverurie Works: 220866

Kittybrewster: 310866 (10.33 Kittybrewster Yard?-Fraserburgh & 18.25 Kittybrewster Yard?-Elgin)

Inverurie Works: Nil. **DLRC:** Inverurie: 050167-200167 I
Peterhead: 070267/ 060467/ 200467

XX: 280667 (hailed accident damaged D5067 Elgin-Aberdeen Ferryhill)

Huntly: (05.12 Graig inches-Keith [to Huntly]; rescued failed 04.55 Aberdeen-Elgin passenger [from Huntly])

Inverurie Works: 040767. **DLRC:** Inverurie: 290667-050767 U

Inverurie Works: we 290767/ 300767/ 030867/ 150867/ 220867/ 110967 (Works Yard)/ we170967 (stored)

62A: 221067/ 051167

Withdrawn: 311267.

62A: 070168/ 020368/ 130468/ 140468/ 100568/ 130568

Shettleston: 020668 (awaiting entry to J. MacWilliam with D6131/50)

J. MacWilliam, Shettleston: Nil. **Not listed** 120768.

Disposal: J. MacWilliam, Shettleston: 0668-0868.

Comments:

1. '...five locos at least, Nos. D6117/9/52/5/6, are said to be in the cutting up yard at Inverurie Works awaiting a decision as to their future' (MR1064)
2. Was D6155 effectively stored after the 29/06/67-05/07/67 unclassified repair at Inverurie Works?
3. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

D6156



D6156, 61C Keith, 22 August 1961. Ironically, it was 61C Keith where D6156 was to return in 1967 for storage pending withdrawal. (RCTS Archive)

Delivery ex-NBL: 150960

St.Rollox Works: 200960/ 290960

Reclassified 1000hp to 1100hp: 1060.

61A: 010461/ 020461

Port Gordon: 280461 (Elgin-Buckie passenger)

61C Keith: 210561

Inverurie Works: 220561/ 230561

61C Keith: 220861

Inverurie Works: 280861 (Erecting Shop)

Inverurie Works: Nil. DLRC: Inverurie: 241161-051261 LCas

Inverurie Works: Nil. DLRC: Inverurie: 210362-240362 LCas

61A: 210462

Inverness-Aberdeen: 280562

Aberdeen: 090662

61A: 140862

61C Keith: 140862/ 220862

Inverurie Works: Nil. DLRC: Inverurie: 210163-250163 LCas

Kinaldie: 060363 (12.30 Inverness-Aberdeen)

61A: 130463

Inverurie Works: 230663

Inverurie Works: Nil. DLRC: Inverurie: 261263-271263 HC

61C (sub) Elgin: 310364

Inverurie Works: 200764/ 120864/ 200864/ 270864/ 030964. Not listed 141064. DLRC: Inverurie: 210464-040964 INT

Comments:

1. '...five locos at least, Nos. D6117/9/52/5/6, are said to be in the cutting up yard at Inverurie Works awaiting a decision as to their future' (MR1064)
2. Was D6156 effectively stored after the 25/07/66-29/07/66 unclassified repair at Inverurie Works?
3. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

Inverurie Works: Nil. DLRC: Inverurie: 241064-021164 U

Inverurie Works: Nil. DLRC: Inverurie: 080165-150165 U

Inverurie Works: Nil. DLRC: Inverurie: 310365-150465

U. Not listed 220465.

Aberdeen: 050665 (with D6154, light engines)

Inverurie Works: 100665

Lonmay: 060765 (18.10 Fraserburgh-Aberdeen)

61A: 110765

61C Keith: 220765

Inverurie Works: 070965. DLRC: Inverurie: 010965-100965 U

Aberdeen: 220965

61C Keith: 290965

61B: 280366

Inverurie Works: 280566/ 180666/260766. DLRC: Inverurie: 250766-290766 U

Inverurie Works: 090866/ 100866/ 220866/ 280866

61C Keith: 250467/ 030767/ 290767/ 150867 (stored)/ 220867/ 110967 (stored)/ we170967 (stored)

Withdrawn: 311267.

61C Keith: 130468 (locked in shed)/ 130568

Transfer ex Aberdeen Ferryhill: 230568 ('D6153/6 (left Ferryhill for Shettleston) on 23 May') (RO0768)

J. MacWilliam, Shettleston: 010668 (cabs)/ 020668 (cabs). Not listed 120768.

Disposal: J. MacWilliam, Shettleston: 0568.

D6157

D6157, Peterhead, Undated. D6157 is seen in the exemplary condition demanded by Kittybrewster foremen in the early/mid 1960s, complete with yellow warning panels and the standard set of 25kV warning signs, essential for this part of Scotland! (S. Murdoch [Transport Treasury])

Delivery ex-NBL: 071260

Reclassified 1000hp to 1100hp: 0161.

61A: 010461/ 020461/ 250661

61C Keith: 160761

61A: 210462

Inverness-Aberdeen: 280562

Inverurie Works: 070662

Keith: 070762 (passenger)

Aberdeen sta: 140862

61A: 120463

61C Keith: 220663

Cairnie Jct: 250663 (freight)

Inverurie Works: 200963 (under repair)/ 171063/ 281063
(Works Yard). DLRC: Inverurie: 020963-281163 HI

61A: 280364

61C Keith: 310364

Inverurie Works: Nil. DLRC: Inverurie: 250664-250664 L

61A: 020864/ 170864

Inverurie Works: Nil. DLRC: Inverurie: 051164-111264 INT

Inverurie sta: 220465

61A: 220765/ 010865/ 040865

Comments:

1. Was D6157 effectively stored after the 29/08/66-02/09/66 unclassified repair at Inverurie Works?
2. Sold J. MacWilliam, Shettleston: 04/68 (BRB SC).

Peterhead: 050865 (freight)

61A: 060865

Inverurie Works: 100865 (Erecting Shops). DLRC:

Inverurie: 290765-030865 U

Huntley: 250865

Inverurie Works: Nil. DLRC: Inverurie: 120466-130466 U

61A: 180666

Inverurie Works: 090866/ 100866/ 220866/ 280866.

DLRC: Inverurie: 290866-020966 U

63A: 11-120267/ 210267/ 250367/ 250467/ 030767/
we290767/ 300767/ 020867/ 150867/ 170867/ 190867/
230867/ 100967 (stored)/ we170967/ 241067. Not listed
070167.

Withdrawn: 311267.

63A: 070168/ 130268/ 020368/ 130468/ 140468 (stored)/
230468/ 100568/ 130568/ 010668/ 020668

J. MacWilliam, Shettleston: Nil. Not listed 120768/
310868.

Disposal: J. MacWilliam, Shettleston: 0668-0868; not
proven.

Chapter 7

MAN ENGINES

7.1 General

The German MAN engines were generally considered to be quite simple engines both in design and construction, and over the years had been conventionally developed to their maximum potential. 800hp was their original normally-aspirated design specification, and step-ups were brought to bear by Deutsche Bahn demanding evermore powerful engines. The MAN was first designed in 1939 and by the early 1960s the engine had effectively reached its developmental limit; some argue that the limit had in fact been exceeded by the L12V18/21A and B variants.

Brian Reed says:

‘The equivalent brake mean pressure...in the cylinders (of the B model) at 1,100bhp and 1,500rpm was 146 lb/sq in. This was a high figure for a conventional engine without piston cooling, and may have been the origin of some of the troubles encountered.’

It is generally stated that the licence-built NBL 18/21 engines were poorly built; however, the 18/21 seems to have been a poor engine anyway in terms of

railway application. It seems that DB dropped this engine when it recognised that the operating limit had been reached, opting for Daimler Benz or Maybach engines instead.

7.2 MAN Engines in the Class 21s

D6100-9 were fitted with the NBL/MAN L12V18/21A engines and D6110-57 deployed the NBL/MAN L12V18/21B variant. Information concerning engine ratings at the time of introduction of the Class 21s is conflicting and may have been the result of inaccurate official information or errors in transcription from the official information to published magazine reports.

Trains Illustrated shows D6100-2/4-9/13-7/21-56 introduced with 1,000hp engines and D6118-20/57 with 1,100hp engines. RCTS (via the *Railway Observer*) list D6100-9/31-57 introduced with 1,000hp engines and D6110-30 with 1,100hp.

The *SLS Journal* initially showed D6100-9/34-57 with 1,000hp engines and D6110-33 with 1,100hp. However, the *SLS* subsequently issued a correction in the June 1960 edition of the *Journal* as follows:

‘An error occurred in our account...which appeared in last month’s *Journal*. It should be noted that D6100-9 and D6121 onwards were constructed with 1000h.p. motors, and that D6110-20 were built with 1100h.p. motors.’

In the ensuing months/years there were a number of changes to engine ratings but many were not officially recorded.

Derating of the D6110-20 batch seems to have taken place early on in an attempt to protect locomotive reliability; the *Railway Observer* in January 1960 reports: ‘The horse power rating of those of the NBL D6100 series previously recorded as being 1,100hp has now been officially reduced to 1,000hp.’

Derating of the ten ‘Pilot Scheme’ locomotives from 1,000hp to 900hp had been suggested, with subsequent uprating to 1,000hp, following a series of modifications.

The June 1960 *SLS Journal* mentions that ‘D6100 and D6107 were uprated to 1,100hp as from July, 1959’. It is believed that these were subsequently de-rated back to 1,000hp.

The upratings of the GNoS D6138-57 batch to 1,100hp soon after their introduction were officially recorded, as follows:

D6138	07/60	D6148	06/60
D6139	03/60 (14/03/60)	D6149	07/60
D6140	07/60	D6150	07/60
D6141	09/60 (20/09/60)	D6151	07/60
D6142	10/60	D6152	08/60
D6143	09/60	D6153	08/60
D6144	10/60	D6154	08/60
D6145	06/60	D6155	10/60
D6146	06/60	D6156	10/60
D6147	06/60	D6157	01/61

Thus, by early 1961, D6100-9 (L12V18/21A engines) and D6110-37 (L12V18/21B engines) were rated at 1,000hp, and D6138-57 (L12V18/21B engines) were 1,100hp.

The D6138-57 batch were generally considered to be superior to the earlier batches. This may have been due to a different maintenance regime deployed by Inverurie/Kittybrewster in comparison with St.Rollox/Eastfield, and/or, further engine/cooler group modifications, including:

- i. crankshaft hardening, modified bearings,
- ii. drilling of the little end of the connecting rods to provide a spray oil onto the underside of the piston crown for the purpose of cooling (it will have been noted in Section 1 that the NBL orders L94/29-L94/48 (covering D6138-57) specifically mentioned 'Oil-Cooled Pistons'),
- iii. oil drains of increased diameter provided to prevent the build up of oil in the vee of the engine block,

decreasing the risk of fire damage, and,

- iv. strengthened oil pipes.

Although not involving engine uprating, works attention including the replacement of the original engines by L12V18/21B engines, new cooler group arrangements and other modifications, was given to at least D6105 (26/07/61) and D6109 in 1961, plus also possibly D6108 which spent five months in St.Rollox Works during 1961 (23/05/61-10/10/61 on Heavy Casual repairs). They were apparently fitted to enable comparative trials with the Pilot engines. As has been seen from the Section 6 observations, D6105/8/9 appeared to have been relatively successful and never suffered periods of long term storage.

The December 1961 edition of the *Railway Observer* mentioned:

'It is understood that a trial run was being made at the end of November with one only (*Class 21*) on the 8.15a.m. Glasgow-Aberdeen and the 1.30 return, using either D6102 or D6120, both of which are now up-rated to 1,100hp.'

The upratings of these two locomotives were never officially reported. Interestingly, D.C. Strickland (*Locomotive Directory*) records D6102/21 as being uprated to 1,100hp (dates unknown) which suggests that the D6120 *Railway Observer* report *may* have been erroneous, particularly given that, much later, D6120 was officially reported as withdrawn in 1,000hp condition and SLS carried the official report that D6102/21 were rated at 1,100hp prior to conversion to Class 29. The uprating of D6102 might also suggest the fitment of a L12V18/21B engine.

Subsequent officially reported rating changes were as follows:

October 1962 (29/10/62):
D6104/33/5 (1,000 to 1,100hp).

Given the previous poor experiences with the L12V18/21A engines, it is entirely possible that D6104 was another Class 21 to receive a L12V18/21B engine to facilitate this uprating.

April 1963: D6122 (1,000 to 1,100hp).

One interesting officially notified derating from 1,100 to 1,000hp was D6130 in November 1962. Previous uprating to the 1,100hp level, however, was never officially reported!

At the time of its re-engineering to Class 29, D6133 was quoted on the official listings as having been 1,100hp. At withdrawal of the Class 21s only D6104/22/35/8-57 were quoted as being 1100hp machines.

7.3 Demise of the MAN L12V18/21A engines.

By mid 1963, D6100-3/6/7 were all in long-term storage. D6104 at 1,100hp had probably received a B engine. D6105/9 were reported with B engines and it is likely that this also applied to D6108. Thus the troublesome L12V18/21A engine had effectively been eradicated from service on the Class 21s.

7.4 1967 MAN Engine Refurbishment.

The April 1967 edition of the *Railway Observer* carried the comment:

‘D6109 is the first of a number of the class to have the original

MAN engine refurbished, as distinct from receiving a new Paxman Ventura engine of greater power. D6109... is believed to have been performing very successfully.’

It is believed that this was a Scottish Region ‘in-house’ solution to offset

the shortfall of Type 2 motive power generally, and, ongoing delays to the Class 29 conversion process specifically during 1966-67 (see Section 11.5).

Major repairs to MAN fitted locos at Inverurie during this period, as derived from the DLRCs, are as follows:

	Works Attention	Repair Class
D6105	27/12/66-02/02/67	Intermediate
D6109	16/09/66-13/01/67	General
D6110	17/02/67-07/03/67	Intermediate
D6111	23/05/67-31/05/67	Intermediate
D6115	05/06/67-21/06/67	Intermediate
D6117	24/03/67-14/04/67	Intermediate
D6131	15/04/67-03/05/67	Intermediate
D6140	24/06/67-08/07/67	Intermediate
D6155	05/01/67-20/01/67	Intermediate

Chapter 8

CLASS 21 – PERFORMANCE ISSUES

Issues surrounding the performance of the Class 21s are many and varied; a summary is given below:-

8.1 MAN Engine Issues.

8.1.1 Building under Licence.

The German-designed MAN engines were built under licence by NBL and were generally considered to be of inferior quality relative to the German originals. Some former BR engineers have expressed the opinion that they would have been better if purchased direct from Germany; this viewpoint inevitably suggested poor manufacturing standards within NBL. It should be noted, however, that the prevailing political climate during the 1950s effectively precluded German engineering imports so soon after the Second World War.

8.1.2 Metric/Imperial.

Poor workmanship was compounded by the poor conversion of metric drawings to imperial. As a consequence, construction of cylinder blocks, pistons, crankshaft bearings, etc, were subject to inappropriate manufacturing tolerances.

8.1.3 Suitability.

Irrespective of poor NBL input, the MAN 18/21 showed itself to be a somewhat limited engine at least in terms of locomotive applications (see previous chapter); DB ceased considering the 18/21 engine quite early on. Whilst it is possible that the L12V18/21 issues were not fully understood at the time of ordering the Pilot Scheme Type 2s, the intended trial period for the Pilot locomotives would have ensured that any engine shortcomings became evident and, as a consequence, not perpetuated in production batches.

8.1.4 Specific Engine Issues.

The *Technical Report to the BRB* from the Chief Engineer (Traction & Rolling Stock) dated 16 October 1967 lists the following specific issues: excessive cylinder liner wear and top ring groove wear; piston seizures; crankcase fractures; and damage to crankshaft due to connecting rods coming adrift.

8.1.5 Lubrication.

The suitability of the engine oil deployed by BR has been

questioned, with the suggestion that it was of too poor a quality for the quick running MAN engine.

8.2 Engine Cooling System.

A constant source of trouble was the servo-assisted cooling system, which was prone to failure with the consequent knock-on effect of serious overheating.

8.3 Exhaust System.

The exhaust systems were a particular problem on the Type 2s. The fabricated construction, rather than use of cast sections, led to splits and stress fractures and consequent high maintenance costs (calculated at £1,500 p.a.).

8.4 Fuel/Oil Leakage.

The MAN diesel engines were prone to serious fuel and oil leakages. As a consequence, engine room, generator and underfloor fires were common and effectively wrote off several locomotives. Generator failures were often related to oil encroachment, resulting from poor engine/generator separation.

8.5 Engine/Generator Coupling.

The NBL/MAN Type L12V18/21 engine was coupled to GEC transmission equipment, and this proved to be a troublesome combination, significantly affecting their reliability and availability. The GEC supplied generator was at the limits of commutation at 1,500rpm, higher than most contemporary diesel-electric locomotives, and this proved to be temperamental in practice. Most locomotive applications deployed engines with lower rpm or various forms of stepping-down gearing arrangements between engine and generator; the Class 21s employed a duplex lap winding to ensure the required commutation but this seems to have not been entirely satisfactory in practice.

8.6 GEC Main Generator.

The main generators were prone to armature failures.

8.7 Equipment Accessibility.

The positioning of minor components within the locomotive bodysell meant that small faults could only be rectified on depot or by return to railway workshops, resulting in poor daily availability and locomotives having to be failed completely in circumstances that might not have made this necessary with other classes. In this respect, the Class 21s undoubtedly suffered from poorly thought-out design work.

However, many of the specific problems associated with the Class 21s resulted from higher level issues.

8.8 Continuation of Steam Engineering Practices.

For NBL, the transition from being a steam locomotive producer

to a modern diesel and electric traction provider was far from straightforward, requiring significant capital investment and substantial workforce skills training. The early NBL diesel classes undoubtedly suffered from continuing steam age manufacturing practices and organisational inertia. NBL workshops were poorly kitted out and staff were insufficiently trained for the new technology of the day. In addition, many assembly shop staff at NBL had redundancy looming which certainly would not have helped; NBL was generally considered to be a struggling company at the dawn of the diesels. Some quotes from *Glasgow: Locomotive Builder to the World* (M. Nicolson and M. O'Neill, 1987) make interesting reading:

‘[NBL] Chairman J B Mavor [in 1958] had to report that “difficulties have unfortunately been experienced in building up production for the higher powered North British/MAN diesel engine”...

‘.....the employees were still “steam minded” and it proved impossible to adapt them quickly enough to the demands of precision engineering...

‘Given the long and highly specialised apprenticeships and the policy of employing successive generations of the same family it was understandable that the workers were “steam-minded”. It seemed unfair to blame them for the firm’s collapse however as they had never been permitted to participate in decision-making at any level ...

This autocratic view of labour relations did nothing to increase the company’s flexibility.’

8.9 Management / Human Factors.

8.9.1 Drivers and Fitters.

Many drivers and fitters struggled with driving and servicing first generation diesels, compounded by the fact that BR fitting staff were having to repair complex diesel engines in dirty steam depots. Traction motor flashovers, for example, were said to result from inexperienced handling.

8.9.2 General Maintenance Standards.

The last twenty to be built, D6138-57 employed on the GNoS section, were generally quoted to have had a better reputation than the earlier batches. Standards of maintenance certainly appeared to vary between Kittybrewster/Inverurie and Eastfield/St.Rollox locomotives; the GNoS units certainly displayed external evidence of more attention, a situation which may well have equally applied internally. J. Brown in his book *Inverurie Loco Works: the Inside Story* states: ‘The Kitty-based engines – D6138-D6157 – performed much better up here – possibly because of higher maintenance levels and the superior skills of the Inverurie workforce.’

8.9.3 Inadequate Operating Disciplines.

The propensity for the Class 21s to catch fire as a consequence of oil leakages should have driven strict engine room, undergear and bogie cleaning regimes at an early stage. Such regimes only seem to have been applied by Kittybrewster,

where locomotives always appeared to be better looked after and were certainly less prone to the pyrotechnic tendencies of their earlier sisters.

8.9.4 Inappropriate Operations.

It has been questioned whether the Type 2s were appropriately rostered by the traffic operators. Perhaps the Glasgow-Aberdeen three-hour trains were beyond the realistic capability of a single Class 21; maybe a pair was, indeed, more appropriate from a pure power perspective. When the Scottish Region replaced the Class 21s with steam traction in 1962/63, it wasn't with Class 4MT or 5MT locomotives, but with ex-LNER A4s (rated 8P) of over twice the rated power of a single Class 21!

8.10 Spares Availability following the closure of NBL.

From 1962 and with the closure of NBL, there was a definite increase in the number of locomotives laid-up at St.Rollox Works. Such locomotives were cannibalised to facilitate repairs to other members of the class. Presumably the metric-to-imperial toleranced MAN engines precluded spares from being obtained direct from MAN.

8.11 Positive Aspects.

The foregoing provides a very negative perspective. However, there were some positive aspects associated with the Class 21s.

8.11.1 Cab Ergonomics.

The Class 21s received praise from the locomotive crews with respect to good ergonomic cab design and comfortable driving position.

The cab heating system was of the steam/hot water radiator type, and this combined with a draught-free corridor design made the type a better answer for Scottish winter conditions than the BR/Sulzers used on the Highland Line.

8.11.2 Ride.

The choice of Commonwealth bogies gave a first class ride and crews apparently found them the best riding locos of all the Type 2s.

8.12 An Aside – The Diesel-Electric v Diesel-Hydraulic Debate.

Perhaps at this point it is worth making reference to the Western Region North British Type 2 diesel-hydraulic fleet (Class 22), particularly given their alleged better performance compared with their diesel-electric sisters (in original Class 21 form). Six Pilot Scheme locomotives (D6300-5) were built with the L12V18/21A engines rated at 1,000hp, followed by fifty-two production locomotives with L12V18/21B engines rated at 1,100hp. As far as can be ascertained, locomotives' engine ratings remained unchanged throughout their careers on the Western Region.

The frequently asked question is why were the Western Region Class 22s supposedly superior to the Scottish Region Class 21s? It was the initial intention that BR undertake comparative trials between the two Classes but results were never published (if indeed any proper investigations were actually carried out). The following comments may provide some insights.

The MAN/Voith engine/hydraulic transmission combination is frequently quoted as a more appropriate/ compatible power combination, compared with the MAN/GEC engine/generator and traction motor combination. Available information on the subject appears to suggest that the Western Region spent more time modifying the MAN engines to improve their performance and to reduce any propensity to catch fire. Assuming that the Scottish Region modified the MAN engines to the same level as the Western Region (which was probably not the case in reality), then the GEC generator and transmission clearly appears the weaker link. Hugh Dady in *Modern Locomotives Illustrated* No.197 comments:

'...the electrical transmission system with a GEC supplied generator that was simply at the limits of commutation at 1500rpm and a control system and traction motors, also supplied by GEC...were not the best advertisement for electric transmission.'

Once again, the level of maintenance and cleaning appears to be a factor, with Swindon and the WR depots appearing to provide appropriate levels of care significantly reducing the occurrence of fire damage on the Class 22s. Given Kittybrewster's apparent care of the the D6138-57 batch of Class 21s, 65A Eastfield maintenance standards certainly appear to be the key issue in this regard.

It should also be noted that, whether on the Eastern Region or the Scottish Region, the Class

21s were always lined up against 'competing' Type 2 motive power in the form of Brush, BR/Sulzer or BRC&W products. In contrast, however, on many parts of the Western Region, the Class 22s were the only Type 2s available, at least during the early diesel years.

In addition, the Class 22s appear to have been deployed on duties more consistent with their power rating, such as branch line passenger and trip freight workings in the West Country and

Bristol areas, e.c.s. duties out of Paddington, pilot duties on the Devon banks, etc. In contrast, the Class 21s were pushed into Class 1 passenger duties on main trunk routes; with only 1,000hp available, no wonder the Class 21s were consistently paired up! It might even be argued that three Class 21s would be required to reach power parity with a Gresley A4 Pacific on the Glasgow-Aberdeen route.

Ultimately, the surplus of diesel-electric Type 2 power across BR

(alongside the BRB drive to rid itself of all hydraulic types) led to the demise of Class 21 in 1968, and both Classes 22 and 29 in 1971/72. However, a straight availability comparison between the Class 21s and the Class 22s pre-1968 must favour the diesel-hydraulic Class 22s, if only given the number of Class 21s laid up in works or on depots. As for any comparison between the Class 22s and the Class 29s post-1968, I'll leave someone else to work that one out!

D6302, 83E St. Blazey, Undated. The Western Region D63xx series were the diesel-hydraulic equivalent of the D61xx diesel-electrics. The family likeness is readily apparent, although there were some clear external differences; the D63xx locomotives were nearly five feet shorter giving them a much 'chunkier' appearance. Note the substantially different bogie design. (Author's Collection)



Chapter 9

ACCIDENT AND FIRE DAMAGE



D6118, 65A Eastfield, 18 April 1965. (Keith Long)

9.1 Accident Damage.

Locomotives known to have suffered accident damage are as follows:

- | | | | |
|-------|--|-------|---|
| D6112 | Minor damage around the gangway door area No.2 end. First recorded in damaged condition in 1964, but the damage may have occurred as early as 1962 precipitating its storage at St.Rollox from circa April 1962. | D6125 | Damage to No.2 cab. Stored at St.Rollox Works from November 1962. |
| D6118 | Damage to No.2 cab. Greenhill South, 29 March 1965. | D6134 | Derailment damage? Deliberate damage to buffer beam corners presumably as a consequence of the rerailing process? Stored at 61A Kittybrewster by June 1966. |
| D6122 | Damage to No.2 cab. Photographed at 63A Perth in damaged condition on 11 April 1964. N.B. Identity subsequently altered to D6121 (see Section 10). | D6135 | Damage to No.2 cab. Noted at 65A Eastfield on 6 January 1968 in damaged condition but no information available regarding location and date of incident. |
| D6122 | Collision damage, severity unknown; first noted 28 February 1965. Repairs undertaken at Inverurie Works during period 11/03/65-07/05/65. | D6136 | Damage to both cabs, most severe at No.1 end. Cadder, February 1967. |
| | | D6143 | Damage to No.1 cab. Stored at 61A Kittybrewster by 9 August 1966 (cab sheeted over). |
| | | D6146 | Damage to No.1 cab. Stored at Inverurie works from April 1965. |



D6135, 65A Eastfield, 6 January 1968. The locomotive adjacent to D6135 carries a Blue-Star coupling code which puts it in the D6138-57 range. John Turner's listing of sightings at Eastfield would suggest that this loco is either D6140 or D6152. The 25kV warning flash positioning doesn't help; however, given that D6140 was stored and D6152 was still in traffic at this time, my money is on D6140. (J.G. Turner)

D6151 Photographs seen of D6151 show both bodysides and both cabs without any sign of accident damage. It is unclear whether this locomotive was actually damaged even though reported as such in the December 1967 edition of the *Railway Observer*.

A BR document *Freight Trains Out of Control 1964*, reports an incident involving an NBL Type 2 and an overloaded train of 42 unfitted wagons at Ellon (between Dyce and Maud Jct) on 31 December 1964. The locomotive identity is not specified but could possibly be either D6146 or D6151.

Very few accident damaged locos were repaired, presumably due to the high cost of aluminium castings and shortages in aluminium workmanship expertise within BR at the time. Only D6112 (minor damage only), D6121 (damaged as D6122), and the 'new' D6122 appear to have been repaired. Work to rebuild D6112 to Class 29 would have necessitated the removal of the affected front-end area anyway to accommodate the four-character head code box and so did not constitute a major repair undertaking.

As mentioned in Section 2, the Class 21 cab was a cast aluminium assembly made up of about twenty



D6136, 65A Eastfield, Undated but believed to be 28 May 1967. (Roy Roast)

components including cab doors, gangway doors, etc. Apparently BR drew up a fabricated replacement design which enabled the repair of D6121, although the exact timing when this capability was achieved is unknown.

At face value, quite why D6121 was selected for the conversion to Class 29 when presumably others could have filled the bill is unknown. At the time of the rebuilding decision, the prevailing Modern Traction Plan still envisaged the conversion of all fifty-eight Class 21s to Class 29s, so the capability to repair damaged class members, with aluminium superstructures, needed to be demonstrated by Inverurie; maybe D6121 was the 'guinea-pig' in this respect?

The extent of the damage to the 'new' D6122 in early 1965 is unknown; however, repairs were effected.

9.2 Fire Damage.

The fuel and oil leaking tendencies of the Class 21 MAN engines resulted in numerous fires and was one of the biggest reasons for Class 21s spending considerable periods of time in store. There were three major scenarios:

- Build-up of fuel and/or oil in the vee of the MAN engine which heated up and caught fire.
- Oil encroachment into the main generator.
- Oil and dirt accumulation around the bogies and battery box area, combined with ignition from brake sparks.

In general terms, BR had a serious problem with diesel locomotives

catching fire; whilst the Class 21s represented a significant problem, they were not the only culprits. In an attempt to address the issue, and the associated safety and cost implications, British Railways set up regional reporting of fires so that the reasons and severity could be ascertained on a class-by-class basis. This commenced in 1961 and over the following years the Reports on *Fires on Diesel Train Locomotives* produced by the BR Locomotive Performance and Efficiency Development Unit, Derby, contributed greatly to the understanding of the problem, and quickly identified potential answers to the problems – locomotive modifications (e.g. re-routed pipework, spark guards), fire-fighting equipment, improved maintenance and cleaning routines, etc.

The raw information from these reports is provided below and in many cases provides the start date for the placement of particular Class 21s into storage. In the fire reports, the severity of damage was categorised 'Severe' (i.e. works attention required) and 'Not Severe'. In reality, the Class 21s categorised as 'Severe' (e.g. D6100/33), together with several 'Not Severe' examples (e.g. D6102/7/13/4), were stored for long periods and only re-appeared once rebuilt as Class 29s, being used in the meantime as a source of spares for the remainder of the fleet.

The damage to D6127 at Greenloaning on 29 March 1962 is perhaps the most frequently quoted example of fire damage to the Class 21s. Certainly the fire damage to D6127 was very severe and

impacted the structural integrity of the locomotive bodyshell. Inevitably the locomotive was eventually withdrawn and scrapped; it is unlikely, even if the Class 21s had undergone full-class conversion to Class 29s, that this locomotive would have been rebuilt.

An interesting quip appears in the *Railscot* website:

'A St.Rollox driver was once asked *What's the best thing about these NBL Types 2's?*, to which he replied without hesitation *The fire extinguisher, I use it more than the throttle!*'

The full listing of Class 21s which were reported in the British Rail fire reports are listed below.

9.3 Fires on Diesel Train Locomotives Reports 1961-71.

Source of ignition:

- A Brake block sparks.
- B Hot engine parts, including exhaust blows.
- C Electrical overloads or arcs.
- D Mechanical seizures or failures.
- E Train Heating Boiler Burners.
- F Unknown.

Material involved:

- 1 Oil impregnated dirt or waste.
- 2 Fuel/lubricating oil sprays or leaks.
- 3 Electrical insulation.
- 4 Not known.

Degree of damage:

- S Severe (requiring works attention).
- NS Not severe.
- NK Not known.

Loco No	Date of fire	Source of ignition	Material involved	Degree of damage
D6125	25/01/61	E	2	NK
D6138	02/02/61	B	2	NK
D6125	08/02/61	B	2	NK
D6118	03/05/61	B	2	NK
D6119	31/05/61	A	1	NK
D6104	20/06/61	B	2	NK
D6104	05/01/62	B	2	NK
D6113	22/03/62	B	2	NK
D6128	26/03/62	B	2	NK
D6127	29/03/62	B	2	S
D6109	03/04/62	B	2	NK
D6128	04/04/62	B	2	NK
D6128	14/04/62	B	2	NK
D6110	23/05/62	B	2	NK
D6136	14/07/62	A	1	S
D6138	31/08/62	A	1	NS
D6119	03/09/62	B	2	NS
D6107	09/10/62	B	2	NS
D6124	18/10/62	A	1	NS
D6131	26/10/62	A	1	NS
D6128	06/11/62	A	1	NS
D6107	16/01/63	A	1	NS
D6100	25/01/63	E	1	S
D6102	08/02/63	A	1	NS
D6111	15/02/63	B	2	NS
D6133	03/05/63	C	3	NS
D6114	31/05/63	A	1	NS
D6135	15/06/63	A	1	NS
D6141	17/06/63	A	1	NS
D6140	24/06/63	A	1	NS
D6133	12/08/63	A	1	S
D6128	17/10/63	F	4	NS
D6154	14/01/64	E	2	NK
D6113	12/02/64	A	1	NS
D6117	16/07/64	A	1	S
D6119	17/07/64	A	1	S
D6131	12/08/64	B	2	NS
D6109	28/08/64	A	1	NS
D6129	22/09/64	A	1	NS
D6137	11/01/65	C	2	NS
D6135	20/03/65	B	2	NS

Loco No	Date of fire	Source of ignition	Material involved	Degree of damage
D6124	23/03/65	F	2	NS
D6115	20/04/65	B	2	NS
D6132	18/05/65	B	2	NS
D6105	03/06/65	A	1	S
D6155	17/09/65	B	2	S
D6139	03/11/65	B	2	NS
D6134	01/02/66	A	2	NS
D6128	11/03/66	B	2	S
D6110	09/04/66	A	1	NS
D6115	12/08/66	B	2	NS
D6117	08/10/66	B	2	NS
D6104	08/11/66	C	2	NS
D6124	15/02/67	E	2	NS
D6102	01/03/67	E	2	NS
D6112	15/03/67	E	2	NS
D6104	15/04/67	A	1	S
D6131	01/07/67	A	2	S
D6124	17/07/67	?	?	S
D6150	23/08/67	B	2	S
D6102	18/09/67	E	2	NS
D6112	25/09/67	A	1	NS
D6114	11/10/67	B	2	NS
D6132	22/11/67	B	2	NS
D6107	05/01/68	A	1	NS
D6116	01/11/68	E	2	NS
6121	26/01/69	?	?	?
6102	09/04/70	E	2	S
6124	28/04/70	A	1	S
6107	03/06/71	A	1	NS

Notes:

1. Full reports seen for 1961-67, 1970 and 1971 (first six months).
2. No information seen for January-March 1968 (although D6107 reported in internal BR memo).
3. Summary reports seen for April-September 1968; no Class 21/29 casualties.
4. Summary report seen for October-December 1968 mentioning one casualty (presumably D6116 as reported in BR internal memo).
5. Summary report seen for January-March 1969 mentioning one casualty; no internal documentation seen relating to this casualty but may be D6108 or 6121.
6. Summary reports seen for April-December 1969; no Class 29 casualties.
7. No information seen for July-December 1971.
8. D6124 added to the list although not reported on the FTDL returns.
9. Class 29 locomotives highlighted in bold.

It will be noted from the above that 'Fuel/lubricating oil sprays or leaks' feature prominently (thirty-three of the fifty-seven Class 21 incidents reported). This reflects in large measure the fact that the Class 21s incorporated a major design weakness in that the fuel injection pumps were positioned in the centre of the MAN engine vee with long high-pressure pipes to the injectors. Consequently, when these high pressure fuel

pipes fractured fuel was sprayed across the engine; ignition by the extremely hot exhaust manifolds inevitably caused catastrophic results.

Twenty-two of the fifty-seven *FDTL-reported* Class 21 incidents were attributable to 'Oil impregnated dirt or waste'; only three of those affected were members of the Kittybrewster fleet undoubtedly reflecting the better 'housekeeping' standards at that depot.

A further fire incident which was not reported in the various FDTL documents, presumably due to it being a depot rather than a main-line incident, involved D6117 at 65A Eastfield on 10 September 1962. A B.R. memo dated 24 October 1962 concluded: 'Investigation into the cause of the...fire showed that the depot staff were using an oxy-acetylene burner on the brake adjusting nut of No.2 bogey (sic), when an accumulation of oil laden dirt became ignited.'

D6136, 65B St.Rollox, 28 July 1962. Close-up of the fire-damage sustained by D6136 at Forteviot on 14 July 1962. According to the DLRC repairs were undertaken at St.Rollox Works during the period 16 July to 18 August 1962, although clearly the early part of this period was actually spent "Waiting Works" at St.Rollox shed.
(Bill Hamilton)



Chapter 10

D6121 AND D6122 IDENTITY TRANSLATION

10.1 Investigations to Date.

The extended sojourn of D6122 at D. Woodham's scrapyard from 1968 to 1980 resulted in the paintwork suffering extensively from the vagaries of nature, particularly so given Barry Island's salty atmosphere. Progressively, the D6122 number migrated to D6121, suggesting a translation of identities at some point in its past.

Trevor H (via the *RM Web*) in 2011/12 started the debate by illustrating the apparent identity swap using photographic evidence of D6122 at Barry over time (with the numerical identity change strongly evident at No.2 end, and less so at No.1 end but still evident nonetheless). Mention of D6122 gaining 'eyebrows' (at both ends) and D6121 losing them (again at both ends) during their respective lives was also used as supporting argument.

Debate ensued about total loco identity changes as opposed to cab transplants. Workspates were seen as the potential answer to the debate, and this was provided by 'br2975' who had acquired the plate from D6122 whilst at Barry. It was in fact NBL Progressive No. 27851

(applicable to D6121), but in reality it didn't help solve the total identity change v. cab swap debate.

In 2013, Peter Hall took up the cudgels via the RCTS *Diesel Dilemmas* web page with further interesting arguments built up which increasingly supports the total identity swap between D6121 and D6122 in the spring of 1964. Readers are invited to visit the

excellent RCTS *Diesel Dilemmas* web-pages, specifically the one entitled 'Did D6121 and D6122 swap identities in 1964?' Additional pieces of evidence were provided to develop the debate, as follows:

a) Provision of photographic evidence of D6122 at Perth on 11 April 1964 exhibiting serious accident damage to its No.2 cab.

D6122, D. Woodham, Barry, Undated. Twelve years at Barry and the original identity of D6122 started to reveal itself. (J.G. Turner)



D6122, 63A Perth, 11 April 1964. The original D6122. It was the first Class 21 built without the front cab roof air vents. Note the accident damage at No.2 end, exhibiting a definite cab droop and bent mainframe. (Colour-Rail)



b) Introduction of a comment from the August 1964 edition of *Railway Observer*.

'Scottish Whitsun Tour 16-18 May 1964: ...Mention of this depot (*Eastfield*) also brings to mind the confusion caused by D6121 which bore the number D6122 on the cabside at one end. Some cannibalisation had obviously occurred as **D6122** is one of the twelve cripples of the class which appear to be more or less permanent residents of St.Rollox Works.'

Two points of explanation/ clarity here:

- *Shed Master Archives* (SMA) reports for 65B St.Rollox and

St.Rollox Works make no mention of D6121 on either 17 or 18 May 1964. However, D6122 is recorded at St.Rollox Works on 17 May 1964 (by SMA) and 65A Eastfield on the same date (by SMA and BH), and at 65A Eastfield again on 18 May 1964 (by SMA) and 65B St.Rollox on the same date (by SMA and RH[RCTS]).

- In reality, my highlighted reference to **D6122** would have made more sense if D6121 had been quoted; D6122 had not been a long term resident of St.Rollox Works, D6121 certainly had, however, and would have suffered some cannibalisation.

c) Introduction of sighting information, in particular one for Inverurie Works dated 22 June 1965.

'...observations made by Bob Stone at Inverurie Works on 22nd June 1965. Bob records D6121 present as one would expect but also he has recorded 'part of D6122'. Fifty years on Bob has no recollections but could this be very relevant'

d) Provision of a sizeable list of sighting reports for both D6121 and D6122 over the 1962-68 period.

e) A reference made by a web-page contributor that D6122 was overhauled during the period 11/62-03/63 and its MAN

engine uprated to 1,100hp. D6123, with its new Paxman engine, and D6122 were then used for comparative trials. This is corroborated separately by J. Brown (Supplies Officer at Inverurie Works in the 1960s) in his book *Springburn to Inverurie* where he specifically mentions D6122: 'She had been given a shops overhaul in her original condition to compare her with D6123 which had been fitted with a Paxman Ventura engine'

At present, Peter Hall's conclusion is that: 'At this stage the evidence suggesting an identity swap is not totally conclusive but continues to mount.'

10.2 Further Insights.

In addition to the work already undertaken by Trevor H and Peter Hall, some additional factors now need to be considered:

a) The DLRCs for *both* D6121 and D6122 give no indication of any Works visits/repairs during 1964.

b) Why would BR go to the bother of repairing D6121 (damaged as D6122)? A clue here might be the fact that apparently BR drew up a fabricated replacement design for the cast aluminium cab assembly; the precise timing of this development is unknown but, if around 1965, may be of some relevance.

Although the intention of this book is to provide fact-based information, please allow me to make my own interpretations of the situation, particular given the availability of some new information.

10.2.1 D6122.

Given that by May 1964 D6122 required collision repairs, the hypothesis is that its identity was changed to D6121, and, the original D6121 which had already been uprated (albeit by then stored presumably with the uprated engine now defective) became D6122 to enable the comparative trials with D6123 to continue. Certainly the

photographic evidence of D6121 stored at Eastfield on 6 August 1963 shows it to be in very good condition externally with only minor cannibalisation (windscreen wipers, bodyside window). To facilitate D6121 becoming the new D6122, the transplant of the 1,100hp engine from the original D6122 would have been required.

The key question which never really seems to have been addressed is why the need for the comparison locomotive to be D6122 specifically? Why couldn't D6123's comparator have become D6121, or indeed, at the time of the identity swap, D6104/33/5, which also carried 1,100hp engines, or maybe D6102 (never officially reported as 1,100hp)?

It wouldn't be the first time that a consecutively numbered series of locomotives was used for convenience of recognition (e.g. D1017-20 were 'forced' to become the last remaining vacuum brake fitted 'Western' Class 52s in 1971/72). Maybe the same sort of logic applied for D6122 and D6123?



D6121, 65A Eastfield, 6 August 1963. The original D6121, and the last Class 21 built with cab roof air vents. (David Dippie)

Certainly the new 'D6122' returned to the fray very quickly after its sighting with collision damage on 11 April 1964; subsequent observations came in thick and fast i.e. 65A Eastfield: 06/06/64, 65B St.Rollox: 28/06/64, 65A Eastfield: 12/07/64, 65J Stirling: 27/07/64, etc.

The sighting of D6122 at St.Rollox Works on 17 May 1964, therefore, could well have been its last sighting in its original guise, and the sighting of D6122 at Eastfield on the same day was probably the first sighting of D6121 with its new identity.

The fact that D6121 had been stored since August 1963 suggests serious problems, but not serious fire or accident damage based on photographic evidence, thus allowing the rapid reinstatement of D6121 as D6122 after engine transplant. However, with no works references to either D6121 and D6122 on the DLRCs during 1964, did the transplant actually take place at Eastfield? Did Eastfield physically have this capability?

10.2.2 D6121.

In some respects the situation with the 'new' D6121 is even more interesting. As mentioned in Section 9, as far as is known, only one *seriously* damaged Class 21 was ever repaired i.e. D6121.

If it was sometime around 1965 that Inverurie Works was developing the capability for aluminium fabrication, maybe the 'new' D6121 was used as the 'guinea-pig'. D6121 was, for information, Inverurie's first Class 29 convert i.e. 09/07/65 to 04/03/66, a conversion of 8 months duration.

There may be a significant amount of post-hoc rationalisation going on here by myself, but the suggestions regarding D6121 and D6122 do seem to fit. Real assistance with this ongoing debate would come from photos of D6121 taken between 18/05/64 and 22/06/65.

One question which still remains, however; why bother with the cab rebuilding work (with associated raw material and fabrication costs) when another cab could have been transplanted onto D6121, or, another totally different locomotive

nominated to become a Class 29 instead of D6121?

In early 1965, the decision had not yet been taken to limit Class 29 conversions to twenty locomotives only; against the backdrop of the prevailing plan to convert all fifty-eight locomotives, the successful development of aluminium fabrication at Inverurie would have been essential. Repairs to D6121 would have successfully demonstrated this capability.

That's my theory. All conjecture, of course. The truth might have been substantially different. Continue to peruse Peter Hall's *Diesel Dilemmas* page for further developments on this subject.

A final question; were there further identity translations we don't know about? After all we wouldn't have known about D6121 and D6122 if it hadn't had been for the cab vent differences exhibited by these two locomotives, combined with D6122 spending 12 years at Barry and the exposure of the previously carried numbers. What if changes took place *within* each of the D6100-20, D6123-37 and D6138-57 groups?

Chapter 11

CLASS 29 CONVERSION AND PERFORMANCE

11.1 Introduction.

With all the class drafted to the ScR, the performance and availability of the D6100s did not match that of the BR/Sulzer and BRC&W Type 2s in Scotland, and as a consequence BR decided to look at alternative options in the hope of improving their performance. Various wide-ranging options were explored, those finding their way into the public domain (in various forms) were as follows:

a) Derate locomotives to 800hp around a Class 20-type bodyshell.

A quote from the May 1962 edition of *Railway Observer* states:

‘A proposal was made in February (1962) to down-grade the D6100-37 series to Type 1 and to rebuild them to resemble in outline the D8000 series...and fitting them for freight work where their vagaries would be less noticed. It is believed that D6130 entered Queens Park Works recently to enable an estimate to be made of the cost so involved, but it was later

sent out, no doubt because of the winding-up of the firm, which was announced on 3 April.’

b) Deploy further upgrading of MAN engines.

Quite what this up-grade would have involved is unknown; the L12V18/21C was mooted but in reality this variant never saw the light of day in the UK.

c) Re-engining options.

Whilst the Paxman ‘Ventura’ became the selected option, it was rumoured that English Electric was asked to consider supplying power units and, presumably, generators, but EE apparently refused, either due to prevailing workload or maybe not wanting to become involved in the NBL ‘situation’.

A suitable British-made quick-running engine to match the existing GEC main generator (which was retained) was found in the Paxman ‘Ventura’ 12-cylinder YJXL engine, rated at 1,400hp, but actually installed in down-rated form at 1,350hp.

The YJ engines were first deployed on ‘Warship’ Class D830 *Majestic* in 1960, rated at 1,200hp, and underwent ‘field trials’ on the Western Region.

A piece by G. Freeman-Allen in the January 1963 edition of *Modern Railways* included the following statements about the Paxman engine: ‘...extraordinarily reliable, rugged and simple to maintain is a testimony I have heard in high places’ and, ‘...the Ventura has the advantage over the German-pattern engines in that it was not, like the latter, designed specifically for alliance with hydraulic transmissions.’

The decision made was to experimentally equip one locomotive with a Paxman engine and D6123 was chosen as the ‘guinea pig’ and despatched to Paxman’s, Colchester, during early 1963.

D6123 was substantially internally rebuilt from the main frame up to accommodate the new engine and cooler group. The new engine was 250hp (186.5kW) greater than the production series MAN engine set at 1,100hp (746kW) and this required up-grading of the

generator; this remained classified as WT880A but with changes to the associated control gear.

In the *Modern Railways* May 1964 issue, an article entitled 'The Ventura-Paxman's high speed engine', reported that:

'...a Ventura engine has... been applied with success to one of the NB Loco Co. Type 2 diesel-electric locomotives in Scotland...BRB engineers, it is known, have a warm regard for the Ventura range and speculation is rife that it may figure more widely in future BR dieselisation programmes... there is a possibility that it may be employed to re-engine the remainder of the NB Loco Co. Type 2 diesel-electrics.'

According to the Paxman Archive Trust, over 200 Paxman YJXL engines were supplied for rail transport deployment worldwide in 6/8/12/16 cylinder variants, and this included 97 for BR (i.e. Class 14 (63 engines), Class 29 (21), Class 42 (D830) (2) and Class 74 (11).

11.2 Technical.

Details of the rebuilt locomotives (where different from Class 21):

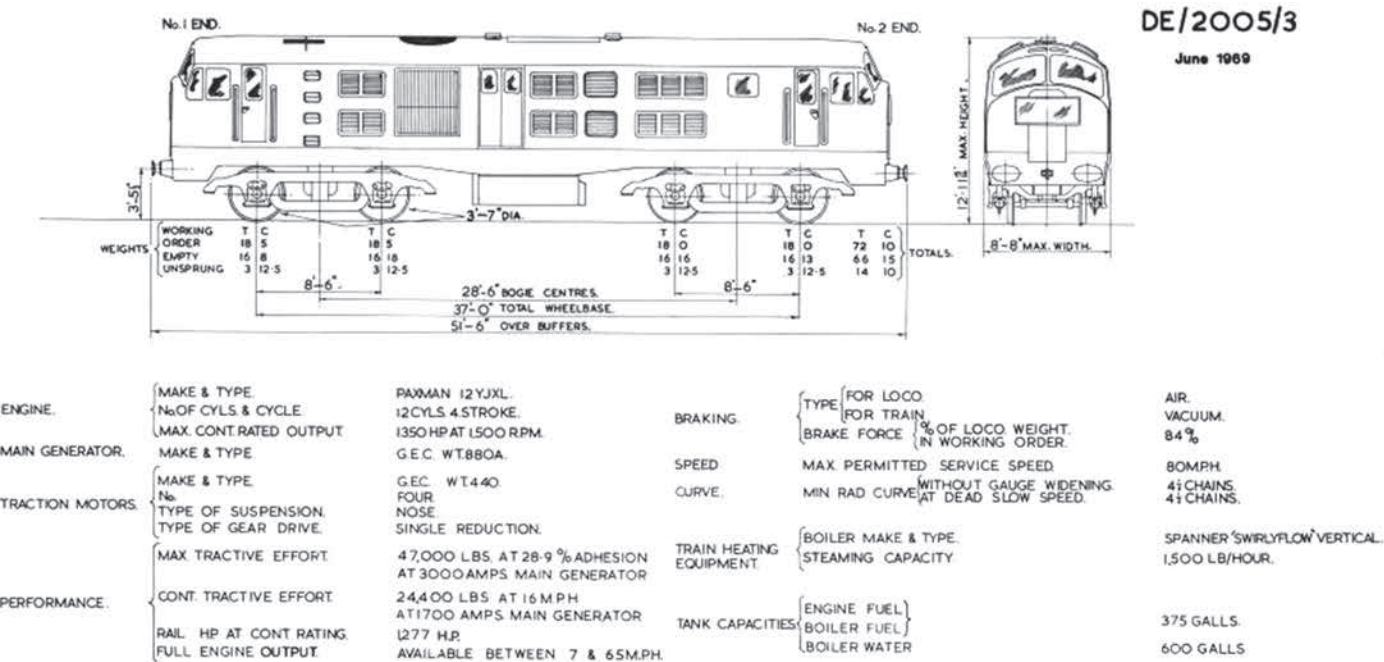
Engine: Paxman 'Ventura' 12YJXL
Maximum continuous rated output: 1,350hp at 1,500rpm
Performance: Maximum tractive effort: 47,000lb at 28.9% adhesion at 3,000A main generator
Continuous tractive effort: 24,400lb at 16mph at 1,700A at main generator

Rail hp at continuous rating: 1,277hp
Full engine output: available between 7 and 65mph
Maximum permitted speed: 80mph
Tank capacities: Engine fuel and boiler fuel: 375gal; Boiler water: 600gal
Dimensions: 12ft-11¹⁵/₁₆in Max Height

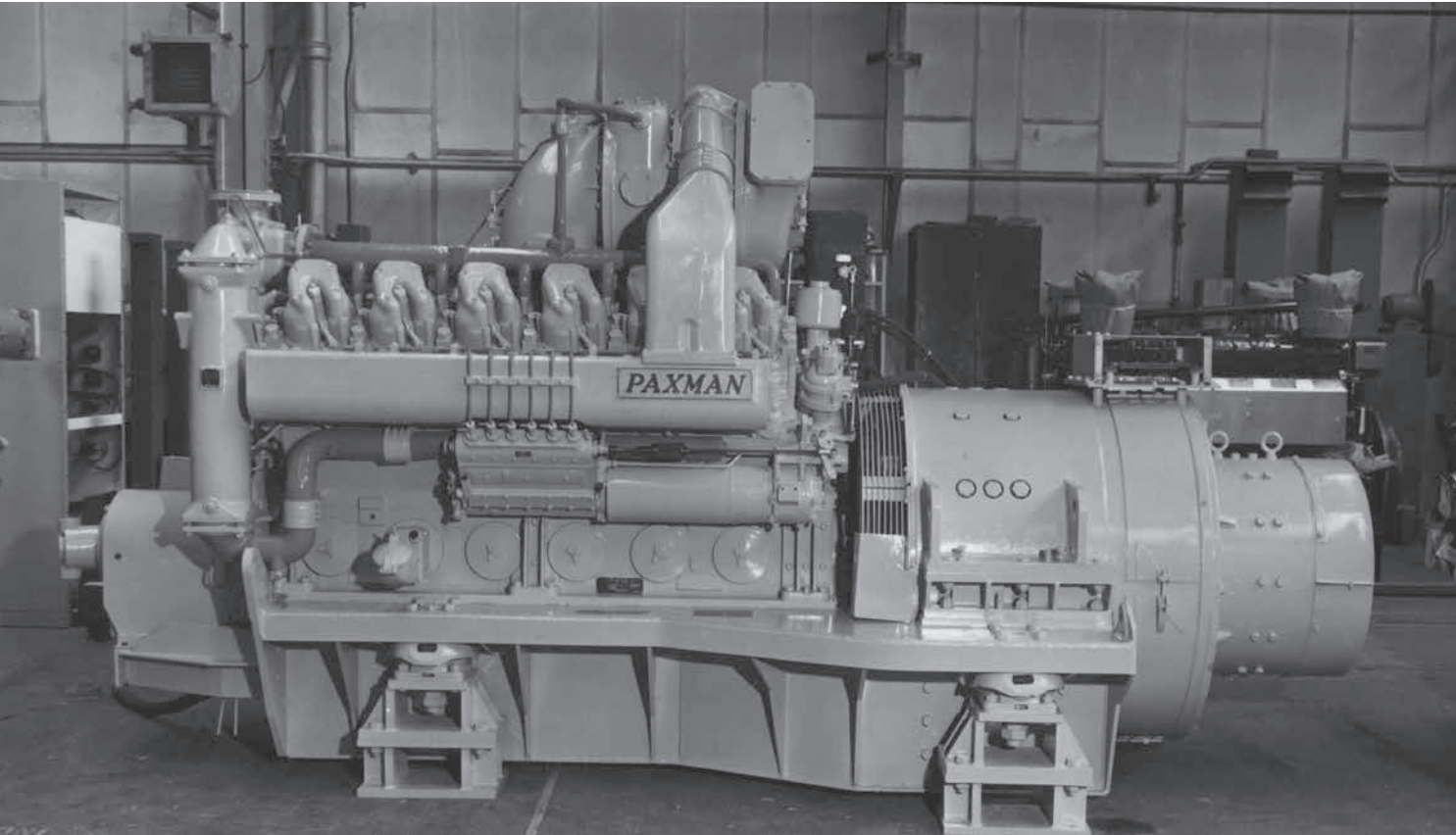
11.3 Initial Conversion.

Although it is well-known that D6123 was selected as the 'guinea-pig' Class 29 conversion, it is less well known that D6112 was sent to Colchester in September 1962, some 7 months before D6123. After spending well over a year at Colchester, D6112 was returned to Scotland on 8 November 1963, still with its

Line Drawing
DE/2005/3 of NBL
Type 2 Class 29 rebuilt
with Paxman engine.
Additional grilles, roof
mounted rotating vents
and headcode boxes
are included, as are,
strangely, the residual
outline of the gangway
doors. (BR Main-Line
Diesel Locomotive Diagrams,
June 1969)



1350 HP N.B.L. TYPE 2 B-B DIESEL ELECTRIC LOCOMOTIVE
CLASS 29



Paxman 12YJXL engine and generator. (Photograph courtesy and copyright of the Paxman Archive Trust)

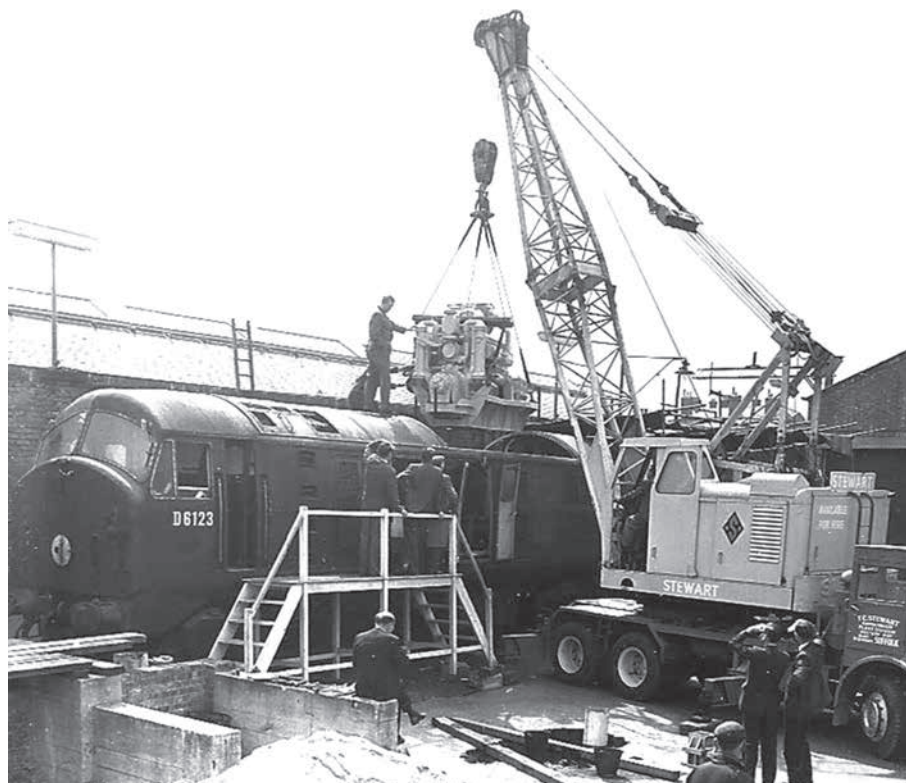
MAN engine. This loco continued to be kept in store around the Glasgow area until it finally received its Paxman engine at St.Rollox Works in 1966, some 4½ years after being initially stored. D6112 was, presumably, provided to allow Paxman Development Engineers to define the physical changes and tasks required to enable the fitting of the new engine and cooler group, with this new 'template' information passed to St.Rollox Works for the preparation of D6123.

D6123 was despatched to Davey Paxman works at Colchester early in March 1963 for fitting with the Paxman 'Ventura' engine. The loco had already been fully structurally



D6123, 12A Carlisle Kingmoor, Undated but presumed to be March 1963. After preparation work at St.Rollox Works, D6123 was transferred to Davey Paxman, Colchester for installation of the new Paxman 'Ventura' engine, stabling at Carlisle Kingmoor on route. The additional bodyside grilles and the guttering rails over the bodyside grille cluster have already been fitted. Self evidently, D6123 was one of the Class 21s which retained green livery without the yellow warning panels (and without 25kV warning signs) upto the point of conversion to a Class 29. (Howie Milburn)

D6123, Britannia Works, Davey Paxman, Colchester, 1963. The 12-cylinder Paxman 'Ventura' engine being installed by mobile crane into D6123 at Davey Paxman in 1963. (Photograph courtesy and copyright of the Paxman Archive Trust)



prepared at St.Rollox Works for the installation of the Paxman engine following the work undertaken on D6112. D6123 emerged in May for local trials, prior to returning to St.Rollox Works in July 1963 for final finishing off.

11.4 Trials.

On 29 May 1963, D6123 was observed running trials on the Clacton line after rebuilding with the 1,350hp Paxman engine.

On its return to Scotland in June 1963, D6123 was finished off at St.Rollox Works, including repainting into two-tone green livery. The DLRC for D6123 indicates an ex-works date of 11 July 1963. Extensive testing followed, with the following reported:-

- test train at Fullwood Junction, Mossend, on 10 July 1963.
- deployment on the 08.25 ex-Glasgow and 17.15 ex Aberdeen 'three-hour' trains from 30 July 1963 to 10 August 1963 i.e. 'to ascertain whether a three-hour timing would be practicable after closure of the Stanley Jct./Kinnaber Jct. section.' (*Railway Observer*, November 1963).
- allocation to the Birmingham Aston-Glasgow Gushetfaulds *Birmingham Condor* service throughout. D6123 first brought in the up train on 13 August 1963 and took out the northbound service the same evening; it was again reported seen at Aston on 21

August 1963 and 29 September 1963, although the latter date conflicts with the dynamometer tests mentioned below.

- Dynamometer tests undertaken during September and October 1963. The November 1963 *Railway Observer* reports:

'During the week ended 20 September N.B./Paxman Type 2 D6123 ran trials between Hurlford M.P.D. and Carlisle No.9 (Forks Jct. M. & C.) with Dynamometer Car No.3 and Mobile Test Units Nos. 1 and 3. The return journey was via Mauchline, Newton-on-Ayr, Barassie and Kilmarnock thus avoiding the complicated uncoupling in order to run the locomotive round the train. Further trials on the same route were also planned for the following week.'

Performance results were published in the *British Railways Board Dynamometer Car Tests with Type 2 NBL/GEC Diesel-Electric Locomotive No. D6123 Fitted With 1350H.P. Paxman Engine* preliminary report, as detailed below:-

Test Programme.

'The tests were carried out on the line between Hurlford and Carlisle, in the Scottish Region, using the Mobile Test Plant. Some static load tests were also made on the St.Rollox Locomotive Works Test Plant in the course of the investigation...' *12 days testing over period 16 September 1963-10 October 1963, eleven days on the line, one static testing (6 October 1963).*

General Conclusion.

'The locomotive ran a total distance of over 2,000 miles on test without mechanical or electrical trouble, in spite of some very severe loading conditions on occasions...
'The locomotive showed itself quite capable of handling freight trains of 600 tons at Class 5 speeds between Hurlford and Carlisle and no difficulty was experienced when running with 9 coaches over the same route to timings similar to those of the *Thames-Clyde Express*.'

11.5 The Class 29 Fleet Authorisation Process – Decision and Indecision?

The initiative to re-engine the NBL Type 2 fleet, beyond the initial prototype, first seemed to see the light of day in official BRB Meeting circles as a consequence of a Memorandum to the BRB Planning Committee dated 17 July 1964. There was clearly pressure being brought to bear by the General Manager, Scotland to re-engine the NBL fleet but the author of the Memorandum, the Chief Mechanical Engineer (J.F. Harrison), looked for support from the Planning Committee to defer any decision until the National Traction Plan had prescribed the forward motive power requirements; this was not due until early 1965. The Planning Committee (Minute 105 of Meeting 19 August 1964) agreed to defer to give time for another paper to be submitted stating the case for the need for these locomotives.

This paper, a Memorandum produced by T.C. Baynton-Hughes (responsible for producing the National Traction Plan), dated 26 August 1964, supported the numerical case for the fifty-eight NBL Type 2s based around information being built-up in the as-yet-unpublished National Traction Plan. The Memorandum gave the overall BR stock of Type 2 locomotives at 11 July 1964 as 840, with a further 163 authorised, giving 1,003 overall. Baynton-Hughes then stated:

'From my work with the Regions up to date it seems that minimum requirements will be not less than the figure of 1,003 locomotives...and although the final figure has yet to be calculated, it is forecast that a few more additional Type 2 locomotives will be needed.'

The 26 August 1964 Memorandum then goes on to discuss options i.e. (i) rebuild the fifty-eight NBL Type 2s to reliable standards, (ii) scrap and replace with 'standard' Type 2 locomotives (i.e. BR/Sulzer), or (iii) scrap without replacement. Option (iii) was 'strange' in the sense it contradicted the impending requirements of the National Traction Plan; however, Baynton-Hughes recommended option (i) on the basis of cost (£2.3m cheaper than new replacements), speed (rebuilding in 6-9 months as opposed to 15-24 months lead-time for new-build), and release of the full effective fleet of fifty-eight locomotives back into service (by rehabilitating the fourteen locomotives stored

unserviceable at the time, and allowing locomotives to operate singly rather than in tandem) to support forecast NTP requirements and the objective to eliminate steam traction as soon as possible. Thus, the Planning Committee Meeting on 16 September 1964 (Minute 109), supported by another Memorandum from the Chief Operating Officer dated 31 August 1964, endorsed the recommendation that BR Board approval should be sought, through the Works & Equipment Committee, for the expenditure of £1,658,800 for the re-engining of the fifty-eight NBL Type 2s. i.e. approximately £29,000 per locomotive (£558,000 at today's prices).

Interestingly, both Baynton-Hughes and the Planning Committee fell short of recommending the immediate re-engining of the full fleet. Baynton-Hughes proposed fourteen initially (to get the stored unserviceable locomotives back into the fray). Despite the apparent success of D6123 in traffic, the Planning Committee proposed that, given approval of the overall expenditure, an order should be placed initially for twenty locomotives only to be re-engined (including D6123), to be followed by the balance of thirty-eight at a later date, subject to satisfactory performance of the first twenty. Certainly not as ambitious as the Eastern Region and the re-engining of 263 Brush Type 2s (Class 31s) in four tranches!

Thus, a Memorandum was submitted to the Works & Equipment Committee (W&EC) dated 9 October 1964. This was

discussed at the W&EC Meeting on 3 November 1964, and it was agreed to recommend that the BR Board authorise the rebuilding of fifty-eight locomotives, with twenty as a first stage (Minute 2613/6). The caveat for the remaining thirty-eight had changed from satisfactory performance of the first twenty, to confidence about whether the remainder would be required!

The BR Board approved the rebuilding of the fifty-eight NBL Type 2s at their Meeting on 12 November 1964 (Minute 64/294[c]), with the comment: '20 of the locomotives would be re-engined as a first stage and the balance would be subject to ultimate traction requirements.'

The baton was passed to the Supply Committee to secure the twenty Paxman 'Ventura' 12YJXL engines. A Memorandum to this Committee dated 23 December 1964 indicated that Davey Paxman had offered twenty engines with cast iron frames and ancillary equipment at £19,288 each (fixed, ex-works) plus tooling of £12,000, with delivery commencing twelve months after order at three per month (i.e. a longer timescale than previously assumed); however, three engines could be offered with standard welded steel frames for delivery six months from order at £19,688 each. Whilst cast iron frames were preferred, there was no technical objection for welded frames, and the increased price was considered acceptable given the improved delivery lead-time. The Memorandum, therefore, asked for the approval for twenty engines (three with welded frames at £19,688 and seventeen with cast iron frames

at £19,288, plus £12,000 tooling costs) totalling £398,960. Approval was given by the Supply Committee on 14 January 1965 (Minute 302).

The National Traction Plan was published in February 1965. The national requirement for Type 2 power out-turned at 975 locomotives relative to 1,003 either in traffic or authorised i.e. twenty-eight surplus. However, based on the 'ultimate' NTP deployment of locomotives (optimum *nationwide* fleet allocation), the Scottish Region numbers were 166 required and 223 available i.e. fifty-seven surplus. However, for the Type 1 fleet, the Scottish Region had a requirement for 174 locomotives but only 117 available i.e. a shortfall of fifty-seven locomotives. Taken together the Scottish Region was in-balance and the converted NBL Type 2s were deemed necessary. The National Traction Plan, therefore, stated: 'The 58 North British Type 2 diesel-electric locomotives are included as part of the Scottish Region's future requirements and the re-engineering of all these locomotives needs to be completed.'

It inevitably took time to achieve the 'ultimate' deployment of locomotives UK-wide, specifically the release of locomotives in the correct power categories to the Scottish Region; in addition, the NTP assumption for 87 per cent locomotive availability for Type 2 power was not being met (75% was closer to the mark, with 65 per cent for the NBL Type 2s) and many NBL Type 2s were still either stored or working in tandem. As a consequence steam traction continued to make up the shortfall.

Constant pressure was being applied to Scottish Region management to eliminate steam by the end of 1966. Solutions to secure more diesel power to meet this objective would either come from obtaining traction from other Regions (who were also suffering availability issues) or from in-house solutions. Thus throughout 1965 constant pressure was being applied to secure the re-engining of the outstanding thirty-eight NBL Type 2s, and indeed to undertake a modification programme on the MAN engine to derive some short term benefit.

A Memorandum to the Works & Equipment Committee dated 2 April 1965 stated:

'It has now been established in the National Traction Plan that all 58 locomotives are required for traffic purposes and authority is therefore sought for the completion of the re-engining of all 58 locomotives.'

However, at the W&EC Meeting on 6 April 1965, Minute 2664/1 recorded:

'Mr.Cox suggested that it would be unwise for the time being to deal with more NB Type 2 locomotives than the 20 agreed in November 1964. A converted locomotive had been running for about a year and, although the engine was potentially satisfactory, there had been a few incidents which, whilst not of a serious nature, suggested that a longer period of testing would be advisable.'

Minute 2674/14 of the W&EC 4 May 1965 Meeting carried on in the same vein with Operations expressing urgency for action, whilst the Engineers looked for more time to achieve satisfactory performance from the converted D6123.

By the beginning of 1966, the likelihood of securing further Class 29 conversions started to look increasingly unlikely. Conversion of the nineteen Class 29 commenced during 1965 but progress was slow, with only three being out-shopped by year-end. At a meeting involving BRB and ScR management on 17 December 1965 it was optimistically recorded that 'all 20 locomotives should be available for traffic by the end of July 1966'; at a further meeting on 28 April 1966 it was minuted that there were only '7 re-engined to date' (actually six). Thus fleet evidence of successful service experience to justify further conversions was not being obtained.

In addition, traction demand for Type 2 power in Scotland had been reduced from 166 to 147 by April 1966. Added to this, Type 1 power was being released from the North Eastern Region to the Scottish Region in the form of Clayton Class 17s. There was, however, still a real demand for the NBL Type 2s due to continuing poor availability and utilisation levels below that specified by the National Traction Plan, on-going delays with the transfer of power from the Eastern and Western Regions, and NBL Type 2s still stored or working in tandem. But the trends were moving against further Class 29 conversions.

Steam traction continued to take up the slack of traction demands through 1966, and potential traction shortages continued across Scotland. At the BRB Main Workshops Committee on 10 August 1966 (Minute 66/73) it was noted that 'the Chief Engineer (Traction & Rolling Stock) had arranged for the middle 19 locomotives of the (*NBL Type 2*) fleet of 58, to have the present MAN engines re-habilitated and de-rated to 1000 h.p. as an alternative to re-engining with Paxman Ventura engines'. In the same Minute, the recurring comment surfaced: 'A decision in respect of the final 19 locomotives would be taken when the performance of the new Paxman engines, currently being fitted to the first 20 locomotives, had proved satisfactory.' Here we have the first inkling that the conversion of the full fifty-eight fleet was not going to happen.

By August 1966, there were serious concerns about the on-going delays to the delivery of rebuilt Class 29s, with only nine locomotives having been delivered by this point. GEC/AEI main generator defects were mentioned in the BRB Main Workshop Committee Meeting on 10 August 1966 (Minute 66/73), and the necessary re-winding work was extending production lead-times. The February 1967 Main Workshops Report to the BRB stated:

'Thirteen of the 20 NBL/MAN Type 2 locomotives authorised for re-engineering have... been dealt with but difficulties with

the main generators have not yet been overcome. The first supply of fully refurbished generators from A.E.I. has been received.'

Matters got substantially worse during 1967. By May 1967, substantial overspending was becoming evident. A Memorandum to the Works & Equipment Committee dated 4 May 1967 sought authority for overspending of £126,500, mainly due to excess expenditure required on the locomotives selected for conversion. The Memorandum highlighted the fact that only thirteen (actually twelve) of the nineteen locomotives had been released back into traffic.

The Memorandum explained that:

'All of the locomotives completed to date had previously been stored for several years and deterioration was so extensive that complete stripping was necessary. Bogies, traction motors, controllers and auxiliaries required a general repair and in some cases traction motors had to be completely re-wired. Resulting from fire damage during operation, 6 of the 13 locomotives completed to date have been completely re-wired and a considerable amount of re-wiring has been done on the remainder. Piping had to be replaced and four locomotives required complete renewal of air ducting. Collision damage caused misalignment of underframes on two

locomotives and the cabs had to be lifted to effect re-alignment.'

The overspending was accounted for as follows:

Repairs due to extensive deterioration	£50,520
Repairs due to fire and collision damage	£27,550
Increased modifications over those included in original estimate	£16,680
Increased cost of Paxman engines (additional tooling charges)	£14,550
Increase in wages and material prices	£17,200
	<u>£126,500</u>

The same Memorandum indicated that all nineteen Class 29 conversions would be complete by October 1967.

The Memorandum was accepted by the Works & Equipment Committee on 9 May 1967 and Minute 2924 recorded the decision to recommend the item for approval by the BR Board. The Board accepted the additional spend at their Meeting on 25 May 1967 (Minute 67/124); the Minute stated:

'The Chairman expressed great concern at what appeared to be a very costly business, involving the choice for repair of locomotives which had deteriorated extensively. He asked for a report on the method of deciding the choice of the individual locomotives for re-engining.'

This report was produced by Mr.H.O. Houchen and a Memorandum was circulated

dated 19 July 1967. This report made interesting reading but did not explain the true reasoning for selecting unserviceable locomotives, which, of course, was to get *additional* locomotives back into traffic, rather than upgrade existing serviceable locomotives. Key extracts from the report are given below:

'The choice of the locomotives in the beginning was made by Workshops Management and subsequently in consultation with the Regional Shopping Controller, and the locomotives were selected according to condition, as far as this could be assessed. They were chosen from a fleet of 58, of which some 46 (*sic*) were at that time in service. Of the remainder, a number were heavily damaged and not suitable for the purpose. Nevertheless, those chosen were suffering from damage by such things as fire, collision, electrical defects, and the effects of storage in the open – some had been stored unserviceable for a long time while the decision was reached that the fleet should be re-engined and provision made for doing this.

'The original estimates were made in 1963 by the Scottish Region and were tentative in nature because of the difficulty in assessing the extent of deterioration. The Glasgow Workshops carried out the re-engining of a prototype and this came within the limits of the authority. With subsequent locomotives, however, the

work content was found to be much greater than had been anticipated, and perhaps the most important feature of this lay in the lack of standardisation in electrical and piping systems, making one locomotive quite different from another in this respect.

'At the end of 1966 when the first five locomotives had been completed (*sic*), it became possible to assess the extent of the real cost and an investigation led to a submission for increased authority. The Workshops expenditure on the first thirteen locomotives varied between £14,000 and £18,000, excluding that on the prototype.'

During 1967, it became evident that the general economic downturn was going to result in a severe deterioration in revenue forecasts. The first consequence was the final elimination of steam traction in Scotland in June 1967. It was also recognised that the downturn would result in a substantial reduction in the size of the diesel locomotive fleet in the period upto 1974. Instructions were, therefore, issued to update the National Traction Plan against the backdrop of the new economic conditions, and to produce an agreed run-down of the diesel fleet over the next seven years. The 'opportunity' would be taken to eliminate known troublesome locomotives and minority types, to ensure maximum standardisation.

As with the 1965 NTP and its influence on the NBL Type 2 fleet, information being collated

for the new Plan was deployed before its actual publication in November 1967. By mid-October 1967, the decision had already been taken to suspend all modification expenditure on the remaining thirty-eight Class 21 fleet (of which thirty were recognised by this time as being unserviceable).

The 1967 NTP, when published in November, forecast the requirement for Type 2 power on the Scottish Region reducing from 192 (actual end-July 1967) to 162 by end-1967 (achieved by the withdrawal of thirty Class 21s), 154 by end-1968 and 146 by end-1969. The re-engining of any further Class 21s was, therefore, no longer required!

A Memorandum to the Works & Equipment Committee dated 21 November 1967 stated:

'A long-term forecast of the overall requirements for Type 2 locomotives envisages a likely reduction from the present (*national*) stock of 1,002 locomotives to 680 by 1974. Within this period, progress so far in the implementation of the National Traction Plan gives support to the view that justification no longer remains for refurbishing or carrying out any modification work on any of the balance of 38, Type 2, 1,000/1,100h.p. NBL/MAN diesel-electric locomotives.'

It was recommended that the thirty-eight locomotives should be 'displaced without replacement', and that the authority for the expenditure of £1,086,800 be cancelled – i.e. the proportionate amount of the original project

cost of £1,658,800 (for fifty-eight locomotives).

Via the same Memorandum, and through some creative accounting, it was recommended that £86,250 be authorised on re-winding twenty-three main generators (twenty in service, three spares); this increased the total authority for rebuilding the twenty locomotives to £784,750 (i.e. £572,000 for original project, plus £126,500 overspend, plus £86,250 for main generator rewinding), an average of £39,238 per loco, 37% higher than the first conversion cost estimates. In another 'cunning wheeze', the accountants tried to suggest that the final conversion cost of the twenty locomotives was actually £749,750 achieved by offsetting the realisable scrap value of the now redundant Class 21s (£35,000)!

Minute 3029/10(b) of the W&EC meeting on 5 December 1967 recommended the 'Cancellation of authority contained in BRB Min 64/294(c) for outlay of £1,086,800 on re-engining of...38 locomotives' to the Board, as well as the additional expenditure on main generator re-winding. Interestingly, this was repeated in Minute 3049/3 of the W&EC meeting of 9 January 1968, with a new 'additional cost of re-engining 20 locomotives' amounting to £12,000. Thus the cost of converting the twenty had risen further to £796,750, virtually £40,000 per locomotive!

The thirty-eight Class 21s were withdrawn in the final week of 1967. However, for the sake of administrative completeness, a Memorandum was sent to the BR Board on 10 January 1968 seeking final approval for the 'Cancellation'

and additional expenditure. This was dealt 'in correspondence' but was officially recorded at the Board meeting on 25 January 1968 (Minute 68/15).

And so ended the protracted story of the Class 29 conversion process. D6119, the last Class 29 convert, finally rolled off the Inverurie production line on 28 December 1967, and thirty Class 21s were virtually simultaneously withdrawn on 30 December 1967!

11.6 Selection of the Nineteen Class 29s after D6123.

To maximise the potential number of locomotives for traffic, the locomotives selected for conversion to Class 29 were predominantly from the unserviceable fleet. A Memorandum of a meeting between BRB and ScR management during December 1965 stated: 'Authority has been given to purchase 20 Paxman "Ventura" engines and these will be used to deal with the 18 locomotives at the moment in store as well as two service locomotives.'

Selection of the unserviceable locomotives for rebuilding made sense in the drive to get more traction, but it had a seriously adverse impact on conversion costs and timescales as already described.

The rebuilt locomotives all came from the Eastfield D6100-D6137 Red-Circle multiple-working batch, with selection from both the pilot-scheme and production versions. Initial concentration on the Eastfield batch made sense in achieving the goal of returning the maximum number of unserviceable locomotives back into traffic, and in

securing the maximum potential from the avoidance of tandem working.

It appears that there was an initial listing of nineteen locomotives proposed for rebuilding. For example, D6109 was, briefly, mentioned on Facebook recently as '...listed amongst the 19 known conversions,

so it was at least planned'. Similarly, R. Harris in *The Allocation History of BR Diesels & Electrics* (Part 5), makes reference to locomotives transferred into and out of a core listing of proposed conversions. Unfortunately, I have not been able to get hold of a copy of this listing.

It is clear, however, that subsequent changes were made

to the original listing (i) to reflect prevailing circumstances, (ii) in reaction to BR Board criticism regarding 'poor' locomotive selection and the adverse impact on cost and conversion timescale.

The twenty Class 29s actually converted are listed below (in chronological order):

Loco No.	Conversion Date (DLRC/SLS)	Works	Class	Comments
D6123	11/07/63	St.R/ Paxman	HC	LTS (Fire damage). Stored at St.R by 0462.
D6103	16/10/65	St.R	G	LTS (?). Stored St.R by 08/63.
D6106	30/10/65	St.R	G	LTS (?). Stored St.R by 10/61 (or 05/64).
D6101	24/12/65	St.R	G	LTS (?). Stored St.R by 10/61.
D6121	04/03/66	Inv	G	LTS (Acc damage as D6122). Stored St.R by 10/64.
D6114	10/03/66	St.R	G	LTS (Fire damage). Stored St.R by 06/63.
D6130	09/04/66	St.R	G	LTS (?). Stored St.R by 12/62.
D6102	11/06/66	Inv	G	LTS (Fire damage). Stored St.R by 03/63.
D6133	15/06/66	St.R	?	LTS (Fire damage). Stored St.R by 10/63.
D6116	14/07/66	St.R	?	Ex traffic. Stored St.R by 04/66.
D6112	10/09/66	St.R	?	LTS (Minor acc damage). Stored St.R by 04/62.
D6132	02/12/66	Inv	G	STS. At Inv Wks by 10/65.
D6113	23/12/66	St.R	G	LTS (Fire damage). Stored St.R by 05/64.
D6107	22/06/67	St.R	C	LTS (Fire damage). Stored St.R by 02/63.
D6108	21/10/67	Inv	G	Ex traffic. At Inv Wks by 02/67.
D6129	31/10/67	Inv	G	STS. Stored Inv Wks by 04/66, Kittybrewster by 05/66, Inv Wks by 02/67.
D6137	07/11/67	Inv	U	Ex traffic. At Inv Wks by 07/67. Previous Intermediate repair completed 09/04/66.
D6124	07/12/67	Inv	I	Ex traffic (Fire damage). At St.R by 08/67, Inv Wks by 09/67. Previous Intermediate repair completed 25/02/66.
D6100	08/12/67	St.R	G	LTS (Fire damage). Stored St.R by 02/63.
D6119	28/12/67	Inv	?	Ex traffic. At Inv Wks by circa 10/67.
LTS	Long Term Storage		STS	Short Term Storage
St.R	St.Rollox Works		Inv	Inverurie Works

From this list it can be seen that thirteen locos (including D6123 and the next eight chronologically, and four later specimens) were

selected from locos which had been in long-term storage, many having suffered severe fires rendering the MAN engine unserviceable

and necessitating substantial or complete electrical re-wiring. With the exception of D6121 (ex-D6122), no seriously accident

damaged members of the class were considered for conversion to Class 29.

It appears that the remaining seven, D6108/16/9/24/9/32/7, may have replaced locos on the original list. Certainly D6116/9/24/37 seem to have been accelerated through Works, with R. Harris (*The Allocation History of BR Diesels & Electrics* Part 5) specifically quoting that D6119 '...was due to have its original MAN engine refurbished instead of being re-engined, but in the event it received the Paxman engine in 12/67'. An end-1967 project completion date seems to have been demanded, given that six locomotives were completed in the last three months of that year; this may have been another factor in locomotive selection i.e. to minimise 'restorative' repair work. Interestingly, the Repair Classification on D6124/37 was less than a General; this may also have been the case for D6119.

During 1967, seven Class 21s received 'refurbished' MAN engines at Inverurie. This apparently included some locos that had been allocated for Class 29 conversion, but, for whatever reason, were found not to be suitable and others were selected instead. Thus potential conversion contenders from the D6100-37 batch ultimately had their original MAN engines refurbished; see Section 7.4 for details.

Coincidentally, the lists of late replacement locos to the intended Class 29 programme and locomotives which received

refurbished MAN engines both total seven!

The most extreme example of a Class 21 being lined up for Class 29 conversion, only to subsequently have its original MAN engine refurbished and reinstalled, was D6109. This locomotive was, to all intents and purposes, structurally rebuilt as a Class 29 as part of a General repair at Inverurie Works during late 1966. When finally shipped, still as a Class 21, it became the only one of the class to acquire blue livery. The reason for the belated change of mind has been suggested as the frame configuration rendering it unsuitable for carrying a Paxman engine. Grahame Wareham via the *RM Web* site states:

'...from my notes from information gathered from a visit to Inverurie Works before it finally closed... Apparently D6109 was not suited to the full Class 29 conversion in receiving a Paxman engine due to previous modifications involving the engine bedplate and cooling system.'

11.7 Class 29 Conversion: When and Where?

Summary of rebuild dates:

	DLRC	SLS
D6100	08/12/67	08/12/67
D6101	24/12/65	24/12/65
D6102	11/06/66	11/06/66
D6103	16/10/65	15/10/65
D6106	30/10/65	22/10/65
D6107	22/06/67	05/06/67
D6108	21/10/67	20/10/67

D6112	10/09/66	
D6113	23/12/66	23/12/66
D6114	10/03/66	25/02/66
D6116	14/07/66	
D6119	28/12/67	
D6121	04/03/66	26/02/66
D6123	11/07/63	04/06/63
D6124	07/12/67	08/12/67
D6129	31/10/67	31/10/67
D6130	09/04/66	09/04/66
D6132	02/12/66	02/12/66
D6133	15/06/66	
D6137	07/11/67	07/11/67

11.8 St.Rollox locos in order of conversion (12).

	DLRC	SLS
D6123	11/07/63	04/06/63
D6103	16/10/65	15/10/65
D6106	30/10/65	22/10/65
D6101	24/12/65	24/12/65
D6114	10/03/66	25/02/66
D6130	09/04/66	09/04/66
D6133		15/06/66
D6116		14/07/66
D6112		10/09/66
D6113	23/12/66	23/12/66
D6107	22/06/67	05/06/67
D6100	08/12/67	08/12/67

St.Rollox Class 29 Conversion: D6130, 65A Eastfield, 18 April 1966. Visible St.Rollox Works trademarks: Rounded top corners to yellow warning panels, thick main radiator grille strap and rivetted horn covers. (Noel A. Machell)



Inverurie Works Class 29 Conversion: D6102, Glasgow Works, 29 May 1966. D6102 was converted to a Class 29 at Inverurie Works with completion shown on the DLRC as 11 June 1966; this photograph is dated 29 May 1966 implying load-bank testing at St.Rolox prior to release to traffic. According to the DLRC, D6102 underwent further load-bank testing at St.Rolox during the period 22/07/66 to 26/07/66.

Visible Inverurie trademarks: Angled top corners to yellow warning panels, thin main radiator grille strap, retained small grille below main radiator grille (2-1 side only) and grommetted horn covers. (RCTS Archive)

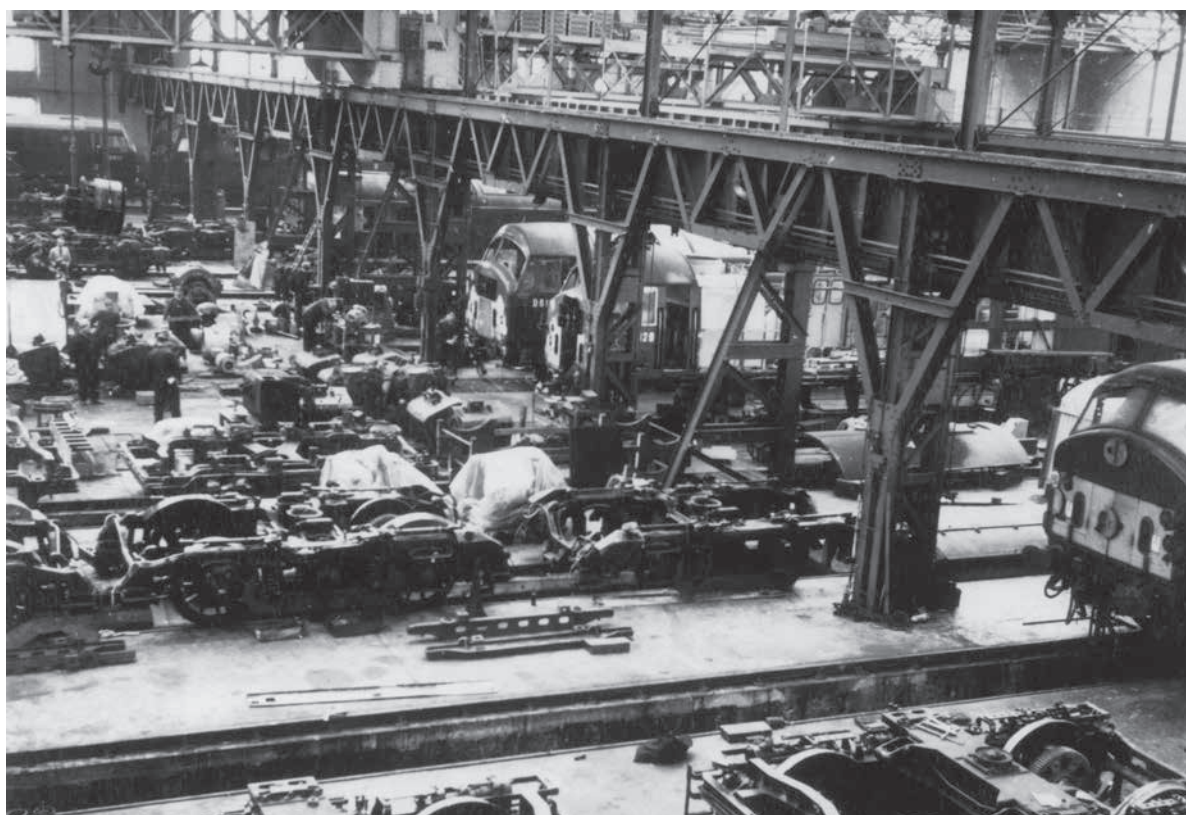


Inverurie Works, Undated. A fascinating picture of Inverurie Works Erecting Shop containing at least five NBL Type 2s and a cabless BR/Sulzer Type 2. At least two of the Class 21s are in the throes of conversion to Class 29s, with the removal of gangway doors and fitment of four-character head boxes underway.

The locomotive in the centre of the picture is D6129, but the relevant digits of the one behind are hidden precluding precise identification. However, given that (i) it carries cab roof air vents, and (ii) appears to be slightly more advanced than D6129, the field is narrowed down somewhat; perusing the DLRCs for locomotives in works at the same time as D6129 (22/02/67-31/10/67), the identity can be narrowed right down to D6108 (03/02/67-21/10/67). There was a later convert with roof air vents, i.e. D6119 (no DLRC, but ex-works 28/12/67 per SLS). Maybe that's the one on the extreme right; certainly the yellow panels and 25kV signs are consistent but not conclusive.

In the far distance is D6111 and next to it, just discernible, another Class 21. The DLRC for D6111 lists Intermediate repairs from 23/05/67 to 31/05/67, a very short period for an Intermediate and the only repair recorded for this locomotive. That eliminates the idea that the locomotive on the right is D6119 as this machine was still working at this point.

Verdict: D6129 and D6108 undergoing conversion in late May 1967. (J. Brown collection).



11.9 Inverurie locos in order of conversion (8).

	DLRC	SLS
D6121	04/03/66	26/02/66
D6102	11/06/66	11/06/66
D6132	02/12/66	02/12/66
D6108	21/10/67	20/10/67
D6129	31/10/67	31/10/67
D6137	07/11/67	07/11/67
D6124	07/12/67	08/12/67
D6119		28/12/67

11.10 All locos in order of conversion (20)

	DLRC	SLS
D6123	11/07/63	04/06/63
D6103	16/10/65	15/10/65
D6106	30/10/65	22/10/65
D6101	24/12/65	24/12/65
D6121	04/03/66	26/02/66
D6114	10/03/66	25/02/66
D6130	09/04/66	09/04/66
D6102	11/06/66	11/06/66
D6133		15/06/66
D6116		14/07/66
D6112		10/09/66
D6132	02/12/66	02/12/66
D6113	23/12/66	23/12/66
D6107	22/06/67	05/06/67
D6108	21/10/67	20/10/67
D6129	31/10/67	31/10/67
D6137	07/11/67	07/11/67
D6124	07/12/67	08/12/67
D6100	08/12/67	08/12/67
D6119		28/12/67

11.11 Detail Differences & Liveries.

See Sections 12 and 13.

11.12 Everyday Operations.

A 'Technical Report to the BRB' from the Chief Engineer (Traction & Rolling Stock) dated 16 October 1967 highlighted the following issues and potential solutions with respect to the Class 29s:

Principal Technical Problems

Engines.

Main bearing and big end failures.
Piston scuffing and seizures.
Defective turbo charger exhaust intake bellows.
Cylinder liner wear.

Main Generators.

Armature defects.

Traction Motors.

Armature defects.

Bogies.

Springs.

Availability (first 6 months 1967): c60%.
Reliability (Miles per Casualty): c12,000.

Action Required or Taken

Modified bearings being fitted.
Modified injectors being fitted.

Modified bellows fitted on trial.
Under investigation.

Being re-wound by A.E.I.

Under investigation.

Workshops to be instructed on proper overhaul procedure.

11.13 Was the overall Class 21 problem fully addressed?

The first YJXL 'production' engines were built in 1961. There were major design changes between the first D830 'Majestic' 'field-trials' and subsequent 'production' engines. As Don Meiklejohn of the Paxman Archive Trust explains:

'The Class 21 rebuild engine order was thus in fact one of the early orders for the Ventura engine and they were delivered at a time when a large number of design changes were being incorporated to eliminate problems found on the very first engines into service. Initially therefore the conversions had quite a few engine reliability problems but the engines were modified to make them much more reliable.'

An Appendix to Minutes of the BRB Works & Equipment

Committee Meeting dated 7 November 1967 listed *Technical Modifications to Traction & Rolling Stock authorised by the Chief Engineer (T&RS) under delegated powers during 6 months ended 30/9/67.*

Item 104 listed 'Removal and replacement of 20 12YJXL engines to enable Paxmans to carry out modifications at their expense' at an estimated cost £6,600 (presumably Works costs).

'M' or 'Mod' repairs were undertaken on several of the Class 29s during early/mid-1968 at Inverurie; these were presumably the 'removal and replacement' repairs mentioned above. Those specifically mentioned on the DLRCs are as follows:

D6100	01/07/68-12/07/68
D6103	18/06/68-26/06/68
D6106	09/03/68-14/03/68
D6107	08/04/68-12/04/68
D6108	17/05/68-30/05/68
D6113	19/04/68-26/04/68

D6114	08/05/68-22/05/68
D6121	14/03/68-23/03/68
D6123	15/04/68-23/04/68
D6124	01/05/68-15/05/68
D6129	05/06/68-13/06/68
D6130	12/06/68-20/06/68
D6132	27/05/68-05/06/68

As can be seen, the 'M' repairs were of between four and fourteen days duration. D6112/6/9/33 may also have received such 'M' repairs, but without the DLRCs it is impossible to say.

D6101/2/37 are not specifically mentioned as having 'M' repairs as such but may have received the requisite modifications during 1968 'U' repairs (e.g. D6137 03/05/68-16/05/68), or, during later short 'G' repairs (see below).

Interestingly, at least seven of the Class 29s received 'G' repairs at Inverurie during late-1968/early 1969; these were of very short duration for General repairs (three to nine days), and probably also involved complete engine swaps before a rapid return to traffic. Details of these 'G' repairs as mentioned on the DLRCs are as follows:

D6101	03/09/68-06/09/68
D6102	16/09/68-19/09/68
D6107	01/10/68-10/10/68
D6108	03/02/69-11/02/69
D6113	23/12/68-27/12/68
D6121	26/08/68-30/08/68
D6130	26/10/68-31/10/68

Whilst the re-engining resolved the engine difficulties previously experienced by the Class 21s, not least the problem of oil leakages and the propensity to catch fire, there are strong suggestions that

re-engining only solved part of the Class 21 problem.

Don Meiklejohn further comments:

'...the DC generator fitted to the Ventura engine was the one that had been fitted to the previous MAN engine and had not been modified to take account of the higher power output from the new engine...1500rpm DC generators of this vintage were not the most reliable of machines and could suffer from a lot of commutator and brush gear problems.'

Hugh Dady in *Modern Locomotives Illustrated* No.197 comments:

'With the benefits of hindsight it seems a slightly strange decision because the MAN engine was only a small part of the troublesome performance of the D6100s to date. Worst offender was clearly the electrical transmission system with a GEC supplied generator that was simply at the limits of commutation at 1500rpm and a control system and traction motors, also supplied by GEC, that were not the best advertisement for electric transmission.'

An entry in the August 1966 *Railway Observer* states, 'The NBL Type 2's have been less in evidence than the number now modified would suggest and it is understood that following re-engining the generators have proved defective'. A further comment in the November 1967 editions reads:

'The performance of locomotives so equipped [ie. re-built to Class 29] seems to be bedevilled by electrical troubles'.

Recognising this, a Memorandum to the W&EC dated 21 November 1967 recommended that an 'Additional expenditure of £86,250 be authorised on re-winding 23 main generators'. Supporting commentary included:

'Regarding the 20 locomotives being re-engined with the Paxman Ventura engine, the generators of these locomotives as built were prone to failure and not considered suitable for the re-engining programme without improvements to the design of the armature winding. Repairs would have been necessary whether the locomotives were re-engined or not and armatures re-wound to the improved design in either case to maintain reliability.'

Minutes 3029/10(c) (5 December 1967) and Minute 3049/3(d) (9 January 1968) of the W&EC recorded the recommendation to the Board for 're-winding of main generators for 20 locomotives being re-engined' at an estimated cost of £86,250. This was formally accepted by the Board in Minute 68/15 (25 January 1968) although had in fact been dealt with earlier 'in correspondence'.

Interestingly, and taking the driver's perspective, comments regarding the Class 29s were not as negative as you might expect. They were 'remarkably quick with a good ride and, in the re-engined form, considered to be very good'. Timing

may be something of a coincidence, but, following the 1968 'M'/'Mod' and 'G' repairs mentioned above, the Class 29s were afforded heavy concentration on the West Highland Line from Glasgow to Oban and Fort William/Mallaig during 1968 and 1969, which was, in many ways, the highlight of their career. Mileages were significant and much of the route was very remote from civilisation; would you entrust unreliable locomotives to such demands? I suspect not!

11.14 Was it all worth it?

Converting the Class 21s to Class 29s apparently made them significantly more reliable although the generators continued to prove

problematical from time to time. However, within five years, the fortunes of the Class had changed dramatically. The National Traction Plan of 1965 was proposing a full-class conversion to Class 29, but by 1970, obsolescence had become the order of the day given reduced traffic volumes and the increasing surfeit of the numerically larger classes of BR/Sulzer and BRC&W Type 2 power across the UK.

Hugh Dady again:

'In truth, although the re-engining was largely successful, it cured only some of the problems of the class, which were largely with the electrical power train. It was

thus inevitable that although they lasted longer than their unmodified diesel-electric sisters, they remained on the 'hit' list as far as the National Traction Plan was concerned by virtue of their small numbers and the increasing availability of surplus motive power across the UK.'

In the event, the Class 29s lasted less than four years longer than the refurbished Class 21s, and were all withdrawn by the end of December 1971. Ultimately, the inexorable downturn in traffic utilising rail transport across the UK and the increasing requirement for Type 4 power sealed the fate of the Class 29s.

D6123, 66A Polmadie, Undated. The Class 29 prototype in all its two-tone glory! Note the pantograph-style windscreen wipers which dates the picture to between July 1963 and early 1964. (Author's Collection)



Chapter 12

DETAIL DIFFERENCES

12.1 Class 21

D6109, Doncaster Works, April 1959. D6109 is fitted with the early style main radiator grilles. These were only fitted to D6100-9 and were quickly replaced by the later style (see D6136 below) to improve engine cooling. Undergoing acceptance testing. (Author's Collection)





**D6136 (with D6130),
61B Aberdeen Ferryhill,
8 July 1962.** D6136
with the main radiator
grille arrangement which
became the standard
for the whole class
once D6100-9 had been
upgraded. Note the Red
Circle MW equipment
on the buffer beam and
the Beclawat droplight
windows. (R. Conway
[Rail-Online])



**D6143, Inverurie Works,
May 1966.** D6143, one
of the GNoS batch,
featuring Blue Star
MW equipment, sliding
cab side windows
and tablet catcher
recesses (complete
with Manson catcher).
(G. Edgar [Rail Photoprints])

Discs.

All Class 21s were built with vertically-hinged reporting discs, and with the exception of D6109, retained these throughout their lives.

Cab roof air vents.

D6100-21 were built with air vents positioned above the cab front windows on delivery. The identity translation between D6121 and D6122 meant that D6100-20/2 carried the air vents on withdrawal (either in Class 21 or 29 form).

Windscreen wipers.

Windscreen wipers were mounted above the cab windows

Horn apertures.

The horn apertures on the front end of the Class 21s were covered by mesh secured in place by a grommet arrangement. In photographs where certain lighting conditions applied, the horns could be seen behind the mesh.

Small holes were cut into the mesh, one at the bottom of the left hand aperture and one half-way up the right-hand aperture. The mesh was clearly removed from time to time and there were instances where the mesh was replaced upside down causing the bottom hole to become the top hole (e.g. D6112/20).

Some photographs appear to show some locomotives without the mesh cover holes.

Multiple-working control equipment.

D6100-37: 'Red Circle' equipment, with the cable outlet and socket located on the buffer beam inboard of the left and right buffers

respectively. The receptacle to receive the MW cable plug when not in use was also located on the buffer beam to the right of the left buffer.

D6138-57: 'Blue Star' equipment, with the cable and socket located on the buffer beam inboard of the right and left buffers respectively. The receptacle to receive the MW cable plug when not in use was located on the bottom right hand corner of the cab front.

The 1964-68 editions of the Ian Allan ABC 'Combined Volumes' have caused some confusion by showing D6104/22/33/5 as having 'Blue Star' coupling codes. This is incorrect; 'Red Circle' equipment was carried throughout. Photographic evidence of D6104 (29/03/64), D6122 (11/04/64) and D6135 (27/08/67) clearly shows 'Red Circle' MW equipment (including the 'Red Circle' signs painted on the cab front).

Buffers.

Oval buffers were standard. However, a photograph in *Modern Locomotives Illustrated* No.197 shows D6135 on 13 May 1961 with a round buffer on the right hand side of No.2 cab.

Snowploughs.

D6100-37: No snowplough brackets ('English spec').

D6138-57: Snowplough bracket fitted ('Scottish spec'), for miniature snow ploughs.

Photographic evidence shows that at least D6138/41-5/7/8/50/3-5/7 carried mini-snowploughs at some point during their careers. The May 2003 edition of *Model Rail* additionally lists D6140/6/52 as carrying ploughs.

Buffer steps.

D6100-9 at least were delivered without cab buffer beam steps, and this was possibly carried forward into the production locomotives. Certainly D6114 when new and photographed at Doncaster Works was devoid of footsteps.

Photographic evidence exists of D6111/24/6/7/9/31 with the first design of steps i.e. a crude vertical plate carrying two steps. Photographic evidence of D6124 at the NBL works and D6126/7/31 at Doncaster Works indicates these were fitted from new, and this may be equally true for D6125/8-30. The May 2003 edition of *Model Rail* indicates that D6105 and D6117/8 were also fitted with this type of step arrangement. This might suggest that D6119-23 were fitted with this type of footstep too, but photographic evidence exists of D6119 without any steps! D6105 and D6111 may have been retrospectively fitted on return visits to NBL.

Subsequently a second design was introduced which became standard i.e. a triangular attachment which provided a single foothold. In the early years this style was also applied to locos in the D6138-57 batch, only to be subsequently modified by the fitment of the same triangular footsteps in reverse orientation to allow miniature snowploughs to be fitted when necessary.

Cab side windows.

D6100-37: Quarterlight and droplight arrangement.

D6138-57: Sliding windows to accommodate the tablet catcher recess under the driver's cab

window, although standardised for all four windows.

Tablet catcher recesses.

D6138-57: Recesses for Manson tablet catchers.

Main radiator grilles.

Original main 'monsoon'-type radiator grilles, i.e. two part twin grilles on each side with horizontal slats, carried by D6100-9.

Modified main radiator grilles, associated with a modified cooler group to reduce engine overheating problems. Visually this was a single square grille with vertical slats and a strengthening bar at waist level, although in reality this grille was also a two part arrangement, with the dividing line behind the horizontal bar. D6110-57 carried this arrangement from new; D6100-9 were subsequently modified by mid-1959.

D6145 apparently ran for part of its life with its main grille removed, revealing an inner layer of horizontal slats; the reason for this modification is not known.

Bodyside grille hinges.

The original main radiator grille was made of two twin grilles, each horizontal twin being top hinged. On the modified main radiator grille the upper grille was top hinged and the lower grille was bottom hinged.

The two sets of 'monsoon'-type double grilles (one adjacent to the No.1 end traction motor blower and one adjacent to the engine block) were side hinged (right hand side on the 1-2 side, and on the left hand side on the 2-1 side); the triple grilles (adjacent to the No.2 end traction motor blower) were top hinged.

Grille rain gutters.

Whilst rain gutters over the bodyside grilles were generally not fitted, D6152 had rain strips added to fit over the two double grilles and the triple grille; this modification probably took place during the locomotive's Intermediate repair at Inverurie Works during the period 16 September to 13 November 1965.

Additional small grille below main radiator grille.

Fitted on the 2-1 side only.

Worksplates.

Four NBL diamond worksplates were fitted under each of the cab side windows. In the very early weeks D6100-3 (and maybe higher) ran with only two diamond plates, positioned under each of the cab side windows at No.1 end only. Photographic evidence of D6107

undergoing acceptance testing at Doncaster Works in 1959 show four plates, so D6104-6 might have originally had two plates. Very quickly all 'two plate' locomotives were retrospectively fitted with the full complement of four plates.

Shed Plates.

No locos in the D6138-57 batch were seen carrying 61A plates.

Exhaust port.

The single exhaust port for the MAN engine was centrally positioned, slightly towards the No.2 end and slightly towards the 2-1 side of the locomotive.

Slip couplings.

Class 21s were regularly used on banking duties out of Glasgow Queen Street station; for safety reasons they had to be coupled to the train they were pushing. At the

D6152, 61B Aberdeen Ferryhill, 28 May 1966. D6152 with the Class 29 style rain guttering strips above the bodyside grilles, unique for the Class 21 fleet. (Author's Collection)



top of the bank the driver pulled a length of wire in the cab that was attached to the coupling in order to effect uncoupling at Cowlairs.

In late 1962 and early 1963, *Railway Observer*, *Modern Railways* and *Railway Magazine* variously mentioned D6103/11/8/24/9/32 as being fitted with slip-hook couplings, commencing October 1962. Sightings in 1964 indicate that D6115/7/26/36 were also fitted.

The photographs on pages 71 and 75 illustrating D6115 and D6117 respectively show the somewhat Heath Robinson but presumably effective slip-coupling arrangement (see Section 6).

D6109.

Class 21 D6109 received many of the Inverurie-style Class 29 modifications (see below) although it was never re-engined. It appears that this loco was originally listed for conversion and extensive work was undertaken in line with such a Class 29 conversion only for it to be aborted part way through. The locomotive received four-character headcode panels, bodyside grille and guttering modifications, together with bottom-mounted windscreen wipers and additional rotating roof vents, but obviously not the engine exhaust port alterations.

12.2 Additional Class 21 Comments.

Headcode Boxes.

Plans were drawn up to provide D6138-57 with split headcode boxes as per the later Class 22s. NBL had already incurred considerable expense making new moulds for the tablet catcher recesses, and

obviously felt that redoing the front-end aluminium castings to accommodate the four-character headcodes was one step too far. Given the financial plight of NBL it could ill afford such additional cost.

Bogies.

A last minute design change from NBL's bogies, as per the Class 22s, to Commonwealth bogies was promoted by GEC (supplier of the electrical equipment). This change, incidentally, resulted in the Class 21s being too heavy for intended cross-London freights and may have been another factor in their early despatch to the Scottish Region.

12.3 The Class 29 Conversions.

Discs/Gangway doors.

The first Class 29 conversion, D6123, retained the reporting discs and gangway doors.

Four character headcode boxes (all except D6123).

The remaining nineteen Class 29s (D6100-3/6-8/12-4/6/9/21/4/9/30/2/3/7) had centrally positioned four-character headcode boxes. On the Inverurie conversions it is possible that the height of the headcode boxes above rail level was marginally higher relative to those carried out at St.Rollox Works, thereby necessitating the revised shape of the yellow panels of the Class 29s which Inverurie outshopped in green (D6102/21/32).

Revised front end lighting arrangements.

As a consequence of fitting the Class 29s with four-character

headcode boxes the four lights behind each of the discs were removed and the relevant areas plated over. The remaining two marker lights were relocated to a position on the outer sides of the horns.

Revised windscreen wiper mounting (except D6123 initially).

When first converted, D6123 retained top mounted windscreen wipers albeit of a new pantograph type presumably to improve driver visibility. There is photographic evidence that D6123 reverted to the Class 21 style conventional wipers by 1 February 1964.

The remaining nineteen locomotives had their windscreen wipers repositioned from the top to the bottom of the front windows.

D6123 was brought into line with bottom mounted wipers during its works visit for an Intermediate repair in 1966 (Inverurie 27/04/66-02/06/66).

Revised horn covers.

The four mesh covers protecting the horns (two at each end) were replaced by metal plates with holes cut in to facilitate audibility. The plates were installed so that the hole on each plate was positioned at the bottom of the plates.

These plates were affixed to the cab structure by either grommets or six rivets:

- Grommets - D6123 and the Inverurie converts (D6102/8/19/21/4/9/32/7).
- Rivets - D6100/1/3/6/7/12-4/6/30/3 (i.e. the St Rollox Works 1965-67 converts).



The holes cut into these plates also varied in size, with D6101-3/6/14/6/21/3/30/2/3 acquiring small holes and D6100/7/8/12/3/9/24/9/37 large holes. As will be noted this is not a works specific difference,

rather a specification change which occurred in the second half of 1966; thus the last Class 29 outshopped by St.Rollox with small holes was D6116 on 14 July 1966, followed by the first with large holes being D6112 on 10

September 1966. Deployment of the large holes by Inverurie was somewhat later with the last loco with small holes being D6132 on 2 December 1966, and the first with large holes, D6108, on 21 October 1967.

D6123, Stirling, 13 July 1963. D6123 fitted with pantograph-style top mounted windscreen wipers, replacing the original Trico-Folberth wipers. (Author's Collection)

Needless to say, there were some changes over time:

D6100 No.1 end: Grometted left-hand cover plate, in contrast to a rivetted right-hand plate (noted July 1970).

D6116 No.1 end: Left-hand plate with two holes (a small one at the top and large one at the bottom) (noted 11 March 1969). Subsequently, No.1 end left-hand plate having a large hole positioned at the top only (noted July 1971).

D6119 No.2 end (at least): Plates secured with rivets. This change was probably undertaken during its St.Rollox Works visit in August 1971 (noted 5 September 1971).

D6121 No.1 end only: Left-hand plate fixing changed from grommet to rivets (noted August 1968).

D6124 No.2 end only: Large holes, with the left one only being positioned at the top.

Two additional lamp irons (except D6123 initially).

Two additional lamp irons were attached to the cab fronts immediately above the buffer beam.

As always, D6123 was different in that it only received these additional lamp irons later in its Class 29 career (i.e. by 22 July 1967 per photographic evidence).

Revised roof arrangements.

a) Exhaust port position to accommodate the Paxman engine.

With the new Paxman engine came a revised exhaust port arrangement. Two exhaust ports were fitted either side of the roof walkway halfway along the raised roof panel. The single MAN exhaust port was plated over.

b) Rotating extractor fans (x2).

The new higher powered engine required improved cooling arrangements and to this end additional grilles were fitted to the bodysides (see below) plus two roof-mounted Flettner-style rotating air ventilators. These were fitted to the roof in a central position, outside either end of the raised roof panel, and resulted in an increase in the overall height of the Class 29 locomotives.

Revised bodyside grille/window arrangements.

Two new intake grilles were incorporated into each of the loco bodysides – one replaced the central engine room window behind the main cooler group grille and an identical grille was installed in the panel directly below.

Main radiator grille straps (Glasgow v. Inverurie).

The horizontal bar on the main radiator grille varied in width.

The thick grille strap allowed an uninterrupted bodyside white stripe on the green locos.

Grille rain gutters.

Extra rain gutters over the side grilles were fitted to the Class 29s. Three rain strips per side were attached to the bodyside – one above the double grille towards No.1 end, another over the triple grille towards No.2 end and a third spanning over both the central double grille and the new grilles. Once again, D6123 was the exception to the rule, receiving only the first two of the gutter modifications listed above.

Grille hinges.

All Class 29s had the hinge arrangements for the double and triple grilles changed to be top-hinged, and in this regard D6123 was no exception!

Additional grilles below main radiator grille.

D6102/8/19/21/3/4/9/32/7 retained the small grille immediately below the main radiator grille on the 2-1 side of the locomotive; the same pattern applies here i.e. the original conversion, D6123, plus the Inverurie converts. On the St.Rollox conversions the small grille was removed.

Thin (St.Rollox Works original conversion):	D6123	} Unchanged from Class 21
Thin (Inverurie conversions):	D6102/8/19/21/4/9/32/7	
Thick (St Rollox Works conversions):	D6100/1/3/6/7/12/3/4/6/30/3	



6130, Perth Stabling Point, 29 May 1971. A St.Rollox Works conversion – horn cover plates attached by rivets, thick main radiator grille strap. Note the total lack of 25kV warning signs and the roof-mounted rotating extractor fans to enhance engine cooling. (RCTS Archive)

6129, 65A Eastfield, 11 September 1971. An Inverurie Works conversion – horn cover plates attached by grommets, thin main radiator grille strap. Standard set of six 25KV warning signs (three visible). (Norman Preedy)



Flange lubricators.

The BRB Works & Equipment Committee gave approval for the fitment of 'Secheron' flange lubricators to six locomotives at their meeting on 10 September 1968 (Minute 3160 [A] [ix]) at a cost of £3,435. The identities of the six locomotives is unknown.

12.4 Unchanged features of the Class 29s following conversion.

Cab roof air vents.

D6100-3/6-8/12-4/6/9: Fitted with cab roof air vents.

D6121/3/4/9/30/2/3/7: Not fitted with cab roof air vents.

Two heavy-duty high-level lamp irons mounted on each cab front end.

Grab handles at bottom corners of nose end.

Red-circle MW equipment.

Absence of snowplough brackets.

12.5 In-class variations subsequent to Class 29 conversion.

Cab door window bars.

D6103/6/7/23: Fitted with five metal bars over the cab door windows during 1968, to protect them from swinging tokens when deployed on the West Highland line. A subsequent cab door swap resulted in D6103 losing the bars at No.1 end driver's side.

Shed Plates.

D6103/12-4/6/23/30/2/3/7: 65A shedplates fitted at some stage during their lives as Class 29.

Chapter 13

LIVERIES

13.1 General.

1. 25kV warning signs.
25kV overhead electric warning ('lightning flash') signs were progressively applied to locomotives from 1960.

2. Small yellow panels.
On 23 July 1961, British Railways decided that yellow warning panels should be adopted as standard; after involvement of the Design Panel, the yellow warning panels were subsequently applied commencing 1962.

3. Full yellow front ends.
Full yellow front ends for all main line locomotives became official policy at the BR Board meeting on 9 June 1966. BR's Design Panel meeting in November 1966 agreed to adopt the increased yellow front end design for the new blue livery. With regard to the use of full yellow front ends on locomotives still in green, the Chief Engineer (T&RS) asked the General Manager Workshops on 22 February 1967 to paint green locomotives with full yellow front ends in future where their paintwork required only to be touched up.

4. Discontinuation of D-prefix.
BR discontinued using the D-prefix with effect from September 1968.

5. Data panels.
Data panels specifying locomotive weight, brake force tons, route availability and maximum speed were introduced from circa August/September 1968.

13.2 Green Livery Specification.
On 9 September 1958 J. Beresford-Evans, BTC Design Research Unit, issued the Colour Specification for the NBL Type 2 diesel-electric as follows:

(BTC CME) dated 30 December 1958 reads:

'I have pleasure in enclosing two copies of photographs...showing the side elevation of the North British Type 2 locomotive with the numbers painted at both ends and the position of the crests. I think this will enable the Design Officer to see that the addition of the second number in no way

	Colour and Reference
Body throughout including louvres and skirting, etc	Standard Locomotive Green. BR Spec. 30
Roof above cantrail and between cabs at forwardline of cab door	Mid Grey. BSS 2660: 9-097.
Bogies and Battery Box	Black
Buffer Beam and Buffer Stocks	Red. BSS 2660: 0-005.
Drawhook, Buffer Shank, Vacuum and Heating Hose, Jumpers, etc	Black
Numerals and Prefix	White
Window Frames to cab	Polished Metal.
Window Frames (Claytonrite)	Black Rubber
Cab Door Handrails	Stainless Steel
Grab Rails (other)	Body Colour
Crest	Small Transfer

It is believed that all NBL Type 2s entered traffic with numerals under all four cab windows. A letter from K.J. Cook (BTC CM&EE Eastern & North Eastern Regions) to J.F. Harrison

interferes with the positioning of the BR crest and I should, therefore, be obliged to have confirmation that it is in order to continue painting the locomotive with numbers at both ends.'

On 6 January 1959, G.E. Williams (Design Officer) responded directly to K.J. Cook as follows:

‘It is quite in order to display the numbers at both ends of these locomotives. In view of this, however, it would be better if the crest were placed in the position marked by a cross on the enclosed photographs, and perhaps you will kindly arrange for this to be done in future’

This correspondence predates the introduction of D6100 and explains the repositioning of the BR crest from D6103.

13.3 Class 21 Liveries.

Green, no yellow ends: version 1 (GNY[v1]).

As built: D6100-2.

All over Locomotive green livery.

Mid-grey roof area between the



**D6100, Hornsey MPD,
16 October 1959.**
(Peter Groom)



**D6127, Doncaster
Works, 11 October
1959.** Undergoing
acceptance testing prior
to delivery to Ipswich.
(A. Swain [Transport Treasury])

**D6149, Elgin, 22 August
1960.** (R. Conway
[Rail-Online])



**D6110, 65A Eastfield,
June 1967.** (Colour-Rail)



cabs. Red buffer beams. Black bogies and undergear. Lion and wheel emblem right hand end of bodyside. Serif numbers under all cabside windows.

Green, no yellow ends: version 2 (GNY[v2]).

As built: D6103-37.

As GNY(v1) above, except lion and wheel emblem in central bodyside position.

Green, no yellow ends: version 3 (GNY[v3]).

As built: D6138-57.

As GNY(v2) above, except serif numbers under secondman's cabside windows only.

Green, small yellow panels: version 1 (GSY[v1]).

Unknown if this livery was ever carried, the only possibility being D6101 (see Section 13.5).

As GNY(v1) but with small yellow panels applied to the front ends.

Green, small yellow panels: version 2 (GSY[v2]).

Subsequently applied to at least D6104/5/8-11/5-22/4/6/8/9/31-7 (see Section 13.5).

As GNY(v2) but with small yellow panels applied to the front ends.

Green, small yellow panels: version 3 (GSY[v3]).

Subsequently applied to D6138-57.

As GNY(v3) but with small yellow panels applied to the front ends.

Blue, full yellow ends: Inverurie style (BFY[Inv]).

Subsequently applied to D6109.

Blue livery with Inverurie-style 'minimalist' full yellow front ends. Double arrow emblems positioned

D6154, 61A Kittybrewster, 5 June 1965.
(Author's Collection)



D6109, 65A Eastfield, June 1967.
(Colour-Rail)



D6151, J. MacWilliam, Shettleston, Undated but probably early June 1968. D6151 with yellow panels! Only the luxury of a colour photograph illustrates the yellow, but only just! Hopefully the printing process will do justice to this very interesting photograph. No 25kV signs. (Alistair B. Moffat)

on all four cab doors. Serif numbers under all cabside windows.

'Minimalist' refers to (i) yellow area finishing short of the cab front roofline, and, (ii) minimum wrap-around onto the bodyside. This led to a very 'awkward' looking visual link between the cabside quarterlight window angle and the body corner vertical.

N.B. No Class 21s lost their D-prefixes, all being withdrawn before the end of steam operation.

13.4 D6151

The general consensus of opinion for many years has been that D6151 went to the grave in overall green livery (GNY). However, recently

acquired photographic evidence indicates otherwise.

Certainly, if you look at the black & white photograph on page 268 taken by W.A.C. 'Bill' Smith of D6151 at J. MacWilliam's scrapyard, you would be forgiven for thinking that it was anything other than GNY. However, other close-up photographs of D6151, this time in colour, taken by Alistair B. Moffat, (see photographs below and opposite), taken slightly earlier than the Bill Smith picture (note the intact windows) shows that D6151's final livery was GSY.

Quite how D6151 managed to get itself into such a filthy state is unknown, but the small yellow panel is just about visible through the grime

nonetheless. Before being accused of the fact that the locomotive number is not visible on the Moffat photographs, please note that when you compare the Moffat pictures with the Smith picture (number clearly visible), the bird excretion and other weathering marks identify it as the same locomotive.

Other photographic evidence shows that D6138-40/9/54 (at least) had received yellow panels by end-June 1963, so it is not unreasonable to assume that D6151, if it hadn't already received yellow panels, would have done so during its Heavy Casual repair at Inverurie during the 13/11/62-10/05/63 period.





D6151, J. MacWilliam, Shettleston, Undated but probably early June 1968. If you are still unconvinced, then try this one. Look at the colour of the 'back' face of the train identification disc. Incidentally, no evidence of accident damage this end either. (Alistair B. Moffat)

13.5 Class 21 Livery Summary

	GNY (v1)	GNY (v2)	GNY (v3)	Last Sighting GNY	First Sighting GSY	GSY (v1)	GSY (v2)	GSY (v3)	BFY (Inv)	Notes
D6100	Y	-	-	17/05/64	-	N*	-	-	-	To Class 29
D6101	Y	-	-	15/05/60	-	?	-	-	-	To Class 29
D6102	Y	-	-	05/01/63	-	N*	-	-	-	To Class 29
D6103	-	Y	-			-	?	-	-	To Class 29
D6104	-	Y	-	xx/05/60	29/03/64	-	Y	-	-	
D6105	-	Y	-	21/09/62	19/06/66	-	Y	-	-	
D6106	-	Y	-			-	?	-	-	To Class 29
D6107	-	Y	-	17/08/66	-	-	N*	-	-	To Class 29
D6108	-	Y	-	01/08/64	U/dtd	-	Y	-	-	To Class 29
D6109	-	Y	-	16/09/62	02/11/62	-	Y	-	13/01/67	
D6110	-	Y	-	08/08/62	21/06/63	-	Y	-	-	
D6111	-	Y	-	27/08/65	10/07/69	-	Y	-	-	
D6112	-	Y	-	26/07/64	-	-	N*	-	-	To Class 29
D6113	-	Y	-	18/04/62		-	?	-	-	To Class 29
D6114	-	Y	-	06/08/62	-	-	?	-	-	To Class 29
D6115	-	Y	-	06/06/63	18/04/66	-	Y	-	-	
D6116	-	Y	-		08/03/64	-	Y	-	-	To Class 29
D6117	-	Y	-		29/06/63	-	Y	-	-	
D6118	-	Y	-		23/03/63	-	Y	-	-	
D6119	-	Y	-	xx/10/64	xx/12/66	-	Y	-	-	To Class 29
D6120	-	Y	-	02/03/63	04/09/64	-	Y	-	-	
D6121 (Orig)	-	Y	-	06/08/63	-	-	N*	-	-	To D6122 (04-05/64)
D6121 ('New')	-	-	-	-		-	Y	-	-	To Class 29
D6122 (Orig)	-	Y	-	28/03/62	11/05/63	-	Y	-	-	To D6121 (04-05/64)
D6122 ('New')	-	-	-	-	13/07/65	-	Y	-	-	Presumably GSY from 04-05/64
D6123	-	Y	-	xx/xx/63	-	-	N*	-	-	To Class 29
D6124	-	Y	-		29/03/64	-	Y	-	-	To Class 29
D6125	-	Y	-	18/04/65	-	-	N*	-	-	
D6126	-	Y	-	18/04/63	02/03/68	-	Y	-	-	
D6127	-	Y	-	01/08/66	-	-	N*	-	-	
D6128	-	Y	-	xx/04/61	16/05/64	-	Y	-	-	

	GNY (v1)	GNY (v2)	GNY (v3)	Last Sighting GNY	First Sighting GSY	GSY (v1)	GSY (v2)	GSY (v3)	BFY (Inv)	Notes
D6129	-	Y	-	02/06/63	17/05/64	-	Y	-	-	To Class 29
D6130	-	Y	-	09/08/65	-	-	N*	-	-	To Class 29
D6131	-	Y	-	16/09/62	13/04/63	-	Y	-	-	
D6132	-	Y	-	06/08/62	U/dtd	-	Y	-	-	To Class 29
D6133	-	Y	-		01/03/63	-	Y	-	-	To Class 29
D6134	-	Y	-	06/08/62	16/02/63	-	Y	-	-	
D6135	-	Y	-		18/04/65	-	Y	-	-	
D6136	-	Y	-	28/07/62	17/05/64	-	Y	-	-	
D6137	-	Y	-	06/08/62	01/06/63	-	Y	-	-	To Class 29
D6138	-	-	Y		01/07/63	-	-	Y	-	
D6139	-	-	Y		01/07/63	-	-	Y	-	
D6140	-	-	Y		27/03/63	-	-	Y	-	
D6141	-	-	Y	21/04/62	21/11/63	-	-	Y	-	
D6142	-	-	Y	21/04/62	23/08/65	-	-	Y	-	
D6143	-	-	Y	02/03/63	xx/11/65	-	-	Y	-	
D6144	-	-	Y		30/06/65	-	-	Y	-	
D6145	-	-	Y	11/08/62	12/08/64	-	-	Y	-	
D6146	-	-	Y	16/06/62	12/08/64	-	-	Y	-	
D6147	-	-	Y	01/04/61	28/05/66	-	-	Y	-	
D6148	-	-	Y	02/04/61	09/03/65	-	-	Y	-	
D6149	-	-	Y	08/07/60	19/04/63	-	-	Y	-	
D6150	-	-	Y	19/07/61	01/03/65	-	-	Y	-	
D6151	-	-	Y	15/04/61	xx/06/68	-	-	Y	-	
D6152	-	-	Y		20/04/64	-	-	Y	-	
D6153	-	-	Y		25/01/64	-	-	Y	-	
D6154	-	-	Y		xx/08/62	-	-	Y	-	
D6155	-	-	Y	04/07/63	06/06/65	-	-	Y	-	
D6156	-	-	Y	22/08/61	06/07/65	-	-	Y	-	
D6157	-	-	Y	25/06/63	01/08/65	-	-	Y	-	

* Long-term stored at time of last GNY sighting. D6125/7 subsequently scrapped in this condition.

Photographic evidence of D6101/3/6/13/4 is required to determine whether these locomotives ever carried GSY prior to conversion to Class 29.

13.6 Class 21 25kV Signs.

	Date	Livery	25kV Sign Positions	Comments
D6100	17/05/64	GNY	No 25kV signs.	Long-term stored on 17/05/64; never carried 25kV signs as Class 21.
D6101				
D6102	05/01/63	GNY	25kV signs (front-end – none; bodyside – left of top step, left of bottom step).	
D6103				
D6104	29/03/64	GSY	Standard set.	
D6105	21/09/62	GNY	No 25kV signs	
	26/03/67	GSY	Standard set.	
D6106				
D6107	17/05/64	GNY	Standard set	Long-term stored on 17/05/64; never carried GSY as Class 21.
D6108	11/05/63	GNY	No 25kV signs.	
	01/08/64	GNY	Standard set.	
	U/dtd	GSY	Standard set.	
D6109	16/09/62	GNY	No 25kV signs.	
	02/11/62	GSY	No 25kV signs.	
	01/05/65	GSY	Standard set.	
	26/03/67	BFY	Standard set.	
D6110	08/08/62	GNY	No 25kV signs.	
	21/06/63	GSY	No 25kV signs.	
	06/08/63	GSY	Standard set.	
D6111	02/05/65	GNY	Standard set.	
	10/07/69	GSY	Standard set.	
D6112	26/07/64	GNY	No 25kV signs.	Long-term stored on 26/07/64; never carried 25kV signs as Class 21.
D6113	18/04/62	GNY	25kV signs (front-end – high level; bodyside – between 1st and 2nd steps)	
	27/05/66	G??	25kV signs (front-end – ?; Bodyside – between 1st and 2nd steps).	
D6114	06/08/62	GNY	No 25kV signs.	
D6115	06/06/63	GNY	No 25kV signs.	
	18/04/66	GSY	Standard set.	
D6116	08/03/64	GSY	Standard set.	
D6117	29/06/63	GSY	Standard set.	
D6118	23/03/63	GSY	Standard set.	
D6119	01/11/63	GNY	Standard set.	
	xx/12/66	GSY	Standard set.	

	Date	Livery	25kV Sign Positions	Comments
D6120	02/03/63	GNY	No 25kV signs.	
	04/09/64	GSY	Standard set.	
D6121	06/08/63	GNY	Standard set.	
D6122	28/03/62	GNY	No 25kV signs.	
	11/05/63	GSY	No 25kV signs.	
	08/01/64	GSY	Standard set.	
D6123	xx/xx/63	GNY	No 25kV signs.	Ex long-term stored on xx/xx/63; never carried 25kV signs as Class 21.
D6124	29/03/64	GSY	No 25kV signs.	
	30/07/65	GSY	No 25kV signs.	
	xx/09/66	GSY	Standard set.	
D6125	18/04/65	GNY	No 25kV signs.	Long-term storage on 18/04/65; never carried 25kV signs.
D6126	18/04/63	GNY	No 25kV signs.	
	02/03/68	GSY	Standard set.	
D6127	01/08/66	GNY	No 25kV signs.	Long-term storage on 01/08/66; never carried 25kV signs.
D6128	16/05/64	GSY	Standard set.	
D6129	02/06/63	GNY	No 25kV signs.	
	17/05/64	GSY	Standard set.	
	22/09/66	GSY	Standard set.	
D6130	09/08/65	GNY	No 25kV signs.	Long-term storage on 09/08/65; never carried 25kV signs as Class 21.
D6131	16/09/62	GNY	No 25kV signs.	
	13/04/63	GNY	No 25kV signs.	
	29/03/64	GSY	Standard set.	
D6132	06/08/62	GNY	No 25kV signs.	
	U/dtd	GSY	No 25kV signs.	
	U/dtd	GSY	Standard set.	
D6133	01/03/63	GSY	No 25kV signs.	
D6134	06/08/62	GNY	No 25kV signs.	
	16/02/63	GSY	No 25kV signs.	
	01/11/63	GSY	Standard set.	
D6135	18/04/65	GSY	Standard set.	
D6136	28/07/62	GNY	No 25kV signs.	
	17/05/64	GSY	Standard set.	
D6137	06/08/62	GNY	No 25kV signs.	
	01/06/63	GSY	Standard set.	
	06/08/63	GSY	Standard set.	

	Date	Livery	25kV Sign Positions	Comments
D6138	01/07/63	GSY	No 25kV signs.	
	21/07/64	GSY	No 25kV signs.	
	28/03/66	GSY	Standard set.	
D6139	01/07/63	GSY	Standard set.	
D6140	27/03/63	GSY	?	
	xx/11/64	GSY	Standard set.	
D6141	21/04/62	GNY	No 25kV signs.	
	21/11/63	GSY	Standard set.	
D6142	21/04/62	GNY	No 25kV signs.	
	23/08/65	GSY	No 25kV signs.	
	xx/05/66	GSY	Standard set.	
D6143	02/03/63	GNY	No 25kV signs.	
	Xx/11/65	GSY	Standard set.	
D6144	30/06/65	GSY	Standard set.	
D6145	11/08/62	GNY	No 25kV signs.	
	03/04/65	GSY	Standard set.	
D6146	16/06/62	GNY	No 25kV signs.	
	12/08/64	GSY	Standard set.	
D6147	28/05/66	GSY	Standard set.	
D6148	xx/07/63	GSY	Standard set.	
	09/03/65	GSY	Standard set.	
D6149	19/04/63	GSY	No 25kV signs.	
	02/08/63	GSY	Standard set.	
D6150	17/04/65	GSY	Standard set.	
D6151	xx/06/68	GNY	No 25kV signs.	Never carried 25kV signs.
D6152	20/04/64	GSY	Standard set.	
D6153	06/07/65	GSY	No 25kV signs.	
D6154	xx/08/62	GSY	No 25kV signs.	
	09/08/66	GSY	No 25kV signs.	
D6155	04/07/63	GNY	Standard set.	
	06/06/65	GSY	Standard set.	
D6156	06/07/65	GSY	Standard set.	
D6157	07/07/62	GNY	No 25kV signs.	
	01/08/65	GSY	Standard set.	

N.B. 'Standard set' 25kV sign arrangement = 25kV signs (front-end – low-level, inside of the horn mesh covers; bodyside – between the 1st and 2nd roof access steps [from top]).



D6123, Location unknown, Undated.
Somewhat ironically, the lion and wheel emblem has reverted to the as-built D6100-2 position, necessitated by the fitting of additional bodyside grilles. Black line just visible above the bodyside 'crease' line.
(Rail-Online)

6123, Crianlarich Lower, 29 August 1969.
(Anthony Sayer)

13.7 Class 29 Liveries.

Two-tone green, small yellow panels: D6123 style (Black-lined TTGSY[D6123]).

As converted: D6123.

Two-tone green livery with small yellow panels applied to the front ends (in Class 21 style). Thin black bodyside line at waist level, separating the light green from the dark green. Mid-grey roof area between the cabs. Red buffer beams. Lion and wheel emblem right hand end of bodyside. Serif numbers under all cabside windows.

Lined two-tone green, small yellow panels: D6123 style (Grey-lined TTGSY[D6123]).

Subsequently applied to D6123. As Black-lined TTGSY(D6123), except light grey stripe at waist



D6106, Fort William, 10 August 1966. Fort William station, at this time by the shores of Loch Linnhe, before it was moved nearly a mile or so north-east to its current location to make way for a new 'improved' A82 road enabling traffic to by-pass the town's main shopping street. (Bob Bridger)



D6121, 65B St.Rollox, 13 April 1966. (Chris Bush)



level, separating the light green from the dark green, running the full length of the body and ending on the cabsides beneath the vertical of the quarterlight windows.

Lined two-tone green, small yellow panels: St.Rollox style (Grey-lined TTGSY[StR]).

As converted: D6101/3/6/12-4/6/30/3.

Lined two-tone green livery with 'square' yellow panels applied to the front ends (panels having rounded corners). Light grey stripe at waist level, as above. Mid-grey roof area between the cabs. Red buffer beams. Lion and wheel emblem right hand end of bodyside. Serif numbers under all cabside windows.



6123, 65A Eastfield, July 1970. (Grahame Wareham)

6121, Falkirk, Undated. (Colour-Rail)



Lined two-tone green, small yellow panels: Inverurie style (Grey-lined TTGSY[Inv]).

As converted: D6102/21/32.

As Lined TTGSY(St.R) above, except that the 'square' yellow panels had angled top corners and rounded (D6102/21) or square (D6132) bottom corners. Light grey stripe at waist level.

Lined two-tone green, full yellow ends (Grey-lined TTGFY).

Subsequently applied to D6101-3/6/12-4/6/21/3/30/2/3.

Lined two-tone green livery with full yellow ends. Light grey stripe at waist level.

All previously TTGSY locos became TTGFY. By Union

agreement all full yellow ends were applied at Glasgow Works.

Blue, full yellow ends: St.Rollox style – version 1 (BFY[StR v1]).

As converted: D6107.

Rail blue livery with full yellow ends. Double-arrow emblem under all cabside windows. New style block numbers positioned on the bodyside behind the cab doors both ends.

Blue, full yellow ends: St.Rollox style – version 2 (BFY[StR v2]).

As converted: D6100.

Rail blue livery with full yellow ends. Double-arrow emblem positioned centrally across the two bodyside doors. New style

block numbers under all cabside windows.

N.B. By May 1968 D6100 gained a BR arrow on the cab doors at No.1 end, the cause of this almost certainly being a door swap with the by then withdrawn D6109. Photographic evidence shows that by 3 June 1968 D6109 was fitted with at least one door with no double-arrow emblem.

Blue, full yellow ends: Inverurie style (BF[Inv]).

As converted: D6108/19/24/9/37.

Blue livery with Inverurie-style 'minimalist' full yellow front ends i.e. no wrapping round onto the bodysides or cab roof). Double-arrow

**D6107, Dundee MPD,
2 June 1968.** (RCTS Archive)





**D6100, Eastfield,
25 July 1968.**
(RCTS Archive)



**D6108, Inverurie
Works, 15 July 1969.**
D6108 after withdrawal,
hence the delapidated
state; however,
Inverurie's take on the
corporate blue livery is
shown to perfection.
(RCTS Archive)

emblems positioned on all four cab doors. Old style serif D-prefixes under all cabside windows.

D6119 received a more conventional St.Rollox Works style yellow front-end paint application to both ends at some point, whilst retaining old style serif numbers. Unfortunately without the DLRC for this locomotive, combined with limited photographic evidence, the exact date of this modification cannot be identified but it was certainly not long before 4 September 1971 (see photograph on page 81), and probably at the same time as the horn cover modification (see Section 12.3). It was noted in St.Rollox Works on 16/08/71 and 21/08/71.

13.8 D6123

Given below are excerpts of correspondence between Messrs. C.T. Roberts (CM&EE, ScR), G.E. Williams (Design Office, BTC/BRB) and E.G.M. Wilkes (Wilkes & Ashmore, Industrial Designers), which explains the rationale behind the two-tone green livery of D6123 and how the lining arrangements for the Class 29s developed over time.

Letter from C.T. Roberts to G.E. Williams, 29 October 1962:

‘Early next year we will be making a trial with one of the above locomotives (*NBL Type 2*) re-engined with a Davey-Paxman Ventura engine 1350h.p. with a view, if the trial is successful, to altering other locomotives of this class.

‘I would like to make some differences in appearance of this prototype locomotive so that it

shall be clear that it is different to the existing one, and this will be even more important if later we have for a time a varying number of locomotives outwardly similar but some of 1000/1100 and others 1350h.p. It would be possible only to make an alteration in the painting, and I have not in mind any radical change in the livery but merely something in the nature of a cream lining and/or cream in the upper section of the cab as on B.R.C.W. locomotives of 1160 and 1250h.p. I shall be glad if you would kindly look at this and suggest a suitable alteration to the painting.’

Letter from G.E. Williams to C.T. Roberts, 1 November 1962:

‘I would certainly like to put up some suggestions for the livery of this locomotive, although I doubt whether a line and a screen area in light grey or cream...would be applicable to this particular frontal shape, since it has a ‘wrap-over’ instead of a ‘wrap-round’ form.

‘What I would like to do would be to put up a sketch to you with our intentions...and will let you have our proposals as quickly as possible.’

Letter from E.G.M. Wilkes to G.E. Williams, 5 November 1962:

‘Thank you for your recent letter concerning the improved livery for this locomotive. ‘We will tackle this problem right away’

Letter from E.G.M. Wilkes to G.E. Williams, 4 December 1962:

‘Enclosed is the colour drawing of the North British Type 2 locomotive as it will appear in the proposed new two-tone green livery.

‘We have decided that the lower edge of the colour break should be above the crease line in the body side. As will be seen from the drawing, the driver’s side window then forms a natural finishing point for the light green panel’

Letter from G.E. Williams to C.T. Roberts, 10 December 1962:

‘I am sending you a perspective sketch indicating the kind of livery treatment which I think would be particularly appropriate to this locomotive.

‘On the latest Brush Type 4... we have introduced a lighter colour above wait rail level.

‘The North British...locomotive lends itself particularly well to this kind of treatment because the body profile gives a physical line of demarcation to which to work. I am therefore suggesting that a modification of this livery is followed in your case, using standard locomotive green below the wait rail and ‘Sherwood Green’ above it and up the gutter line

‘The lighter green upper panel will, I think, provide an entirely different character for the locomotive in question, giving...a mobile, instead of the present rather static, appearance.

'The lower edge of the colour break should be about 1½' above the crease line in the body side. The drawing shows how the driver's window forms a natural finishing point for the light green panel.'

Letter from C.T. Roberts to G.E. Williams, 11 February 1963:

'I shall be arranging to adopt the livery treatment which you suggest on the trial locomotive, and I think this should be a definite improvement as well as making a difference between the converted and the original locomotives.'

Letter from C.T. Roberts to G.E. Williams, 11 July 1963:

'With reference to our conversation, I am returning to you the coloured photo of the livery for the converted NBLs...and we have shown on it the thin black line which we agreed during our conversation. This improves the finish of the locomotive, but I still feel that there is not sufficient difference between this livery and that of the other engines in the class which have not been converted, and I would like to add a three inch band of some lighter colour e.g. stone colour, below the black band'

Letter from G.E. Williams to C.T. Roberts, 22 July 1963:

'We will have another look at this problem, but the Panel

is rather against the kind of lining you suggest. It has never proved satisfactory on other locomotives.'

Letter from E.G.M. Wilkes to G.E. Williams, 7 August 1963:

'We have tried all manner of alternatives and the enclosed modification to the original drawing is the best. It is a fairly broad band of light grey to B.S. 7-076. We think this looks smarter than the stone colour...and the contrast with the lighter green seems ample without the need for the black line.'

Letter from G.E. Williams to C.T. Roberts, 27 August 1963:

Contents of E.G.M. Wilkes letter repeated.

'I hope...that you will agree to trying out the modification.'

By the time of E.G.M. Wilkes' proposal on 7 August 1963, D6123 had already been outshopped with the black stripe. Subsequent Class 29 conversions, several years later, adopted the light grey stripe and D6123 was retrospectively modified.

13.9 Class 29 Additional Detail.

D-Prefixes.

All Class 29s lost their D-prefixes, with the exception of D6108. The December 1968 edition of the *Railway Observer* reports: '...the following were reported in November (1968):...6106/16/32. Green locomotives at Eastfield

have had the D painted out at the shed but evidently the pot of blue paint was delayed as no blue diesels had been altered to the end of October.'

TOPS Numbers.

No members of Classes 21 or 29 received TOPS numbers before withdrawal.

Data Panels.

Nineteen Class 29s carried data panels, the only exception being first withdrawn D6108. The *Railway Observer* (May 1969) comments: 'Nearly all locomotives at Eastfield...were fitted with classification plates during the last week of March [1969].' An example of a Data Panel is illustrated on 6112 in Section 20.4.

The adhesive Data Panels were fitted one per side, with locations as follows:

Underneath secondman's cabside window:
6100/1/3/6/7/12-4/6/9/
23/9/30/7.

Underneath driver's cabside window: 6102/21/4/33.

Underneath bodyside lion & wheel emblem: 6132.

Class 29 Data Panel details:

VB Class 29
Weight tons 73
Brake force tons 36
RA5
Max speed mph 80

Given the timing of introduction, no Class 21s carried data panels.

13.10
Class 29 Livery Summary

	Black-Lined TTGSY (D6123)	Grey-Lined TTGSY (D6123)	Grey-Lined TTGSY (StR)	Grey-Lined TTGSY (Inv)	Grey-Lined TTGFY (StR)	BFY (StR v1)	BFY (StR v2)	BFY (Inv)	BFY (Inv) (Mod)
D6100	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	08/12/67	xxxxxx	xxxxxx
D6101	xxxxxx	xxxxxx	24/12/65	xxxxxx	06/06/70	xxxxxx	xxxxxx	xxxxxx	xxxxxx
D6102	xxxxxx	xxxxxx	xxxxxx	11/06/66	29/08/70	xxxxxx	xxxxxx	xxxxxx	xxxxxx
D6103	xxxxxx	xxxxxx	16/10/65	xxxxxx	23/03/71	xxxxxx	xxxxxx	xxxxxx	xxxxxx
D6106	xxxxxx	xxxxxx	30/10/65	xxxxxx	14/02/70	xxxxxx	xxxxxx	xxxxxx	xxxxxx
D6107	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	05/06/67	xxxxxx	xxxxxx	xxxxxx
D6108	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	21/10/67	xxxxxx
D6112	xxxxxx	xxxxxx	10/09/66	xxxxxx	xx/06/71	xxxxxx	xxxxxx	xxxxxx	xxxxxx
D6113	xxxxxx	xxxxxx	23/12/66	xxxxxx	11/03/71	xxxxxx	xxxxxx	xxxxxx	xxxxxx
D6114	xxxxxx	xxxxxx	10/03/66	xxxxxx	27/06/70	xxxxxx	xxxxxx	xxxxxx	xxxxxx
D6116	xxxxxx	xxxxxx	14/07/66	xxxxxx	xx/05/71	xxxxxx	xxxxxx	xxxxxx	xxxxxx
D6119	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	28/12/67	xx/08/71
D6121	xxxxxx	xxxxxx	xxxxxx	04/03/66	28/02/70	xxxxxx	xxxxxx	xxxxxx	xxxxxx
D6123	11/07/63	02/06/66	xxxxxx	xxxxxx	21/03/70	xxxxxx	xxxxxx	xxxxxx	xxxxxx
D6124	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	07/12/67	xxxxxx
D6129	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	31/10/67	xxxxxx
D6130	xxxxxx	xxxxxx	09/04/66	xxxxxx	09/05/70	xxxxxx	xxxxxx	xxxxxx	xxxxxx
D6132	xxxxxx	xxxxxx	xxxxxx	02/12/66	11/07/70	xxxxxx	xxxxxx	xxxxxx	xxxxxx
D6133	xxxxxx	xxxxxx	15/06/66	xxxxxx	xx/04/71	xxxxxx	xxxxxx	xxxxxx	xxxxxx
D6137	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	07/11/67	xxxxxx

Bold dates represent Class 29 conversion completion dates.
D6112/6/9/33 conversion dates from SLS.
Blue dates indicate repair completion dates from the DLRCs.
Red dates from other observation sources due to non-availability of DLRCs for D6112/6/9/33, as follows:

6112 GFY: St.Rollox Works: 19/06/71.
6116 GFY: St.Rollox Works: 17/04/71 and 19/05/71.
6119 modified Inverurie livery: St.Rollox Works: 16/08/71 and 21/08/71.
6133 GFY: St.Rollox Works: 10/01/71 through to 17/04/71.

Additional Notes:

- All full yellow ends to green locomotives were applied at St.Rollox Works during 1970/71.
- Railway Observer* – selected observations:

- ‘Locomotives ex-works in February (1970) were...6106 (...touched-up green)’
‘Locomotives ex-works in June (1970) included...6101/30...all still green with full yellow ends’
‘...recent green repaints are...6101/14/21/32’
‘Noted ex-works in October (1970) were...6102, patched green.’
‘6103 is in patched green with full yellow end.’
‘Locomotives in St. Rollox Works on 17 April (1971) were...6116, 6133 (touched-up green, all yellow front)’
- Sad-Eyed People – the Class 21 and 29 livery resource* (RMWeb Forum).
‘I can confirm that D6132 was shipped from St.Rollox in fresh two tone green and full yellow ends in August 1970. I saw it both in the St.Rollox paint shops and again a few days later in service at Eastfield’

13.11 Pre- and Post-Class 29 Conversion 25kV Signs.

Loco No.	Latest sighting details pre conversion	Date	Location/date converted	Post-conversion 25kV sign details
D6100	GNY, no 25kV signs.	17/05/64	St.Rollox 08/12/67	<u>Non-standard</u> – 25kV signs (front – low-level; bodyside – left of top step).
D6101	GNY.	15/05/60	St.Rollox 24/12/65	<u>Non-standard</u> – 25kV signs (front – none; bodyside – left of top step, left of bottom step).
D6102	GNY, 25kV signs (front - none; bodyside - left of top step, left of bottom step).	05/01/63	Inverurie 10/06/66	Standard set. Corrected by Inverurie?
D6103	???		St.Rollox 16/10/65	Standard set. Pre 29 conversion?
D6106	???		St.Rollox 30/10/65	<u>Non-standard</u> – No 25kV signs.
D6107	GNY, 25kV signs (Standard set).	17/05/64	St.Rollox 22/06/67	Standard set. Pre 29 conversion.
D6108	GSY, 25kV signs (Standard set).	xxxxxx	Inverurie 211067	Standard set. Pre 29 conversion.
D6112	GNY, no 25kV signs.	26/07/64	St.Rollox 10/09/66	<u>Non-standard</u> – 25kV signs (front – none; bodyside – left of top step).
D6113	GNY, 25kV signs (front - high-level; bodyside - between 1st and 2nd steps).	18/04/62	St.Rollox 23/12/66	<u>Non-standard</u> – 25kV signs (front – high-level; bodyside – between 1st and 2nd steps).
	G??, 25kV signs (bodyside - between 1st and 2nd steps).	27/05/66		
D6114	GNY, no 25kV signs.	06/08/62	St.Rollox 10/03/66	<u>Non-standard</u> – No 25kV signs.
D6116	GSY, 25kV signs (Standard set).	06/07/64	St.Rollox 14/07/66	Standard set. Pre 29 conversion.
D6119	GSY, 25kV signs (Standard set).	xc/12/66	Inverurie 28/12/67	Standard set. Pre 29 conversion.
D6121	GNY, 25kV signs (Standard set).	06/08/63	Inverurie 04/03/66	Standard set. Pre 29 conversion. *

Loco No.	Latest sighting details pre conversion	Date	Location/date converted	Post-conversion 25kV sign details
D6123	GNY, no 25kV signs.	xx/xx/63	St.Rollox/ Colchester 11/07/63	<u>Non-standard</u> - 100763 – 25kV signs (front – none; bodyside – left of top step, behind rh cab door [high-level]). xx0863 – 25kV signs (as above, plus, front – low-level; bodyside – between 1st and 2nd steps).
D6124	GSY, 25kV signs (front - low-level).	xx/09/66	Inverurie 07/12/67	Standard set. Pre 29 conversion.
D6129	GSY, 25kV signs (Standard set).	22/09/66	Inverurie 31/10/67	Standard set. Pre 29 conversion.
D6130	GNY, no 25kV signs.	09/08/65	St.Rollox 09/04/66	<u>Non-standard</u> – 25kV signs (front – none; bodyside – between 1st and 2nd step [1-2 side only]).
D6132	GSY, 25kV signs (Standard set).	xx/xx/xx	Inverurie 02/12/66	Standard set. Pre 29 conversion.
D6133	GSY, no 25kV signs.	01/03/63	St.Rollox 15/06/66	Standard set. Pre 29 conversion?
D6137	GSY, 25kV signs (Standard set).	06/08/63	Inverurie 07/11/67	Standard set. Pre 29 conversion.

Additional Notes:-

'Standard set' 25kV sign arrangement: 25kV signs (front-end – low-level, inside of the horn covers; bodyside – between the 1st and 2nd roof access steps [from top]).

* As Class 29, D6121 subsequently lost its left-hand side 25kV sign at No.1 end following minor accident damage circa 1968.

Chapter 14

CLASS 21/29 OPERATIONS: HIGH-LEVEL SUMMARY

D6100-9 were initially allocated to Hornsey and operated outer suburban services out of Kings Cross and Moorgate on the GN mainline as far as Cambridge, together with local freight trips. They could, therefore, be seen working in the company of BRCW Type 2s, Brush Type 2s and the English Electric 'Baby Deltics'.

Stratford received Nos. D6110-9, these locomotives performing mixed-traffic duties on Great Eastern Lines and suburban services and local freight trips on the London, Tilbury & Southend route.

D6120-37 were allocated to Ipswich and worked freight and passenger trains across Norfolk and Suffolk.

D6138-57, the final twenty locomotives, were delivered to 61A Kittybrewster depot (north Aberdeen) for use on the former Great North of Scotland area of the Scottish Region.

D6100-37 were transferred north to Scotland during the period from April to September 1960. They had been preceded by D6130 which had gone on loan to Eastfield depot



D6126 and D6132, St. Rollox MPD, 19 September 1960. Two relatively recent arrivals in Scotland and coupled to one of the original Diesel Brake Tenders (DE320848). (Author's Collection)

**D6132 & D6129,
Glasgow Buchanan
Street, 4 April 1961.**
(David Dippie)



**D6109 and D6132,
St.Rollox, 2 November
1962.** (S. Rickard
[Rail Photoprints])



in November 1959. It is believed that D6130 never returned south and instead continued working from Eastfield. The D6100-37 were progressively introduced onto		the Glasgow Buchanan Street-Aberdeen services during 1960/61, with the Glasgow Buchanan Street-Oban services via Stirling following in 1961, usually deploying pairs of the Class 21s.	Selected <i>Shed Master Archive</i> observations at Stirling and Perth on 12 April 1961 and 1 May 1961 respectively illustrate the deployment of motive power at this time:
<hr/>			
12/04/61 (Wednesday)			
Stirling (11.15-15.00)	73106	10.00	Dundee West-Buchanan Street
	73153	11.15	Buchanan Street-Dundee West
	D6122+D6126	12.00	Buchanan Street-Oban
	D6106+D6108	12.00	Dundee West-Buchanan Street
	60919	09.30	Aberdeen-Buchanan Street (' <i>St.Mungo</i> ')
	D6145		Down goods
	45389	13.00	Buchanan Street-Stirling
Stirling (15.00-17.20)	60898	14.15	Buchanan Street-Aberdeen
	73154	12.05	Oban-Buchanan Street
	D6106+D6108	15.15	Buchanan Street-Dundee West
	60527	13.30	Aberdeen-Buchanan Street (' <i>Grampian</i> ')
	D6119+D6131		Up light engines
01/05/61 (Monday)			
Perth (09.00-12.55)	D6120+D6129	08.15	Buchanan Street-Aberdeen (09.37)
	73146	10.00	Dundee West-Buchanan Street (10.33)
	D6105+D6130	09.15	Buchanan Street-Dundee West (10.43)
	73154	10.15	Buchanan St-Aberdeen, replaced by 73006 (11.40)
	60955	09.30	Aberdeen-Buchanan Street (' <i>St.Mungo</i> ') (12.02)
	D6114+D6134	12.00	Dundee West-Buchanan Street (12.32)
	73153	11.15	Buchanan Street-Dundee West (12.49)
Perth (14.20-18.00)	D6123+D6127	13.15	Buchanan Street-Dundee West (14.35)
	D6105+D6130	12.00	Dundee West-Buchanan Street (<i>sic 14.00?</i>) (14.39)
	D6101+D6116	14.15	Buchanan Street-Aberdeen (' <i>Bon Accord</i> ') (15.45)
	60851	13.30	Aberdeen-Buchanan Street (' <i>Grampian</i> ') (15.53)
	73153	16.00	Dundee West-Buchanan Street (16.39)
	D6114+D6134	15.15	Buchanan Street-Dundee West (16.45)
	45170	15.30	Aberdeen-Buchanan Street (Postal pass) (17.33)
Perth (18.30-19.50)	D6123+D6127	18.00	Dundee West-Buchanan Street (18.31-18.37)
	D6105+D6130	17.15	Buchanan Street-Dundee West (18.35-18.40)
	D6100+D6109	17.30	Buchanan Street-Aberdeen (' <i>St Mungo</i> ') (18.49)
<hr/>			
It was on the Aberdeen express services where the Type 2s really began to show their various flaws and because of that, and with no real alternative	diesel power available at that time, steam substitutions were common (including A2s and V2s). Ultimately, and to give a 'medium-term' fix to the problem, redundant	Gresley A4 Pacifics were drafted in from the East Coast Main Line during 1962, these being deployed on the 3-hour Glasgow-Aberdeen services until September 1966.	

Quoting from the April 1963 edition of the *Railway Observer*:

‘Almost all workings at Buchanan St. are now steam-hauled, following the departure of most of the N.B. Locomotive Co. Type 2 diesels to less exacting work, although two often appear on the 12.0 noon from Dundee West’

As the Aberdeen services moved back to steam, the Class 21s’ passenger appearances became progressively restricted to the

shorter distance passenger services, such as from Glasgow to Perth and Dundee, but by 1964 their appearance even on these services were increasingly rare. Freight work became increasingly common, particularly services around Stirling and fish vans from Aberdeen which frequently took the class to Carlisle.

On the Glasgow-Stirling-Oban line, the steeply graded route took its toll and just as had been the case south of the border, the BRC&W Type 2 locomotives again showed superior reliability.

From 1962/63, as the size of the D6100-37 batch dwindled following engine failures, fires and accidents, the remaining class members were rostered to less demanding duties including local Glasgow area freight, Glasgow terminus e.c.s. work and Cowlares banking duties.

Further *Shed Master Archive* observations at Stirling and Greenhill in April 1964 illustrate the changed fortunes of the Class 21s, with only the re-engined Class 29 D6123 entrusted to passenger services:-

D6104, D6131 and D6118, 65J Stirling, 29 March 1964. (Keith Long)



02/04/64 (Thursday)		
Stirling (09.00-09.45)	D6123	08.25 Buchanan Street-Aberdeen (09.05)
	44724	07.45 Dundee West-Buchanan Street (09.05)
	60016	07.10 Aberdeen-Buchanan Street ('Bon Accord') (09.27)
	D5359	06.15 Oban-Buchanan Street (09.36-09.42)
Greenhill (10.00-16.00)	44796	Down 'Granite City' (10.45)
	D6118	Up goods (from Plean Jct) (11.15)
	73146	10.00 Dundee West-Buchanan Street (11.40)
	D61xx	Up goods (from Stirling) (11.46)
	44724	11.15 Buchanan Street-Dundee West (11.46)
	D6108+D6124	Up steel train (to Gartcosh?) (12.10)
	D366	Up 'St.Mungo' (13.03)
	45389	13.00 Buchanan Street-Stirling (13.31)
	D5367	12.00 Dundee West-Buchanan Street (13.39)
	45357	14.15 Stirling-Buchanan Street (14.37)
	73145	15.15 Buchanan Street-Dundee West (15.40)
09/04/64 (Thursday)		
Greenhill (10.00-16.00)	D5128+D321	Down 'Granite City' (10.43)
	D6120	Up coal (10.56)
	D5127	11.15 Buchanan Street-Dundee West (11.45)
	73146	10.00 Dundee West-Buchanan Street (11.53)
	D6129	Up goods (12.01)
	D357	Up 'St.Mungo' (13.02)
	45214	13.00 Buchanan Street-Stirling (13.28)
	73148	13.15 Buchanan Street-Dundee West (13.41)
	D5357	12.00 Dundee West-Buchanan Street (13.43)
	D357	Down 'Bon Accord' (14.31)
	45359	14.15 Stirling-Buchanan Street (14.35)
	D6129	Down empties (14.42)
	D6120	Down empties (14.51)
	D5367	14.00 Dundee West-Buchanan Street (15.38)
	D6123	15.15 Buchanan Street-Dundee West (15.43)

The D6138-57 batch seemed to give reasonable service in the north-east of Scotland and operated the Royal Trains to Ballater when required during the 1961-65 period; the royal trains were double headed with a spare loco stabled at Banchory as insurance. On the 15 October 1965, D6142 and D6145 hauled the very last Royal train from Ballater

to Aberdeen. This batch had its wings severely clipped in 1965 as a consequence of the severe impact of the Beeching Reshaping plans on lines to the north and west of Aberdeen. Some long-distance double-headed freight work was found for D6138-57 on the Aberdeen-Edinburgh route via Dundee during 1965/66. However, the twenty locomotives of this sub-

class were progressively stored over the 1965-67 period with work for the remaining operable members being restricted to freight and engineers' trains.
To return to the Class 21s from the D6100-37 series, these eventually finished their careers in 1967/68 on local freights round Glasgow, Stirling and Grangemouth, plus Glasgow

D6150, Aberdeen, 21 July 1965. (S. Rickard [Rail Photoprints])





Queen Street e.c.s. and Cowlairs banking duties. Two locomotives from Kittybrewster, D6140/52, were transferred to 65A Eastfield to work out their days alongside the other remaining Class 21s.

Don Meiklejohn of the Paxman History Trust makes some interesting observations with

respect to the Class 21s on e.c.s. and banking duties:-

'...a number of the surviving MAN engined locos were used as banking locos on Cowlairs Bank which is the exit from Glasgow Queen Street. In those days any loco hauled

train with more than 4 coaches was normally banked up the incline. The banking loco normally brought in the empty stock for the train and then on departure pushed it up the bank. This duty involved long periods of idling followed by five minutes at full power up

D6139, Aberdeen, Undated. (S. Murdoch [Transport Treasury])

the bank. The result on the power units was not good and they suffered from very oily exhausts ...When I spent a summer at St Rollox in 1967 I commuted from Edinburgh and the usual train was a 6-car DMU. However on one occasion there was a "relief" scheduled and this was loco-hauled by one of the locos normally used as a banker. It ran 'flat out' most of the way to Edinburgh and in the process managed a complete clean out of the exhaust system. I do recall that

it was like being hauled by a steam loco with the countryside blotted out by smoke and all the cinders rattling against the open carriage window.'

With the re-entry to traffic of D6123 in July 1963, the prototype Class 29 locomotive, another attempt was made to gain some credibility for the type on the Glasgow-Aberdeen services. The difference this time was that they worked singly and not as a pair as had been previous practice; the extra power available compared with the other diesel

locomotives available at the time allowed an accelerated timetable. Initially, however, they shared these trains with the A4 Pacifics . D6123 seemed to cope reasonably well and was more reliable than the unmodified classmates. By June 1964, D6123 was operating a very extensive roster as described in the August 1964 edition of *Modern Railways*:

'The Paxman-engined...D6123 has continued to be a fairly regular performer on the 8.25 Glasgow-Aberdeen and 17.15

D6119, Balquidder, Undated. D6119 effectively securing its own ultimate demise being involved in the demolition of the line between Stirling and Crianlarich Lower. The Class 21s operated for a number of years on the Glasgow Buchanan Street-Stirling-Crianlarich Lower-Oban route, but after closure of the Stirling-Crianlarich Lower part of the route in 1965 all that was left to do was demolish it, allegedly making more money from the recycled materials than from potential revenue which could have been extracted by keeping the line open. Forgetting the social consequences, of course! (N. Forrest [Transport Treasury])



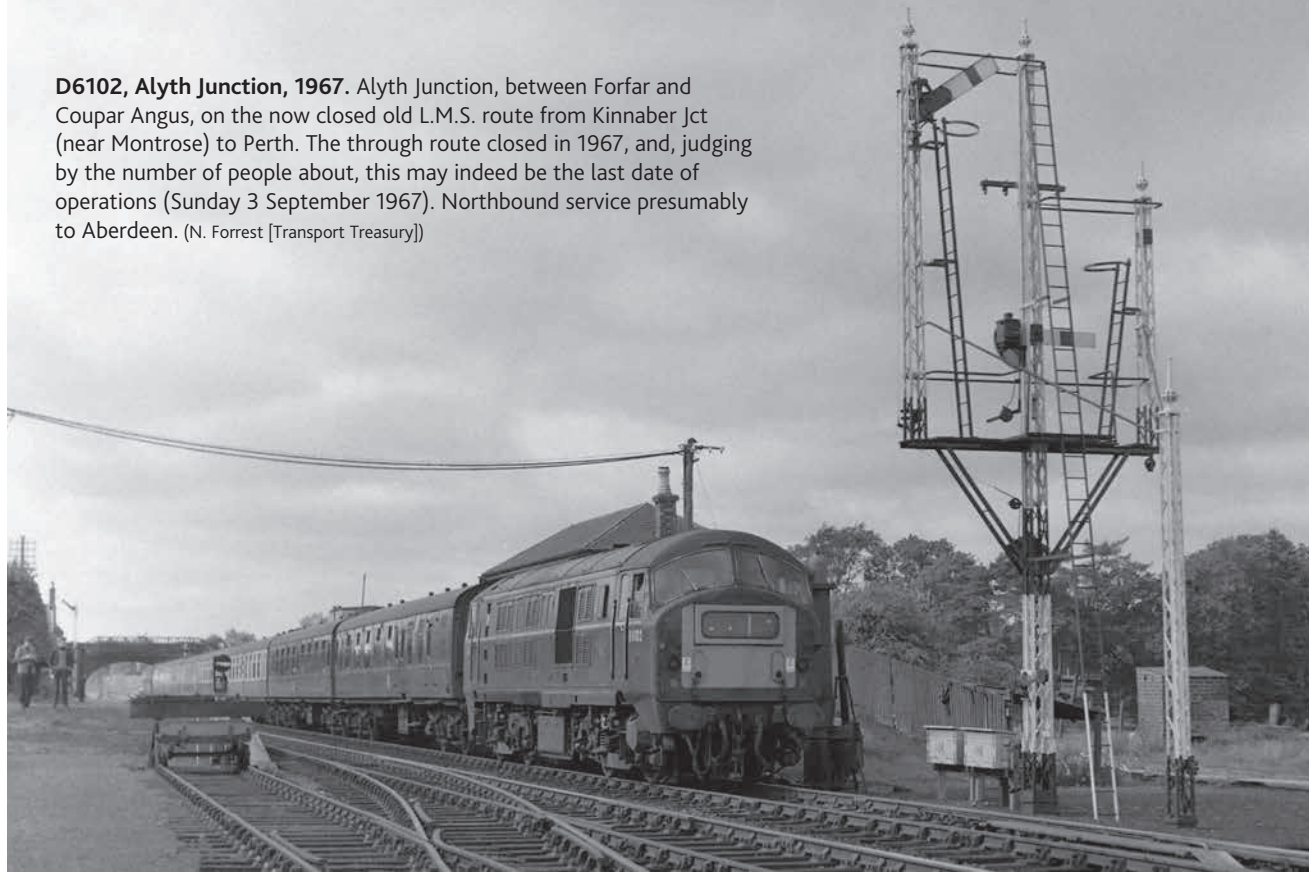
return three-hour trains, but from the middle of June it has also had a fill-in turn at Aberdeen with the 12.25 to Fraserburgh and the 15.15 back, arriving back at Aberdeen at 16.51 with only 24 min allowed before its 17.15 departure for Glasgow.'

As other locomotives were re-engined between 1965 and 1967, they were also put to work on Glasgow-Perth/Dundee trains. Another temporary hiccup occurred in January 1966, when the handful of newly modified Class 29s were grounded with defective generators and were recalled for rectification. A4 Pacifics yet again stepped into the breach together with BRC&W Type 2s, the A4s finally bowing out in September 1966. NBL locomotives remained on these services and also the Glasgow-Dundee trains to a greater or lesser degree until their withdrawal.

The re-engined Class 29s also saw regular use on the West Highland line to Fort William, Mallaig and Oban during 1968/69. However, BRC&W Class 27s took over passenger duties on the West Highland line from 1970.

In 1971 numerous Class 20, 24 and 25 locomotives were lined up for transfer to the Scottish Region to replace the Class 17 'Clayton' and Class 29 diesels and by the end of the summer 1971 timetable, no Class 29s were booked for passenger duties. Their last duties, repeating the history of the Class 21s, were largely restricted to local freight duties around the Glasgow and Grangemouth areas, together with Glasgow Queen Street e.c.s. and Cowlairs banking duties.

D6102, Alyth Junction, 1967. Alyth Junction, between Forfar and Coupar Angus, on the now closed old L.M.S. route from Kinnaber Jct (near Montrose) to Perth. The through route closed in 1967, and, judging by the number of people about, this may indeed be the last date of operations (Sunday 3 September 1967). Northbound service presumably to Aberdeen. (N. Forrest [Transport Treasury])



D6108 and D6121, Fort William MPD, 1968. In between duties. Why did they waste all that money fitting headcode boxes? (Colour-Rail)



**D6113, Fort William,
26 August 1969.**
(Anthony Sayer)



**6107 and 6113,
65F Grangemouth,
4 September 1971.**
(Dave Jolly)



Chapter 15

CLASS 21 /29 STORAGE

15.1 Storage (D6100-37).

Only one Class 21/29 was ever *officially* stored i.e. D6123 in August 1971, prior to final withdrawal in September 1971. However, the vast majority of the fleet were stored at some point during their careers but unfortunately these periods were never officially recorded via the Rolling Stock Library or on the DLRCs.

D.C. Strickland (*Locomotive Directory* supplements) attempted to publish an 'unofficial' list of Class 21 and Class 29 storage dates; these were constantly modified over subsequent supplements.

Since 2011, C.J. Marsden has similarly presented Class 21 and Class 29 storage information. However, apart from some minor modifications and additions, the Marsden listings essentially replicated much of the previous Strickland information.

The history of the Class 21s and 29s built up in Section 6 gives a very strong indication of the storage periods for these locos, particularly for the D6100-37 batch where the observations are significantly more plentiful than for the D6138-57. The Strickland and Marsden information bears little resemblance to that derived from the latest research; Section 6 indicates that the Class 21s, in particular, were stored for significantly longer periods than

previously thought and, in contrast, the Class 29 storage periods were significantly overestimated.

The storage periods in Section 15.2 are subdivided into three parts, (i) storage pre-transfer to the ScR (D6100-9), (ii) storage prior to ScR introduction (D6100-37),

and, (iii) storage whilst allocated to the ScR (D6100-37). It will be noted that the storage periods prior to ScR introduction are somewhat 'loose' due the paucity of observation information during the period September 1960 to April 1961.

D6104 and D6102, plus D6156 (also D6103, D6100, D6123, D6109, D6131, D6129, D6101), St.Rollox Works, Paint Shop Yard, 9 September 1960. D6156 has just been delivered from NBL Hyde Park Works, whereas the others were either awaiting entry into Scottish Region traffic following transfer north from the Eastern Region and/or awaiting remedial attention. Twelve years later and these sidings were again being used for the storage of Class 29s prior to final scrapping. (Rail-Online)



15.2 Individual Locomotive Histories (D6100-37).

Periods in storage including subsequent time receiving Works attention prior to reinstatement to traffic:-

	Pre-transfer to ScR	Pre-ScR introduction	ScR
D6100	02 or 03/60-04/60	04/60-10/60(+?)	01/63-12/67 (29).
D6101	02 or 03/60-04/60	04/60-10/60(+?)	10/61-12/65 (29).
D6102	02 or 03/60-04/60	04/60	08/60-04/61, 02/63-06/66 (29).
D6103	03/60-04/60	04/60-10/60(+?)	07/63-10/65 (29).
D6104	02 or 03/60-04/60	04/60-07/60	08/60-10/60, 06/61-07/61, 06/62-10/62, 07/63-03/64, 04/67-Withdrawal.
D6105	03/60-04/60	04/60-07/60	06/65-10/65
D6106	02 or 03/60-04/60	04/60-06/60(+?)	09/61-10/65 (29).
D6107	02 or 03/60-04/60	04/60-05/60(+?)	01/63-06/67 (29).
D6108	03/60-04/60	04/60-07/60	05/61-10/61, 12/66-10/67 (29); 03/69-Withdrawal.
D6109	02 or 03/60-04/60	04/60-08/60	10/63-03/64, 04/66-01/67
D6110	-	09/60-10/60(+?)	-
D6111	-	09/60-10/61(+?)	-
D6112	-	09/60-10/60(+?)	04/62-09/66 (29)
D6113	-	06/60(+?)	02/64-12/66 (29).
D6114	-	09/60-1060(+?)	07/62-03/63, 05/63-03/66 (29).
D6115	-	09/60-04/61	-
D6116	-	08/60-09/60(+?)	08/61-10/61, c04/66-07/66 (29).
D6117	-	07/60-10/60(+?)	0663, 07/64-11/64, 05/66-10/66.
D6118	-	08/60-09/60(+?)	07/63-08/63, 11/64-01/65, 03/65-Withdrawal.
D6119	-	08/60-10/60(+?)	07/64-10/64, c10/67-12/67 (29).
D6120	-	08/60-10/60(+?)	05/63-08/63, c03/66-Withdrawal.
D6121	-	06/60-10/60	07/63-05/64 (as original D6121), 05/64-03/66 (29) (ex-D6122).
D6122	-	07/60-08/60(+?)	12/62-03/63, 04/64-05/64 (as original D6122), 09/67-Withdrawal (ex-D6121).
D6123	-	06/60-10/60(+?)	c04/62-07/63 (29, inc trials); 08/71-Withdrawal.
D6124	-	05/60(+?)	10/62-08/63, 07/67-12/67 (29).
D6125	-	04/60	07/60-09/60 (+?), 11/62-01/64, c05/64-Withdrawal.
D6126	-	05/60-08/60	02/67-Withdrawal.
D6127	-	05/60-10/60(+?)	03/62-Withdrawal.
D6128	-	05/60-09/60(+?)	11/62-12/62, 03/66-Withdrawal.
D6129	-	06/60-10/60(+?)	09/64-10/64, 04/66-10/67 (29).
D6130	-	-	12/62-04/66 (29).
D6131	-	06/60-10/60(+?)	10/62-03/63, 07/67-Withdrawal.
D6132	-	06/60-08/60(+?)	05/65-08/65, 10/65-12/66 (29).
D6133	-	06/60-09/60(+?)	06/62-10/62, 05/63, 08/63-06/66 (29).
D6134	-	06/60-09/60(+?)	02/66-Withdrawal.
D6135	-	07/60-09/60(+?)	c09/67-Withdrawal.
D6136	-	07/60-10/60(+?)	07/62-08/62, 02/67-Withdrawal.
D6137	-	07/60-10/60(+?)	01/65, 07/67-11/67 (29).

15.3 Storage (D6138-57)

The relative shortage of sightings of locomotives in the D6138-57 series makes it significantly more difficult to pin down their storage periods to the same level of accuracy as the D6100-37 series. However, it appears that D6138/9/41/4/5/7-9/53-7 were stored immediately prior their last Unclassified repairs at Inverurie Works, with the ‘repairs’ being nothing more than a decommissioning exercise (e.g. spares recovery, draining of liquids, etc). This supposition is based on two factors:

- all of the repairs, excepting D6141, were of very short duration, typically less than one calendar week, and,

- per the (albeit limited) observation histories for these locomotives, none were seen in traffic after the last Unclassified repair periods.

The situation for D6140/2/3/6/50-2 was different in that D6140/52 became Eastfield locomotives in their final days, and D6143/6/50/1, together with D6140, suffered fire, accident or other incidents which precipitated their removal from traffic.

D6142 is something of a mystery; the DLRC shows it receiving an Intermediate repair at Inverurie over the period 07/02/66-19/03/66, but in poor condition when sighted in April and August 1966. The Intermediate may have been cancelled and became

a decommissioning Unclassified repair, or, the DLRC entry was incorrectly recorded as an Intermediate rather than a Unclassified repair.

Interestingly, four out of the six Class 21s in the D6100-37 series which experienced extended periods of storage in the north-east of Scotland during 1966-68 (D6104/26/8/34, but not D6120/31) also show what appear to be Unclassified de-commissioning ‘repairs’ at Inverurie prior to commencement of storage.

15.4 Individual Locomotive Histories (D6138-57)

Periods in storage based on observation histories and comments in Section 15.3 above:-

	Storage	Last Inverurie Unclassified repair	Additional Comments
D6138	07/66-Withdrawal.	11/08/66-18/08/66	
D6139	08/66-Withdrawal.	25/08/66-27/08/66	
D6140	06/63-08/63, 02/66-08/66, 1267.		Collision damaged late-1967.
D6141	06/63-07/63, 09/66-Withdrawal.	22/09/66-29/10/66	
D6142	02/66-Withdrawal.	07/02/66-19/03/66	See commentary above. Subsequently to St.Rollox works for bogie recovery.
D6143	c04/66-Withdrawal.		Accident damaged.
D6144	03/66-Withdrawal.	28/03/66-02/04/66	
D6145	12/66-Withdrawal.	30/12/66-05/01/67	
D6146	04/65-Withdrawal.		Accident damaged.
D6147	09/66-Withdrawal.	07/09/66-16/09/66	
D6148	06/66-Withdrawal.	08/08/66-11/08/66	
D6149	06/66-Withdrawal.	08/08/66-11/08/66	
D6150	08/67-Withdrawal.		Fire damaged 23/08/67
D6151	c09 or 10/64-Withdrawal.		? damaged.
D6152	05/64-10/64.		Operated from Eastfield upto withdrawal.
D6153	05/66-Withdrawal.	09/06/66-14/06/66	
D6154	03/66-Withdrawal.	09/03/66-16/03/66	
D6155	05/64-09/64, 07/67-Withdrawal.	29/06/67-05/07/67	
D6156	05/66-Withdrawal.	25/07/66-29/07/66	
D6157	09/66-Withdrawal.	29/08/66-02/09/66	

Chapter 16

STORAGE LOCATIONS

16.1 St.Rollox Works Storage (1961-65).

In the period upto September 1964, unserviceable Eastfield-allocated locomotives in the

D6100-37 series were stored at St.Rollox Works in anticipation of repair.

The following two tables illustrate the storage history of

this fleet based specifically on personal observations. It will be noted that there are numerous gaps in information availability, particularly in 1964 and early 1965

Class 21 - St.Rollox Works Observations (October 1961-September 1965)		300861	031061	281261	200462	05-0662	100862	280862	180762	070862	151162	121262	141262	110163	180263	150363	140463	170563	020663	130663
	Info.																			
D6100	Damaged by fire - 250163																			
D6101	Stored by 031061		E Shop				CPS		CPS				P Shop	P Shop	P Shop	P Shop			Stored	Stored
D6102	Damaged by fire - 080263																			
D6103	Stored by 060863																			
D6104	DLRC periods out of use - 090462-201062, 110763-140364						CPS		CPS											
D6105																				
D6106	Stored by 031061		E Shop				CPS		CPS				P Shop	P Shop	P Shop	P Shop	P Shop		Stored	Stored
D6107	Damaged by fire - 160163		Wks.Yd																	
D6108	DLRC period out of use - 230561-131061		P Shop																	
D6109	Stored by 271063 until 270364 release (DLRC)																			
D6110																				
D6111			Wks.Yd																	
D6112	Stored by 200462						CPS		CPS											
D6113	Damaged by fire - 120264																			
D6114	Damaged by fire - 310563																			
D6115																				
D6116	Stored by 240861 until at least 031061		P Shop																	
D6117	Stored by 110663 until 220663 release (DLRC)																			
D6118	DLRC period out of use - 010763-090863. Col dmgd - 290365																			
D6119																				
D6120	DLRC period out of use - 160463-240863																			
D6121	Stored by 060863 (65A) and 150863 (St.Rollox Wks)		Wks.Yd																	
D6122	Collision damaged - By 110464																			
D6123	Stored by 200462 until 110763 release (DLRC)						CPS		CPS											
D6124	DLRC period out of use - 191062-310863																			
D6125	Collision damaged - By 151162																			
D6126																				
D6127	Damaged by fire - 290362						CPS		CPS											
D6128	Damaged by fire - 061162. Released 211262 (DLRC)																			
D6129																				
D6130	Stored by 121262																			
D6131	Damaged by fire - 261062. Released 020363 (DLRC)		E Shop																	
D6132																				
D6133	Damaged by fire - 120863		E Shop				CPS		CPS											
D6134																				
D6135																				
D6136	Damaged by fire - 140762																			
D6137			E Shop																	
Observations at St.Rollox Works whilst loco in store - subsequent repairs prior to returning to traffic (where applicable).																				
Other observations at St.Rollox Works																				
Other storage periods (following periods of storage at St.Rollox Works)																				
C.Shed	Carriage Shed																			
CPS	Carriage Paint Shop																			
P.Shop	Paint Shop																			
Aw.Reps	Awaiting Repairs																			
ExWks	Ex works																			
T.House	Test House																			
E.Shop	Erecting Shop																			
Wks.Yd	Works-Yard (Erecting Shop Yard/Test House Yard)																			
Top Yd	Carriage Sidings (between St.Rollox Works and 65B St.Rollox)																			

St.Rollox Works Observations (October 1961-September 1965) (1).

Class 21 - St.Rollox Works Observations (October 1961-September 1965)

	110763	300763	030863	060863	150863	271063	291063	170564	300764	190864	041084	080465	160465	180465	290565	060665	130765	200765	010865	090865	120865	190865	230865	230965	Info.
D6100	Stored					TopYd	Yard				Arrived at 65C Parkhead by 260964														
D6101	Stored					P.Shop					C.Shed					E.Shop									CI29 conv
D6102	Stored					P.Shop										P.Shop		Arrived at Inv Wks by 220765 for CI29 conv (poss by 220665 with D6121)						CI29 conv	
D6103						TopYd										E.Shop									
D6104	Stored					Wks.Yd										E.Shop									
D6105																									
D6106	Stored					P.Shop										E.Shop									CI29 conv
D6107	Stored					TopYd	Yard				Arrived at 65C Parkhead by 260964														
D6108																									
D6109						TopYd																			
D6110																									
D6111																									
D6112	Paxman, Colchester (cont)							65B St.Rollox			Arrived at 65C Parkhead by 260964														
D6113											Arrived at 65C Parkhead by 260964														
D6114	Stored					TopYd										P.Shop									CI29 conv
D6115																									
D6116						E.Shop																			
D6117																									
D6118	Stored																								
D6119																									
D6120	Stored																								
D6121						TopYd	***				C.Shed					P.Shop		Arrived at Inverurie Works by 220665 for Class 29 conversion							
D6122																									
D6123	ExWks	Converted to Class 29				E.Shop																			
D6124	E.Shop																								
D6125	Stored					P.Shop					Arrived at 65C Parkhead by 260964														
D6126																									
D6127	Stored					P.Shop					Arrived at 65C Parkhead by 260964														
D6128																									
D6129																									
D6130	Stored					P.Shop					Arrived at 65C Parkhead by 260964														
D6131																									
D6132																									
D6133						TopYd					Arrived at 65C Parkhead by 260964														
D6134																									
D6135																									
D6136																									
D6137						Wks.Yd																			
Observations at St.Rollox Works whilst loco in store + subsequent repairs prior to returning to traffic (where applicable).																									
Other observations at St.Rollox Works																									
Other storage periods (following periods of storage at St.Rollox Works)																									
C.Shed	Carriage Shed	)						T.House	Test House							Wks.Yd	Works Yard (Erecting Shop Yard/Test House Yard)								
CPS	Carriage Paint Shop	)	Varnish Shop					E.Shop	Erecting Shop								Top Yd	Carriage Sidings (between St.Rollox Works and 65B St.Rollox)							
P.Shop	Paint Shop)																							
Aw.Reps Awaiting Repairs																									
*** D6121/D6122 identify translation point.																									
ExWks Ex works																									

St.Rollox Works
Observations (October
1961-September 1965) (2).

when visits for enthusiasts were restricted during Works major upgrading. There are also gaps within visits reflecting that access to certain parts of the Works was restricted.

The upgrading of the Works is also believed to have been the catalyst for many of the long-term stored Class 21 locomotives being jettisoned out to depots for further storage, initially 65C Parkhead. The November 1964 edition of the *Railway Observer*

specifically mentions: 'The rebuilding of St.Rollox Works has evidently caused the displacement of many of the NBL Type 2's stored therein.'

The locomotives which remained at St.Rollox Works beyond September 1964 were ultimately re-engineered as Class 29s, and indeed several of the Class 21s ejected from the Works subsequently returned for conversion to Class 29 (see Section 16.2).

16.2 Glasgow area depot listings (1964-69).

When eight Class 21s in the D6100-37 series were ejected from St.Rollox Works in September 1964, they began a slow tour of the Glasgow suburbs over the ensuing years, including Parkhead, St.Rollox (Balornock), Kipps and Corkerhill. Whilst at Parkhead the stored contingent was augmented by D6118 in mid-1965. Over the subsequent three years their numbers were gradually whittled down as locomotives were,

D6130, D6125 and D6127, 65B St.Rollox, Undated but believed to be September 1964. From time to time, references were made in the contemporary railway press about the 'rusty' condition of many long-term stored Class 21s. Well, rusty they couldn't be, given that the body superstructure was all aluminium together with certain items below the mainframe. However, as the picture of D6130 illustrates, they could give the appearance of early onset oxidation. (Author's Collection)



one-by-one, recalled to St.Rollox Works for rebuilding as Class 29s. By early 1968 only three remained of the original nine (D6118/25/7), these being sufficiently compromised by

accident or fire damage as to be only fit for scrapping.

The 1968 withdrawals tended to congregate on the Cowlairs Triangle (on the opposite side of the

Glasgow-Edinburgh main-line from Eastfield depot) prior to their final journey to the scrapyard.

Glasgow area depot listings for the stored Class 21s are provided below:

65B St.Rollox (Balornock) – 1964.

12/09/64 D6125/7/30
 13/09/64 D6125/7/30

65C Parkhead – 1964/65.

26/09/64 D6100/7/12/3/25/7/30/3
 20/10/64 D6100/7/12/3/25/7/30/3
 08/11/64 D6100/7/12/3/25/7/30/3
 03/01/65 D6100/7/12/3/25/7/30/3
 31/01/65 D6100/7/12/3/25/7/30/3
 11/04/65 D6100/7/12/3/25/7/30/3
 30/05/65 D6100/7/12/3/25/7/30/3
 06/06/65 D6100/7/12/3/8/25/7/30/3
 08/07/65 D6100/7/12/3/8/25/7/30/3
 31/07/65 D6100/7/12/3/8/25/7/30/3
 19/08/65 D6100/7/12/3/8/25/7/30/3
 19/09/65 D6100/7/12/3/8/25/7/30/3
 03/10/65 D6100/7/12/3/8/25/7/33

In order recorded: D6130/25/00/27/12/07/13/33
 D6118 added.

D6130 to St.Rollox Wks for conversion.

**D6125, 65C Parkhead,
 18 April 1965.** Note
 the damage at the far
 end (No.2 end) of the
 locomotive. (Bill Hamilton)

Additional Commentary:

1. 'D6100/7/12/3/25/7/30/3 are now stored at the closed steam depot at Parkhead. The engines and generators have been removed from several locos which have suffered engine failures. D6127 however was taken out of service following extensive damage received when it caught fire and one or two other members of the class following accident damage in minor collisions.' (*Modern Railways*, December 1964)
2. 'During a recent visit to Parkhead (65C), no fewer than eight North British Type "2s" were on shed, all of which had been involved in accidents or had caught fire. The locomotives noted were D6100, D6107, D6112, D6113, D6118, D6125, D6130 and D6133.' (D6127 not listed). (*Railway Magazine*, December 1965)



65B St.Rollox (Balornock) – 1965/66.

24/10/65	D6100/7/12/3/8/25/33	D6127 not listed; delayed transfer ex-Parkhead?
31/10/65	D6100/7/12/3/8/25/33	D6127 not listed; delayed transfer ex-Parkhead?
21/11/65	D6100/7/12/3/8/25/7	D6133 to St.Rollox Wks for conversion.
24/12/65	D6100/7/12/3/8/25/7	
09/01/66	D6100/7/12/3/8/25/7	
20/02/66	D6100/7/12/3/8/25/7	
10/04/66	D6100/7/12/3/8/25/7	
07/05/66	D6100/7/12/3/8/25/7	
29/05/66	D6100/7/13/8/25/7	D6112 to St.Rollox Wks for conversion.
02/07/66	D6100/7/18/25/7	D6113 to St.Rollox Wks for conversion.
08/08/66	D6100/7/18/25/7	
21/08/66	D6100/7/18/25/7	
27/08/66	D6100/18/25/7	D6107 to St.Rollox Wks for conversion.
04/09/66	D6100/18/25/7	
06/10/66	D6100/18/25/7	
23/10/66	D6100/18/25/7	

Additional Commentary:

1. 'At the beginning of November (1965)...St.Rollox shed also had the damaged NBL Type 2's which were lately stored at the now closed Parkhead shed, namely D6100/7/12/3/8/25/33.' (D6127 not listed) (*Railway Observer*, December 1965)
2. '...stored in St.Rollox shed on 4 May (1966) were D6100/7/12/3/8/25/7. Of these D6112/8/25 have collision damage, D6100/7/13 fire damage and D6127 exists as little more than an underframe with a cab at each end, the victim of a severe fire.' (*Railway Observer*, July 1966)



**D6118 and D6127, 65B
St.Rollox, 27 May 1966.**
(Dave Lennon)



D6127, with D6113 and D6118, 65B St.Rollox, 27 May 1966. (Dave Lennon)

65E Kipps (1966/67).

12/11/66	D6100/18/25/7	
02/01/67	D6100/18/25/7	
25/03/67	D6100/18/25/7	
25/06/67	D6118/25/7	D6100 to St.Rollox Wks for conversion.
30/07/67	D6118/20/5/7	D6120 added from 61C Keith.
20/08/67	D6118/20/5/7	
17/09/67	D6118/20/5/7	
22/10/67	D6118/20/5/7	

Additional Commentary:-

1. 09-110967 - 'Kipps: ...Stored in deplorable condition - indeed little more than shells - were D6118/20/5/7. The depot is to close on 6 November' (*Railway Observer*, November 1967)

67A Corkerhill (1967/68).

31/12/67	D6118/20/5/7	
07/01/68	D6118/20/5/7	
11/04/68	D6118/20/5/7/35/40/2	D6135/40/2 added from 65A Eastfield.
12/05/68	D6118	D6125/7 to Barnes & Bell, D6120/35/40/2 to J. MacWilliam.

D6115, D6110 and D6105, 65A Eastfield (Cowlairs Triangle), 25 July 1968. All three of these locomotives received refurbished MAN engines during Intermediate exams at St.Rolox Works during the first half of 1967; hence their very presentable external condition. But, now awaiting scrap! (RCTS Archive)

65A Eastfield-Cowlairs Triangle (1968/69).

11/04/68	D6109	
25/05/68*	D6109	
03/06/68	D6109	
16/06/68	D6105/10/5	D6105/10/5 added, D6109 not listed.
20/06/68*	D6105/9/10/5	
25/07/68	D6105/9/10/5	
17/08/68*	D6105/9/10/5/7/52	D6117/52 added.
25/08/68	D6105/9/10/5/7/52	
10/09/68*	D6109/10/7	D6105/15/52 to J. MacWilliam.
06/10/68*	D6109/10/7	
01/12/68	D6109/10	D6117 to J. MacWilliam.
12/01/69*	D6109/10	
10/07/69	D6111	
01/08/69	D6111	
24/09/69	D6111	

Additional Commentary:

1. * Listings show 65A but assumed to be 65A (Cowlairs Triangle).





D6109, 65A Eastfield (Cowlairs Triangle), 25 July 1968. Another Class 21 which received a refurbished MAN engine in early 1967, the unique blue D6109 awaiting a tow to the scrapyard. Note the removal of the headcode box (actually removed from both ends). (RCTS Archive)

16.3 East Scottish depot/works listings (1967-68).

As the GNoS Class 21s (D6138-57) were removed from traffic in volume from 1966/67, they, together with other 65A Eastfield Class 21s ostensibly

awaiting Works attention at Inverurie, were transferred away from the traditional staging or storage points at 61A Kittybrewster and Inverurie (Works Yard) to 'overflow' locations pending a final decision

as to their future. Various depots were used for this purpose i.e. Perth, Keith, Elgin and Thornton Junction.

Eastern Scottish area depot listings for stored Class 21s are provided below:

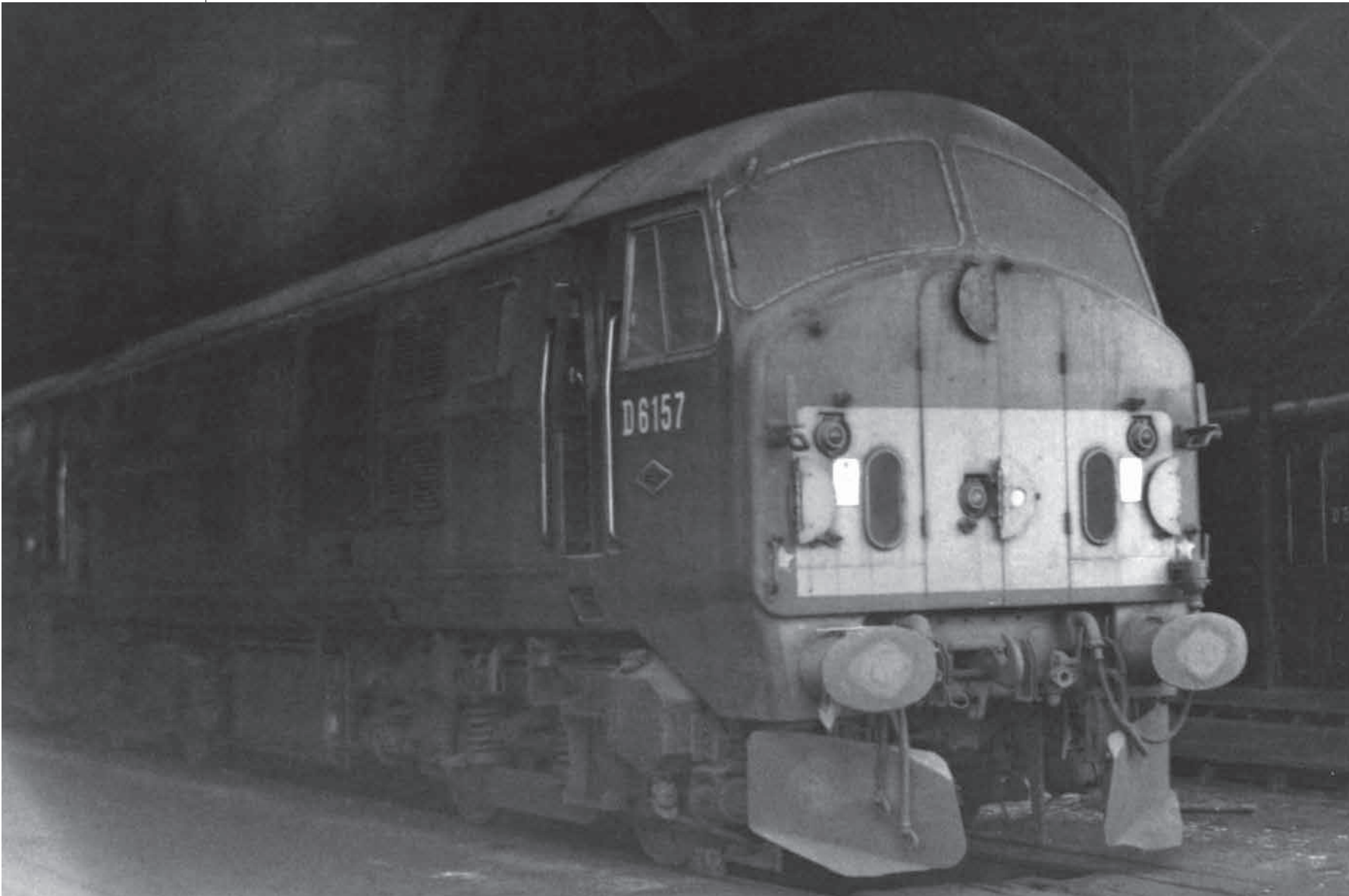
63A Perth.

11-12/02/67 D6141/5/7/8/57
25/03/67 D6141/5/7/8/57
25/04/67 D6141/5/7/8/57
03/07/67 D6141/5/7/8/57

23/08/67 D6141/5/7/8/57
10/09/67 D6141/5/7/8/57
24/10/67 D6141/5/7/8/57
07/01/68 D6141/5/7/8/57
13/02/68 D6141/5/7/8/57

02/03/68 D6141/5/7/8/57
14/04/68 D6141/5/7/8/57
13/05/68 D6141/5/7/8/57
01/06/68 D6141/5/7/8/57
28/08/68 Nil

**D6157, 63A Perth,
2 March 1968.** (Rail-Online)



61A Kittybrewster.

07/05/66	D6120/8/43/51	+ D6109/29
18/06/66	D6120/8/34/42-4/51/4	+ D6109/29
24/08/66	D6120/8/34/42-4/51/4	+ D6109/29
15/09/66	D6120/8/34/42-4/51/4	+ D6129
22/09/66	D6120/8/34	+ D6129
11-12/02/67	D6120/8/34/43/51	
25/04/67	D6142-4/51/4	
14/05/67	D6142-4/51/4	
04/07/67	D6128/34	
18/07/67	D6128/34	
30/07/67	D6134	
03/08/67	Nil	

D6109 to Inverurie Works for repairs.
D6142-4/51/4 not photographed.
D6129 to Inverurie Works (to Class 29);
D6142/4/54 not listed
D6120/8/34 not listed (by main-line).
D6120/8/34 not listed (by main-line).
D6120 to 61C Keith.
D6142-4/51/4 to 61C (sub) Elgin.

D6128 to 61C Keith
D6134 to 61C (sub) Elgin.

Additional Commentary:-

1. APS observations (in order recorded in notebook):-
24/08/66 D6144/42/54/09/43/51 in half-roundhouse area, D6129/34/28/20 in yard adjacent to Aberdeen-Inverness main line.



D6154 and D6143
(sheeted), 61A
Kittybrewster, March
1967. (Roy Roast)



**D6120, D6128,
D6134 and D6129,
61A Kittybrewster,
22 September 1966.**
(Geoff Sharpe)



**D6128, 61A
Kittybrewster,
22 September 1966.**
The fire damage
sustained by this
locomotive adjacent to
the MAN engine is clearly
apparent. (Geoff Sharpe)



D6129, 61A
Kittybrewster,
22 September 1966.
 D6129 was subsequently
 moved to Inverurie
 Works for conversion to
 Class 29. (Geoff Sharpe)



D6134, 61A
Kittybrewster, Undated.
 The cut away corners
 to the buffer beams
 would suggest that this
 loco had been derailed
 with the holes cut to
 facilitate subsequent
 re-railing, presumably
 at some point after the
 fire damage sustained
 in February 1966.
 (Author's Collection)

D6120, D6128 and D6134, 61A Kittybrewster, March 1967. Six months later and by this time D6129 had disappeared, escaping to Inverurie Works for conversion into a Class 29. (Roy Roast)



61C Keith.

25/04/67	D6139/53/6	
03/07/67	D6120/38/9/49/53/6	D6120/38/49 in.
29/07/67	D6139/53/6 + 3 others	Either D6120/38/49 or D6128/38/49.
15/08/67	D6128/38/9/49/53/6	D6120 to 65E Kipps.
		D6128 in from 61A Kittybrewster.
22/08/67	D6128/38/9/49/53/6	
11/09/67	D6128/38/9/49/53/6	
13/04/68	D6128/38/9/49/53/6	
13/05/68	D6128/38/9/49/53/6	
01/06/68	Nil	

61C (sub) Elgin.

25/04/67	Nil
03/07/67	D6142-4/51/4
29/07/67	D6142-4/51/4

15/08/67	D6134/43/4/51/4	D6142 to 65A Eastfield. D6134 in from 61A Kittybrewster.
22/08/67	D6134/43/4/51/4	
11/09/67	D6134/43/4/51/4	
13/04/68	D6134/43/4/51/4	
13/05/68	D6134/43/4/51/4	
01/06/68	Nil	D6134/43 at 61B Aberdeen Ferryhill on 01/06/68.

Additional Commentary for both Keith and Elgin:

1. 'The shed observations were made on 9-11 September
'Apart from the seven stored at Inverurie [D6104/26/31/2/46/50/5]...others are stored in Elgin shed:
D6134/43/4/51/4, and at Keith: D6128/38/9/49/53/6. In both cases the buildings have been sealed up and the occupants have only pigeons for company.' (*Railway Observer* November 1967)

Inverurie Works.

25/04/67	D6126/46	
04/07/67	D6104/26/46/55	
30/07/67	D6104/26/31/46/55	
22/08/67	D6104/26/31/46/55	
11/09/67	D6104/26/31/46/50/5	
13/04/68	D6146	D6104/26/31/50/5 to 62A Thornton Jct.
13/05/68	D6146	

62A Thornton Junction.

23/08/67	Nil	
22/10/67	D6150/5	
05/11/67	D6104/26/31/50/5	
07/01/68	D6104/26/31/50/5	
02/03/68	D6104/26/31/50/5	
14/04/68	D6104/26/31/50/5	
10/05/68	D6126/31/50/5	D6104 to Barnes & Bell.
13/05/68	D6126/31/50/5	
01/06/68	D6126	D6131/50/5 to J. MacWilliam.
12/09/68	D6126	
11/01/69	D6126	

Additional Commentary:

1. Class 21s 'off-loaded' from Inverurie Works.

D6146, Inverurie Works, 10 August 1965. The accident damage to No.1 cab of D6146 is evident. What a come down! Royal Train in August 1964, less than a year later, totally wrecked! In fact sufficiently wrecked that the locomotive was cut up on site in September 1968, nine months after the official closure of Inverurie Works. (David Bromley)



D6150, 62A Thornton Junction, 2 March 1968.
(Rail-Online)



16.4 Glasgow area depot listings (1971-72).

Glasgow area depot listings of stored Class 21s are provided below:

66A Polmadie.

xx/06/71	D6137	
07/08/71	D6101/23/37	D6101/23 added
21/08/71	D6101/23/37	
21/11/71	D6101/23/30/7	D6130 added, ex 65A Eastfield.
27/11/71	D6101/23/30/7	
09/01/72	D6101/23/30/7	
30/03/72	D6101/23/37	D6130 to Eastfield (Cowlairs Triangle) (first noted 28/02/72).
02/04/72	D6101/23/37	
09/04/72	D6101/23/4/37	D6124 added, ex 65A Eastfield.
23/04/72	D6101/23/4/37	
14/05/72	D6101/19/23/4/37	D6119 added, ex Eastfield (Cowlairs Triangle)
30/05/72	D6101/19/37	N.B. Only Class 29s photographed.
21/06/72	D6102/24	D6101/19/37 Glasgow Works (first noted 08/06/72)
		D6123 to Glasgow Works (first noted 10/06/72)
		D6102 added, ex Whifflet Jct.

Whifflet Jct.

21/11/71	D6102/6
02/04/72	D6102/6



6101, 66A Polmadie, Undated. (Rail-Online)



6123 and 6101, 66A Polmadie, 20 August 1971. Why storage at Polmadie, a location rarely associated with the Class 29s? Presumably for spare parts recovery. A photograph of 6101 showing side 1-2 illustrates a large hole crudely cut away between the radiator grille and the No.1 end cab door; this would have enabled easier access to the train heating boiler and train brake control equipment. (Keith Long)

6103, 65A Eastfield
(Cowlairs Triangle),
11 January 1972.
(Andy Parr)



6107 and 6114 (extreme
left of picture) and 6113
(second from right),
65A Eastfield (Cowlairs
Triangle), 11 January
1972. (Andy Parr)



65A Eastfield-Cowlairs Triangle Dump.

Where sufficient photographs are available, the disposition of locomotives on the Cowlairs Triangle can be ascertained. Locomotives in black text are identifiable on the photographs. Locomotives in red text are visible but numbers are not readable; the locomotives given, therefore, are determined on the basis of livery, St.Rollox/Inverurie differentiating characteristics, and locomotive orientation (determined from previous/ subsequent photographic evidence, unfortunately not all presented here).



6124, 65A Eastfield, Undated. Over subsequent years this position at Eastfield was also the long-term post-withdrawal resting place for 'Clayton' D8539 and BR/Sulzer 24006. (Rail-Online)

11/01/72 (Andy Parr photographs).

N									S
	6129,	6133,	6121,	6107,	6114,	6132,	6100	Cowlairs Box	
	BFY	GFY	GFY	BFY	GFY	GFY	BFY		
	1-2	2-1	1-2	1-2	1-2	1-2	1-2		
			6103,	6116,	6113,	6112,	6119		
			GFY	GFY	GFY	GFY	BFY		
			2-1	1-2	1-2	2-1	2-1		

30/03/72 ('Railway Locomotives', 06/72-08/72).

65A Eastfield: 6124

Cowlairs Triangle: 6100/3/7/12-4/6/9/21/9/30/2/3

02/04/72 (Mike Whitchurch photographs and observations).

N									S
	6112,	6129,	6133,	6121,	6107,	6114,	6132,	6100	Cowlairs Box
			GFY	GFY	BFY	GFY	GFY	BFY	
		1-2	2-1	2-1	1-2	1-2	1-2	1-2	
				6130,	6119,	6103,	6116,	6113	
				GFY	GSY	GFY	GFY	GFY	
				2-1	2-1	2-1	1-2	1-2	

65A Eastfield: D6124

Cowlairs Triangle: D6112/29/30/19/21/07/03/14/16/32/13/00 (in order recorded) (13)

N.B. Underlined locos on line closest to Edinburgh-Glasgow main line.

D6133 not listed but present on photographs.

Chapter 17

CLASS 21/29 – WITHDRAWAL

17.1 Premature Condemnation.

Minute 12/479 of the British Transport Commission meeting of 26 November 1959, covering the topic of ‘Performance of Diesel Locomotives’, included the comment:

‘The Chairman [Sir Brian Robertson] instructed the Technical Advisor [Mr. R.C. Bond] to consider the premature condemnation of the diesel locomotive types whose performance was unsatisfactory and unlikely to improve. It was not just a question of their adverse effect on time-keeping of trains but also of the excessive maintenance work and stock of spares necessary in attempting to keep them in service.’

The Class 21s were undoubtedly in the spotlight here. Interestingly at the time of the meeting only thirty-four of the fleet of fifty-eight had been delivered and yet condemnation was already being suggested! It took another eight years before withdrawal commenced but unofficial storage in the intervening period certainly reduced maintenance costs if not spares inventory.

17.2 Withdrawal Rationale: National Traction Plans.

As already discussed, the National Traction Plan (February 1965) envisaged the retention of the NBL diesel-electric Type 2s with all fifty-eight being rebuilt with Paxman engines. An overall shortage of Type 1 power on the Scottish Region was forecast, with the shortfall being offset by surplus Type 2 power, thereby justifying the continued existence of the NBLs.

The National Traction Plan (November 1967) reviewed the period 1967-74 in the light of ‘the predicted fall off in coal traffic, the effects of development of the freight grid, and expansion of freightliner and company trains, together with the rationalisation of both passenger and other freight

services.’ Plans were, therefore, drawn up to meet ‘the immediate commercial load...year by year.’ As a consequence, the overall BR requirement for locomotives in the Type 2 power category was forecast to reduce from 1,002 (end-December 1967) to 724 (end-1974), and for the Scottish Region specifically from 192 to 112.

In terms of rationalising the fleet, the following factors were considered: locomotive performance and reliability, low availability over long periods, elimination of minority types, locomotives costly / difficult to maintain, locomotives known to be technically inferior, etc). The Class 21s fell foul of many of these criteria and were dealt with accordingly in the forecast Type 2 composition.

	Stock @	End	End	End	End	End	End	End
	31/07/67	1967	1968	1969	1970	1971	1972	1973
Class 21	38	*8	5	-	-	-	-	-
Class 29	20	20	20	18	8	8	8	-

* Assumed thirty NBL/MAN 1,000hp locomotives already withdrawn in 1967.

Action was already underway with respect to the Class 21s, using the new and developing National Traction Plan data, prior to the actual November 1967 publication date. Thus by

mid-October 1967 all modification expenditure had been suspended.
The NTP, when published in November 1967 was, therefore, able to state:

‘Of the 58 NBL/MAN 1000/1100hp diesel-electric locomotives, 20 are being fitted with Paxman engines. It has already been proposed that the remainder should be withdrawn and a submission is being prepared.’

A Memorandum to the BRB Works & Equipment Committee (W&EC) dated 21 December 1967 included the following commentary:

‘...progress so far in the implementation of the National Traction Plan gives support to the view that justification no longer remains for refurbishing or carrying out any modification work on any of the balance of 38, Type 2, 1,000/1,100h.p. NBL/MAN diesel-electric locomotives ...

‘In view of the condition of these 38 locomotives and against the background of the future requirements forecast in the National Traction Plan, it is proposed that the 30 locomotives at present stored unserviceable should be condemned forthwith without replacement and the remaining 8 locomotives be condemned without replacement as and when a major repair on each becomes necessary.’

The Memorandum, therefore, recommended that:

‘The 38 NBL Type 2 locomotives be displaced without replacement’.

The W&EC recommended this to the BRB board via Minute

3029/10(a) (Meeting 5 December 1967) and Minute 3049/3(a) (Meeting 9 January 1968), and was formally accepted by the Board on 25 January 1968 (Meeting Minute 68/15), but having been dealt with earlier ‘in correspondence’.

The National Traction Plan (December 1968) updated the November 1967 Plan to reflect the latest and deteriorating commercial and economic position. The requirement for Type 2 locomotives across BR was forecast to reduce further, to 635 by end-1974. As a consequence:

‘Elimination of the Class 29 locomotives will be advanced. These have shown to have both low reliability and low availability. The twenty locomotives can be replaced by eighteen Class 27 locomotives. In phasing withdrawal it will not be overlooked that four locomotives are undergoing U.I.C. tests on the Paxman Ventura engine and that this engine might have a long term future in other projects.’

	Stock @ 05/10/68	End 1968	End 1969	End 1970
Class 29	20	20	10	-

Actual withdrawal of the Class 29s took place in 1969 (1) and 1971(19), reflecting the delayed implementation of the National Traction Plan.

17.3 Withdrawal Dates:
Numerical listing.

See ‘Allocations’ (Section 4).

17.4 Withdrawal Dates:
Chronological Listing.

Withdrawal dates (from LCGB *Bulletin*, except items highlighted in red (*The Allocation History of British Rail Diesels & Electrics* Part 5):

Withdrawn (all 30/12/67):
D6104/18/20/2/5/7/8/31/4-6 ex-65A,
D6138/9 ex-61B, D6140 ex-65A,
D6141-51/3-7 ex-61B.

Comments:

1. Included all long-term stored Class 21s, some of which had been out of traffic for over 5 years.
2. Three surprises:
 - D6126 stored by April 1967 but not included in the December 1967 cull. Oversight?
 - D6131 received an Intermediate repair during April/May 1967 and would have been expected to survive into 1968; however, it was already in storage by July 1967 due to fire damage.
 - Similarly, D6140 received an Intermediate repair in July 1967; this undoubtedly influenced its re-allocation to 65A Eastfield in September 1967, but survival into 1968 was prevented by collision damage.

Withdrawn: D6109/26 (06/04/68) ex-65A.

Comments:

1. D6109 received a General repair in 1967 and would certainly have survived until at least August 1968 but for sustaining collision damage.
2. D6126 was finally withdrawn having been stored since April 1967.

**Withdrawn: D6110 (14/04/68)
ex-65A.**

Comment:
D6110 received an Intermediate repair in 1967.

**Withdrawn: D6105/15 (08/06/68)
ex-65A.**

Comment:
Both D6105 and D6115 received Intermediate repairs during 1967.

**Withdrawn: D6111/7/52 (16/08/68)
ex-65A.**

Comments:

1. Both D6111 and D6117 received Intermediate repairs during 1967.
2. These were the last three Class 21s to be withdrawn; as a

consequence the class became operationally extinct.

**Withdrawn: D6108 (01/05/69)
ex-65A.**

Comment:
First Class 29 withdrawal.

**Withdrawn: 6137 (24/04/71)
ex-65A.**

**Withdrawn: 6106 (18/07/71)
ex-65A.**

Stored: 6123 (01/08/71).

Withdrawn: 6101 (02/08/71) ex-65A.

**Withdrawn: 6123 (21/09/71) ex-65A
(store).**

Comment:

D6123 was the only Class 21 or Class 29 ever to be officially stored!

**Withdrawn: 6103/7/14/30 (05/10/71)
ex-65A, 6100/2/13/21/4/9/32
(06/10/71) ex-65A.**

Question:

Why were there two batches of withdrawals, one day apart?

**Withdrawn: 6112/6/9/33 (31/12/71)
ex-65A.**

Comment:

Last four Class 29s to be withdrawn and presumably the four undergoing U.I.C. tests on the Paxman engines mentioned above; as a consequence the NBL Type 2 diesel-electrics became operationally extinct.

D6108, 65A Eastfield, 27 May 1970. Total dereliction! Sent to Eastfield from Inverurie Works as part of the clearance of the Works, becoming the proverbial 'Christmas Tree' for the remainder of the fleet in the process. (J. Medley [Rail Photoprints])



Chapter 18

POST WITHDRAWAL

18.1 D6122: Re-railing Exercises.

In October 1967, D6122 was sent to Hither Green depot for use in re-railing exercises conducted by Southern Region breakdown staff; these exercises were undertaken on 2 November 1967.

18.2 D6111: Train-Heating Duties.

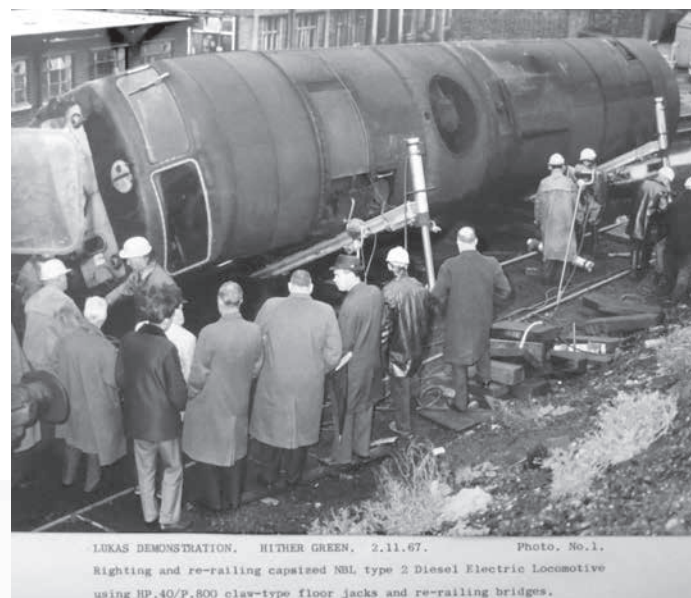
D6111 was used briefly at Cowlairst Carriage Sidings on heating duties during December 1968 and January 1969.

18.3 Preservation.

No Class 21s or 29s were preserved. Attempts were made to preserve D6122 whilst at Barry during the 1970s but, in the end, these efforts came to nothing. A 'Lazarus'-style preservation initiative was launched in 1998 but this also ultimately failed.

D6122, 73C Hither Green, 2 November 1967. D6122 in the process of being transferred from the Scotland to the Southern Region for re-railing exercises at 73C Hither Green, haulage being provided by Brush Type 4 D1955. (Mike Rhodes)

D6122, Preston, 21 October 1967. Photograph extracted from an official report bought on eBay many years ago. (Author's Collection)



Chapter 19

CLASS 21/29 DISPOSAL: PRIVATE COMPANIES

19.1 Introduction.

Thirty-seven of the thirty-eight locomotives withdrawn as Class 21s were disposed of by private contractors i.e. J. MacWilliam, Sandyhills Yard, Shettleston (30); Barnes & Bell, Coatbridge (6); and, D. Woodham, Barry (1). Of the thirty-seven, nineteen are considered to be 'disposal not proven', that is they were reported as sold to the specified scrapyards but there have been no subsequent actual sightings at the respective scrapyards to confirm their disposal. Thirteen of the J. MacWilliam disposals are currently considered as 'disposal not proven', together with all six reported sold to Barnes & Bell.

The general concensus for the 38th locomotive, accident-damaged D6146, is that it was cut up at Inverurie Works by BR staff; following initial sale to J. MacWilliam, it was then subsequently considered unsuitable to travel the 160 miles to Shettleston. This locomotive has been the subject of Peter Hall's excellent *Diesel Dilemma* pages on the RCTS website and is definitely worth a read. The unknown element of the story surrounding D6146 is whether it was cut up by J. MacWilliam staff

at Inverurie (considered unlikely by Peter Hall), or by BR staff.

Nineteen of the twenty Class 29s were disposed of by BR at Glasgow Works. Only first withdrawn, D6108, was disposed of via a private contractor (J. MacWilliam, Shettleston).

19.2 J. MacWilliam, Shettleston (30 Class 21 and 1 Class 29).

This company was J. MacWilliam rather than the J. McWilliam usually quoted. The company started scrapping main-line

locomotives in 1964 and it is surprising that this error was perpetrated for so long.

Error propogation within the railway press is not unusual, but it might have been expected that the company itself would have registered the mistake at some point. The use of MacWilliam is used where possible in the text, but quotes inevitably retain the references to McWilliam. Listed below are the Class 21 and 29 locomotives scrapped at J. MacWilliam, Shettleston. It will be noted that thirteen locomotives

D6150, D6155 and D6131, Shettleston sidings (awaiting entry into J. MacWilliam's scrapyard), 2 June 1968. These three Class 21s had previously been stored at Thornton Junction. (Bill Hamilton)





D6150 and D6139, J. MacWilliam, Shettleston, June 1968.
J. MacWilliam's scrapyard was located on the south side of the Glasgow Queen Street to Airdrie line, approximately half way between Shettleston and Garrowhill stations. Note the part-cut Class 21 between the overhead crane gantries in the right distance (possibly D6131). (Eastbank Model Railway Club)



12107 (with D6155), J. MacWilliam, Shettleston, June 1968.
Heading a line of Class 21s is Class 11 shunter 12107. Behind the shunter are five Class 21s believed to be (in order) D6155/50/39/20/42. More Class 21s were dumped on the adjacent track, off picture to the left. (Eastbank Model Railway Club)

**D6151, D6144,
D6154, J. MacWilliam,
Shettleston, June 1968.**

The adjacent track to the one illustrated in the previous photograph. The second loco is certainly D6144 (number readable from the original picture) and the furthest locomotive is believed to be D6154. Although quoted as having been seriously damaged, no damage to D6151 is discernible in this picture. No yellow panel it would seem, but ... (W.A.C. Smith [Transport Treasury])



**D6151, D6144,
D6154, J. MacWilliam,
Shettleston, Undated
but probably early June
1968.** A slightly earlier
picture of D6151 before
the vandals attacked.
Yellow warning panel just
visible through the grime.
These three locomotives
had previously been
stored at Elgin.
(Alistair B. Moffat)



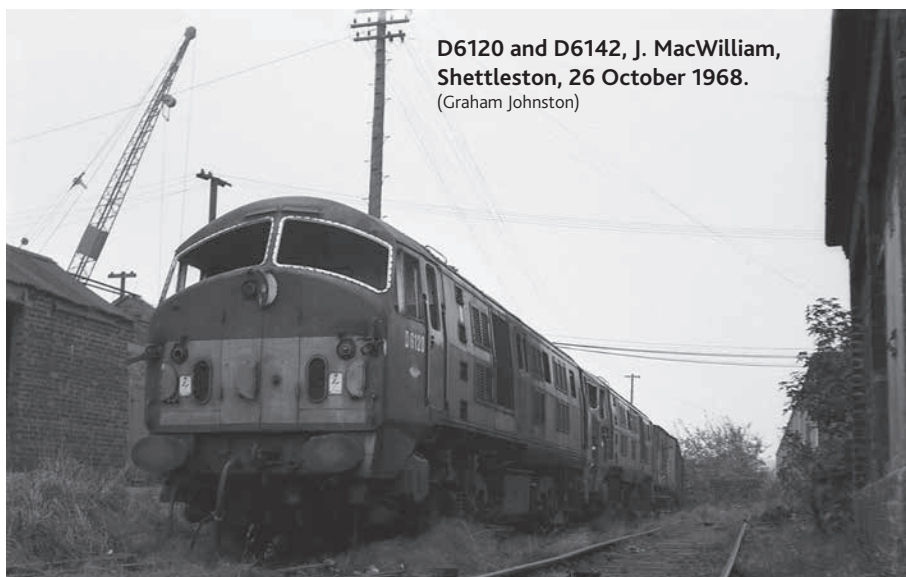


are marked as 'Disposal not proven' given the lack of primary sightings at the Shettleston yard. As always with the Class 21s, published information is often contradictory

as illustrated by two selected sources of information: *Locomotive Directory* (Strickland, 1983-87), and *Diesel & Electric Locomotives for Scrap* (Butlin, 2015). Primary observations

at J. MacWilliam's yard are included ([in blue](#)), where available, to allow agreement or otherwise with previously published information.

Cab of D6156,
J. MacWilliam,
Shettleston, Undated
but believed to be
2 June 1968. (Roy Roast)



D6120 and D6142, J. MacWilliam, Shettleston, 26 October 1968.
(Graham Johnston)



D6142 and D6120, J. MacWilliam, Shettleston, 26 October 1968.
Pity the sliding window on D6142 has gone missing. It would have made an interesting comparator with the droplight arrangement on D6120.
(Graham Johnston)

D6105	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 08/68, Cut-up: Date unknown. Disposal: 08/68. None. Disposal not proven.	D6126	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 02/69, Cut-up: 02/69. Disposal: 02/69. 09/03/69 (cab remnants).
D6108	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 06/71, Cut-up: 07/71. Disposal: 06/71. xx/06/71 and 07/08/71.	D6128	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 09/68. Disposal: 05/68-09/68. None. Disposal not proven.
D6109	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 01/69, Cut-up: 01/69. Disposal: 01/69. None. Disposal not proven.	D6131	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 09/68. Disposal: 06/68. 02/06/68 (Shettleston Sidings awaiting entry to JMacW with D6150/5).
D6110	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 01/69, Cut-up: 02/69. Disposal: 01/69. 09/03/69 (cab remnants).	D6135	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: Date unknown. Disposal: 04/68. None. Disposal not proven.
D6111	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 09/69, Cut-up: Date unknown. Disposal: 09/69. None. Disposal not proven.	D6138	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 06/68. Disposal: 05/68. 01/06/68 and 02/06/68.
D6115	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 06/68, Cut-up: 08/68. Disposal: 08/68. 31/08/68 (cab remains).	D6139	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 06/68. Disposal: 05/68 01/06/68, 02/06/68 and 12/07/68.
D6117	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 11/68, Cut-up: 12/68. Disposal: 11/68. 01/12/68 (bogies, frames and both cabs).	D6140	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 05/68. Disposal: 04/68. 01/06/68 (number panel) and 02/06/68 (remnants).
D6118	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 06/68. Disposal: 04/68-06/68. None. Disposal not proven.	D6141	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 08/68. Disposal: 07/68. None. Disposal not proven.
D6120	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 10/68. Disposal: 04/68-10/68. 01/06/68, 02/06/68, 12/07/68, 31/08/68, 06/10/68 and 26/10/68.			

D6142	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 10/68. Disposal: 05/68-10/68. 01/06/68, 02/06/68, 12/07/68, 31/08/68, 06/10/68 and 26/10/68.
D6144	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 08/68. Disposal: 05/68-08/68. 01/06/68 and 02/06/68.
D6145	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 08/68. Disposal: 06/68-08/68. None. Disposal not proven.
D6147	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 07/68. Disposal: 06/68. None. Disposal not proven.
D6148	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 07/68. Disposal: 06/68. None. Disposal not proven.
D6149	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 05/68. Disposal: 05/68. None. Disposal not proven.
D6150	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 08/68. Disposal: 06/68-08/68. 02/06/68 (Shettleston Sidings awaiting entry to JMacW with D6131/55).
D6151	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 08/68. Disposal: 05/68-08/68. 01/06/68 and 02/06/68.
D6152	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 02/69, Cut-up: Date unknown. Disposal: 02/69. None. Disposal not proven.
D6153	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 05/68. Disposal: 05/68. 01/06/68 (cabs) and 02/06/68 (cab remains).
D6154	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 08/68. Disposal: 05/68-08/68. 01/06/68 and 02/06/68.
D6155	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 08/68. Disposal: 06/68-08/68. 02/06/68 (Shettleston Sidings awaiting entry to JMacW with D6131/50)
D6156	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 05/68. Disposal: 05/68. 01/06/68 (cabs) and 02/06/68 (cab remains).
D6157	LD(Strickland): D&ELfS(Butlin): Observations:	Sold: 04/68, Cut-up: 08/68. Disposal: 06/68-08/68. None. Disposal not proven.

Summaries of Class 21 locomotives cut up at J. MacWilliam, Shettleston:-

LD(Strickland):

Dates cut-up:

05/68	D6140/9/53/6	4	
06/68	D6118/38/9	3	
07/68	D6147/8	2	
08/68	D6115/41/4/5/50/1/4/5/7	9	
09/68	D6128/31	2	
10/68	D6120/42	2	
12/68	D6117	1	
01/69	D6109	1	
02/69	D6110/26	2	
?	D6105/11/35/52	4	Total: 30

D&ELfS(Butlin):

Disposal:

04/68	D6135/40	2	
05/68	D6138/9/49/53/6	5	
06/68	D6118/31/47/8	4	
07/68	D6141	1	
08/68	D6105/15/44/5/50/1/4/5/7	9	
09/68	D6128	1	
10/68	D6120/42	2	
11/68	D6117	1	
01/69	D6109/10	2	
02/69	D6126/52	2	
09/69	D6111	1	Total: 30

19.3 Barnes & Bell, Coatbridge (6).

Listed below are the Class 21 locomotives scrapped at Barnes & Bell, Coatbridge. All six locomotives are 'Disposal not proven' given the lack of any primary sightings at the Coatbridge yard.

D6104	LD(Strickland): D&ELfS(Butlin):	Sold: 04/68; Cut-up: Date unknown. Disposal: 04/68.
D6125	LD(Strickland): D&ELfS(Butlin):	Sold: 04/68; Cut-up: Date unknown. Disposal: 04/68.
D6127	LD(Strickland): D&ELfS(Butlin):	Sold: 04/68; Cut-up: Date unknown. Disposal: 04/68.
D6134	LD(Strickland): D&ELfS(Butlin):	Sold: 07/68; Cut-up: Date unknown. Disposal: 06/68.
D6136	LD(Strickland): D&ELfS(Butlin):	Sold: 04/68; Cut-up: Date unknown. Disposal: 04/68.
D6143	LD(Strickland): D&ELfS(Butlin):	Sold: 06/68; Cut-up: Date unknown. Disposal: 06/68.

Summary of locomotives cut-up at Barnes & Bell, Coatbridge:-

D&ELfS(Butlin):

Dates cut up:-

04/68 D6104/25/7/36

06/68 D6134/43

19.4 D. Woodham, Barry (1).

D6122 LD(Strickland):

D&ELfS(Butlin):

Sold: 07/68; Cut-up: 06/80.

Disposal: 11/68-06/80.

19.5 BR Inverurie Works (1).

D6146 LD(Strickland):

D&ELfS(Butlin):

Cut-up Inverurie Works: 08/68.

Disposal: BR at Inverurie Works: 09/68.

D6146 was originally sold to J. MacWilliam, Shettleston. The unanswered question is whether this locomotive was disposed of at Inverurie by J. MacWilliam staff, or, BR personnel.

19.6 Revenue from Redundant Stock.

19.6.1 Class 21.

Record of sales over £25,000 made by Supplies Manager documents were regularly appended to the BRB Supply Committee Minutes, which amongst other things included the proceeds from sales of redundant equipment. Most entries relating to locomotive disposals were multiple sales of unspecified locomotives to groups of scrap merchants and, therefore, provided little meaningful information. However, one document submitted to the Supply Committee on 25 April 1968 read as follows:

Contractor: Barnes & Bell Ltd/J. MacWilliam & Sons.

Material, Full description

and quantity: Surplus diesel locomotives 29 Sc.Region.

Price and terms: From £812 to £1,410.

Total estimated value (nearer 000): £32,000.

It is probably fair to assume that this relates to the thirty Class 21 locomotives withdrawn at the end of December 1967, but excluding D6122 which was required at Hither Green. Twenty-three of this original sale went to J. MacWilliam, Shettleston (D6118/20/8/31/5/8-42/4-51/3-7, although D6146 was ultimately disposed of at Inverurie), with the remaining six sold to Barnes & Bell (D6104/25/7/34/6/43). Locomotives with a sale value

at the £800 end of the spectrum in all probability reflected those with their engines and generators removed. The average sale value was £1,100.

Given the high aluminium content of the NBL Type 2s, J. MacWilliam was reported to have made a considerable profit from the disposal of the Class 21s.

19.6.2 Class 29.

The solitary Class 29 disposed of privately, D6108, was recorded in a Memorandum to the BRB Investment Committee (dated August 1970), asking for the retrospective authorisation of its withdrawal in 1969, as having an original cost of £69,856, a Written-Down Book Value of £41,914 and an *assumed* realisable value of £1,400.

Chapter 20

CLASS 29 DISPOSAL: GLASGOW WORKS

20.1 Arrival at Glasgow Works.

Nineteen of the twenty Class 29s were disposed of by BR at Glasgow Works. Arrival dates at the Works have been derived from observations as follows:

Between 15/04/72 and 25/04/72:
6112/21/9/33, from Cowlairs Triangle.

Between 25/04/72 and 14/05/72:
6100/3/7/14/30/2, from Cowlairs Triangle.

Between 14/05/72 and 29/05/72:
6113/6, from Cowlairs Triangle ('.....removed from the Eastfield Triangle during the middle of May.....' [*Railway Observer*, August 1972]).

Between 30/05/72 and 08/06/72:
6101/19/37, from 66A Polmadie.

Between 14/05/72 and 10/06/72:
6106/23, from 66A Polmadie.

Between 21/06/72 and 06/07/72:
6102/24, from 66A Polmadie.

20.2 Disposal.

The Class 29s scrapped at Glasgow Works were disposed of at the north side of the works, just north of the old 'Finished Timber Shed' and adjacent to the old main-line route into Glasgow Buchanan Street station.

Summarised below are the locomotives scrapped at Glasgow Works. Three published sources are provided for comparative purposes, as follows:

Railway Observer, July 1976: Commencing month of cut-up. *The Allocation History of BR Diesels & Electrics* Part 5 (R. Harris, 2005): C/U on/by/ during xx/xx/72. *Diesel & Electric Locomotives for Scrap* (A. Butlin, 2015): Date cut.

Unlike the storage and disposal details for the Class 21s cut up at the private yards, the Class 29s cut up at Glasgow Works show remarkable consistency presumably reflecting heavy dependence on the original '*Railway Observer*' information. Similarly the primary observations of locomotives positioned in the Scrapping Area at Glasgow Works also shows very close alignment with no more than one month's discrepancy (+ or -).

	RO0776	AHBRDE5	DELfS	Actual Glasgow Works observations
6100	11/72	C/U by 15/11/72	11/72	19/11/72 (remains)
6101	10/72	C/U during 10/72	10/72	None
6102	08/72	C/U by 25/08/72	08/72	17/08/72 (part-cut), 29/08/72 (being cut)
6103	11/72	C/U by 16/11/72	11/72	None
6106	07/72	C/U by 07/07/72	07/72	15/08/72 (remains)
6107	09/72	C/U during 10/72	10/72	None
6112	06/72	C/U during 06/72	06/72	10/06/72 (part-cut), 18/06/72 (part-cut)

	RO0776	AHBRDE5	DELfS	Actual Glasgow Works observations
6113	11/72	C/U during 11/72	11/72	None
6114	09/72	C/U during 09/72	09/72	29/08/72 (recently dealt with)
6116	06/72	C/U during 07/72	07/72	10/06/72 (part-cut)
6119	08/72	C/U on 27/07/72	07/72	06/07/72 (part-cut), 16/07/72 (being cut)
6121	09/72	C/U during 09/72	09/72	None
6123	10/72	C/U during 10/72	10/72	None
6124	09/72	C/U during 09/72	09/72	15/08/72 (being cut), 29/08/72 (being cut).
6129	06/72	C/U during 06/72	06/72	10/06/72 (part-cut), 18/06/72 (part-cut)
6130	10/72	C/U during 10/72	10/72	None
6132	09/72	C/U during 09/72	09/72	29/08/72 (recently dealt with)
6133	07/72	C/U during 07/72	07/72	15/08/72 (remains)
6137	08/72	C/U during 08/72	08/72	06/07/72 (part-cut), 15/08/72 (part-cut)

Summary of Class 29 locomotives ‘commencing months of cut-up’ at Glasgow Works are as follows (*Railway Observer*, July 1976):

06/72	6112/6/29	3
07/72	6106/33	2
08/72	6102/19/37	3
09/72	6107/14/21/4/32	5
10/72	6101/23/30	3
11/72	6100/3/13	3

N.B. It will be noted that there are some minor differences between the observations listed above and the *Railway Observer* summary, which may reflect differences between cutting commencement, cutting underway and cutting completion.

20.3 Glasgow Works: Post-Withdrawal Observations.

Where sufficient photographs are available, the disposition of locomotives within Glasgow Works are provided below. Locomotives in black text are identifiable in the photographs. Locomotives in red text are visible but numbers are not readable; the locomotives given, therefore, are determined on the basis of livery, St.Rollox/ Inverurie differentiating characteristics, and locomotive orientation (determined from previous and subsequent photographic evidence, not all presented here).

20.3.1 Glasgow Works: April 1972.

25/04/72 (*‘Shed Master Archives’*).
6112/21/29/33

Cutting-up commenced during April 1972: Nil.

20.3.2 Glasgow Works: May 1972.

14/05/72 (*‘Shed Master Archives’*).
6121...6130, 6100, 6107, 6103, 6133, 6132...6129, 6112, 6114...(in order recorded)



6132, 6100, 6112, 6100 plus 6129 and 6133, Glasgow Works Scrapline (Old Paint Shop Yard), May 1972. 6132 is the unique Class 29 in Data Panel terms with it being the only member of the class to carry the panel on the bodyside (beneath the BR lion & wheel emblem). (Author's Collection)

xx/05/72 (Author's Collection photograph).
Scrapline (Old Paint Shop Yard):

E					W
	6132,	6100,	6112	6129	6133
	GFY	BFY	GFY	BFY	GFY
	1-2	1-2	1-2	2-1	1-2

xx/05/72 (Jonathan Martin photograph).
Scrapline (Old Paint Shop Yard):

E								W
	.....	6107,	6121,	6132,	6100,	6112,	6129,	6133
		BFY	GFY	GFY	BFY	GFY	BFY	GFY
		1-2	1-2	1-2	1-2	1-2	2-1	1-2

29/05/72 ('RailOnline' photographs).
Scrapline (Old Paint Shop Yard):

E								W
	.....	6113,	6107,	6121,	6132,	6100,	6112	
			1-2	1-2		1-2	1-2	

6133, 6129, 6112, 6100, etc, Glasgow Works Scrapline (Old Paint Shop Yard), May 1972. (Jonathan Martin)



29/05/72 ('Railway Observer', July 1972).
6100/3/7/12/3/21/9/30/2/3

30/05/72 (Photographs - Source unknown).
Scrapline (Old Paint Shop Yard):

Photo 1:-
E

..... 6100, 6112,
1-2

W

Photo 2:-
E

..... 6130
2-1

W

Cutting-up commenced during May 1972: Nil.

20.3.3 Glasgow Works: June 1972.

N.B. Major shunt round of the locos in the Scrapline undertaken during early June 1972, presumably to facilitate removal of liquids prior to cutting.

08/06/72 (Steve Marshall photographs).
Scrapline (Old Paint Shop Yard):

E

6101, 6137, 6119, 6100, 6114, 6107, 6103
1-2 1-2 1-2 1-2 1-2 1-2 1-2 2-1

W

10/06/72 (Keith Holt & A. Wilson photographs).

Erecting Shop Yard:

W E

XXXXXXXXXX I 6123 6106

Erecting I

Shop I 6101

XXXXXXXXXX I 6133

Scrapline (Old Paint Shop Yard):

W E

6103,	6107,	61xx,	61xx,	61xx,	61xx,	6100,	61xx,	61xx
1-2	2-1	2-1		2-1				

Scrapping Area:

W E

6129,	6112,	6116
?Part-	Part-cut	Part-cut
cut		



6133 and 6101, Glasgow Works, Erecting Shop Yard, 10 June 1972. Undergoing fluid removal prior to scrapping (lubricating oil, coolant and fuel). (Keith Holt)

6112, with 6129 and 6116, Glasgow Works, Scrapping Area, 10 June 1972. As scrap yards go, this looks like a very tidy operation. The neatness of disposal of the locomotives suggests care in maximising recovery of the aluminium panelling and castings, the value of aluminium being considerably greater than steel. (Keith Holt)



xx/xx/72 (believed late-0672) (*'Seventies Spotting Days around the Scottish Region'* (A. Wilson photograph).
Scrapline (Old Paint Shop Yard):

E									W
	6137,	6119,	6100,	6114,	6132,	6130,	6113,	6107,	6103
	1-2	1-2	1-2	1-2	1-2	2-1	1-2	1-2	2-1
							(sic 21?)		

N.B. Numbers readable on 6103 and 6107 only.

18/06/72 (Chris Nicholson observations).
6129/03/07/21/30/13/32/23/14/01/00/33/19/06/37 plus 6112 listed separately (in Scrapping Area?)
(in order recorded).

Cutting-up commenced during June 1972: 6112/6/29.

20.3.4 Glasgow Works: July 1972.

xx/07/72 (Laurie Mulrine photographs).
Scrapline (Old Paint Shop Yard):

E									W
					.....	61xx			
						Roof Air Vents			
6102,	61xx,	61xx,	61xx,	61xx,	61xx,	6121,	6107,	6103	
2-1				1-2	2-1	1-2	1-2	2-1	



6103, Glasgow Works, Scrapline, July 1972.
The position of 6103 in the scrapline (i.e. 9th in the line) ensured that it was one of the last Class 29s to be scrapped.
(Laurie Mulrine)



6102, Glasgow Works, Scrapline, July 1972.
(Laurie Mulrine)



6119, Glasgow Works, Scrapping Area, 6 July 1972. The furthest locomotive is an Inverurie blue-liveried example without the cab front air vents and could, therefore, only be 6124/9/37. 6129 was cut during early June and 6124 was dealt with during mid-August; as a consequence, it is believed that the rear locomotive here is 6137. (Lee Stanford)



6101, 6123, 6113 (left), 6100, 6114, etc (right), Glasgow Works, Scrapline (Old Paint Shop Yard, 15 August 1972. (John Williams)

**06/07/72 (Lee Stanford photograph).
Scrapping Area:**

W		E
6119,	6137	
Part-cut	Part-cut	
	No cab roof air vents	
	Inv Blue	

06/07/72 (Railway Locomotives, September 1972).

6100/1/2/3/7/13/4/21/4/30/2

16/07/72 (Railway Observer, November 1972).

6100/2/3/7/14/21/3/4/30/2 with 6119 being cut up

Cutting-up commenced during July 72: 6106/33.

20.3.5 Glasgow Works: August 1972.

13/08/72 (Shed Master Archives).

6121, 6123, 6114...6106, 6133...6103, 6113, 6132, 6100...6102, 6112, 6137...6107, 6130, 6101... 6124, 6129.....(in order recorded [secondary listing])

N.B. 6106/12/29/33 assumed to be cut-up remains.

15/08/72 (John Williams).

6103, 6107, 6121, 6113, 6130, 6123, 6130, 6101, 6114 6100, 6102, 6137, 6124, 6112, 6133, 6129, 6106 (in order recorded)

N.B. 6102 and 6124 part-cut in Scrapping Area, 6137 also assumed to be part-cut in Scrapping Area, 6106/12/29/33 cut-up remains, 6119 not listed (assumed cut-up).

Scrapping Area:

W		E
6102,	6124	
Part-cut	Part-cut	
GFY	Inv Blue	

17/08/72 (Anthony Sayer).
Scrapline (Top Yard):

E		6101,	6123,	6113				W
	85xx,	6100,	6114,	6132,	6130,	6121,	6107,	6103
		1-2	1-2	1-2	2-1	1-2	1-2	2-1

Scrapping Area:

W		E
6137,	6102,	6124
Frame+	Part-cut	Part-cut
bogies		

6103, 6107, 6121, 6130, 6113, 6123, 6132, 6101, 6114, 6100...6137 (part-cut), 6102 (part-cut), 6124 (part-cut) (in order recorded)



6100, 6114, 6132, 6130, 6121, 6107 and 6103, Glasgow Works, Scrapline (Old Paint Shop Yard), 17 August 1972. 6101, 6123 and 6113 are just visible to the left of the picture. Interestingly, 6100 , seventh in line from the buffer stops, managed to escape cutting up for a while to become one of the last three scrapped in November 1972 with 6103 and 6113. As the original class member, was 6100 perhaps deliberately being kept back for possible purchase by preservationists? (Anthony Sayer)

6124 (with D6102),
Glasgow Works,
Scrapping Area,
15 August 1972.
(John Williams)



29/08/72 (Stewart Blencowe).
Scrapline (Top Yard):

E							W
	85xx,	8516,	6100,	6130,	6121,	6107,	6103
			1-2	2-1	1-2	1-2	2-1

N.B. 6114/32 removed since 17/08/72.

29/08/72 (Railway Observer, December 1972).
6100/1/3/7/13/21/3/30 with 6102/24 being cut up. 6114/32 had recently been dealt with.

Cutting-up commenced during August 1972: 6102/19/37.

20.3.6 Glasgow Works: September 1972.
02/09/72 (Rail Image Collections, K.Langhorn, & J. Law Photographs).
Scrapline (Top Yard):

E							W
				.....	6113		
					Roof Air Vents		
	85xx,	85xx,	6100,	6130,	6121,	6107,	6103
			1-2		1-2	1-2	2-1



6100, 6114, 6132,
6130, 6121, 6107 and
6103, Glasgow Works,
Scrapline, 17 August
1972. (Anthony Sayer)



6114, Glasgow Works,
Scrapline, 17 August
1972. (Anthony Sayer)

Cutting-up commenced during September 1972: 6114/21/4/32.

20.3.7 Glasgow Works: October 1972.

14/10/72 (*Railway Observer*, December 1972).
Outer Yard: 6100/3.

Cutting-up commenced during October 1972: 6101/7/23/30.

20.3.8 Glasgow Works: November 1972.

19/11/72 (*'Railway Observer'*, January 1973).
Number panels from 6100/33/7.

Cutting-up commenced during November 1972: 6100/3/13.

20.4 Glasgow Works: Scrapyard Confusion.

One interesting feature of the Glasgow Works cutting process was the time taken to clear out the remains of cut-up locomotives. The Class 29s appear to be a very definite case in point, particularly with respect to the aluminium superstructure panels which, given their higher value relative to steel, were in all likelihood set aside for specialist removal.

One unfortunate side effect of this situation was that various apparent sightings of these locomotives were actually sightings of their cut-up remains. Notebooks containing locomotives without suitable additional 'cut-up remains' commentary, when read 45 years later, give the impression of a fully extant locomotive whereas in reality



Cabside panel of 6112, Glasgow Works, Scrapping Area, Undated. ('runtheredline')

it was nothing more than a pile of scrap panels.

I visited Glasgow Works on 17 August 1972, and so too did a correspondent to *Traction* magazine (May-June 2017) who stated:-

'...on 17 August (1972) we visited St Rollox Works where all 20 remaining 61xxs were noted dumped around the works, but this throws up

a question. According to two different publications: 'Allocation History of Diesel and Electric Locos' by Roger Harris and 'Diesel and Electrics for Scrap' by Ashley Butlin, both show 6108 as cut up by McWilliam of Shettleston in June 1971 and 6106, 6112, 6116, 6129 and 6131 (*sic* 6133?) as cut up in Glasgow Works between May and July 1972.

‘I have checked with a friend who was with me on that trip, who still has his spotting books, and he confirms that he also has all 20 locos logged so those six locos were not cut up before 17 August as they were still dumped in Glasgow Works on that date.’

Photographic evidence exists of 6112/6/29 being cut up in June 1972, plus 6119 in July 1972, although no sighting or photographic evidence has been

seen with respect to 6106/33 actually being cut. My observations for 17 August 1972 contain no reference to 6106/12/6/9/29/33.

So, even primary sighting information, without additional commentary, can be misleading on occasions, particularly in private scrapyards or BR scrapping areas.

20.5 Revenue from Redundant Stock.

The nineteen Class 29s withdrawn in 1971 and scrapped at Glasgow

Works in 1972 were reported in a Memorandum to the BRB Investment Committee (dated August 1972), asking for the retrospective authorisation of their withdrawal. The locomotives were recorded as having an original cost of £1,377,887 (average £70,417 per locomotive) and a Written-Down Book Value of £687,329 (average £36,175); the ‘Realisable Value’ was £23,522 (average £1,238).

Chapter 21

CONCLUDING REMARKS

The simple facts were that while other manufacturers' diesel locomotives exhibited problems, those from the North British Locomotive Company suffered the greatest proportion of the failures. Against the backdrop of declining traffic, the closure of numerous branch lines across the United Kingdom, together with an increasing operating demand for more Type 4 traction, it was always going to be the Class 21s which were ultimately removed from traffic first. The decision to rebuild only twenty Class 21s to Class 29, instead of the original intention to re-engine the entire class of fifty-eight, was arguably, at least with hindsight, a waste of money as contraction across the railway industry continued. Payback against the cost of equipping twenty locomotives, which effectively only gained a life extension of four years, is highly doubtful.

Ultimately the numerically stronger but increasingly surplus fleet of Sulzer-engined Class 24s and 25s in England ensured the demise of the Class 29s in Scotland at the end of 1971. However, such was the decline in traffic that it was only 3½ years later that the Class 24s began to experience the heat of the accountant's pen; but that's another story

Hopefully the previous chapters have shed significantly greater light on the Class 21s and 29s; however, the process of investigating the two classes has in itself generated new questions. Many may now never be answered; after all it is now over forty-six years since the last four of the class were withdrawn from traffic. However, there maybe some notebooks and photographs out there which perhaps could answer a few of my queries. If I were asked to list my top twelve requests for information they would be:-

1. DLRCs for D6112/6/9/33.
2. St.Rollox Works sightings/photographs specifically during the 'barren' 29/10/63-29/05/65 period, preferably including the Carriage Paint Shop/Varnish Shop, and, in particular, sightings/photographs of D6121.
3. Any details surrounding the accident damage to D6135 and D6151, if indeed D6151 was damaged.
4. Photographs of condemned Class 21s at Keith, Elgin, Kipps and Corkerhill.
5. Observations/photographs of condemned Class 21s at Aberdeen Ferryhill in May/June 1968 and/or in transit to the Glasgow scrapyards.
6. Sightings/photographs at the J. MacWilliam and Barnes & Bell scrapyards, particularly the nineteen 'Disposal Not Proven' Class 21s i.e. D6104/5/9/11/8/25/7/8/34-6/41/3/5/7-9/52/7.
7. The initial proposed listing of the nineteen locomotives to be converted to Class 29 (after D6123).
8. Photographs of Class 21s undergoing conversion to Class 29s in St.Rollox and Inverurie Works Erecting Shops.
9. Inverurie Works observations/photographs, specifically D6109 in 1966/67 and D6119 in 1967.
10. Photographs of D6102/6 in store at Whifflet.
11. Exact dates for the transfer of the Class 29s from Eastfield (Cowlairs Triangle) to Glasgow Works (April/May 1972).
12. More dated photographs of Class 29s being physically cut up at Glasgow during 1972.

Not much to ask really! Any further assistance with my investigations will be greatly appreciated; contact via the editorial office, please. Thank you.

And finally, two Class 21s in their prime, plus D6153 with numbers visible!



**D6110, 65A Eastfield,
6 August 1963.**
(David Dippie)



**D6136, 65A Eastfield,
Undated.** (David Dippie)

D6153 and D6154, Inverurie Works, 28 May 1966. A very belated addition to this volume to illustrate D6153 (part of!) with numbers visible; this was achieved for all of the other NBLs but D6153 eluded me until just one day prior to book submission!

This photograph clearly shows the Manson tablet catcher and the difficult juxtaposition of the mini-snowploughs and the triangular footsteps on the GNoS batch; the steps were mounted in reverse orientation (compared with D6100-37) to enable both to be accommodated. (Author'sCollection)



Chapter 22

APPENDICES

22.1 NBL Co., Glasgow.

'Glasgow: Locomotive Builder to the World', M. Nicolson and M. O'Neill, Polygon Books, 1987.

'The combination of the company's limited capacity to respond positively to change and its heavy dependence on an export market which could not last proved fatal. The liquidation was formally announced on 19 April 1962.'

22.2 Closure of Key Lines.

Dunblane to Crianlarich Lower.

'Diesels on the Regions – Scottish Region'.

'The line from Crianlarich Lower to Dunblane was due to close on 1 November 1965, but a landslide, discovered in Glen Ogle early on Monday 27 September, prematurely ended services between Crianlarich and Callander.'

Dyce-Maud Junction-Peterburgh/ Fraserburgh/St.Combs.

'Unseen Steam' (<http://www.unseensteam.co.uk/>).

'...all three lines were to lose their passenger services: Fraserburgh to St Combs and Peterhead to Maud Junction both succumbed on 3 May 1965 whilst Dyce to Fraserburgh followed on

4 October. Whilst the St Combs branch, which had already lost its freight services by that date, closed completely, both Peterhead and Fraserburgh were to see freight traffic for some time thereafter. Maud Junction to Peterhead was finally to close completely on 7 September 1970 and Dyce to Fraserburgh on 18 October 1979.'

Glasgow Buchanan Street.

'Backtrack', January 1997, Vol.11, No.1.

'Buchanan Street...accommodated services to Stirling, Perth, Aberdeen and Inverness. With the diversion of its services to Queen Street, it closed on 7 November 1966.'

22.3 Closure of Key Depots and Works.

61A Kittybrewster. Closed to steam 12/06/61; completely 14/08/67. Stabling point until closed 24/09/67.

61A (sub) Fraserburgh. Closed to steam 30/06/61; completely 04/10/65.

61A (sub) Peterhead. Closed to steam 30/06/61; completely 03/05/65.

61C Keith and 61C (sub) Elgin.

Both closed to steam 30/06/61; completely 05/09/66. Used for locomotive storage.

62A Thornton Junction. Closed to steam 05/06/67; completely 08/09/69.

63A Perth. Closed to steam 14/05/67; completely 05/10/69. Replaced by s.p. adjacent to station.

63B/65H Fort William. Closed to steam 18/06/62; completely 30/04/73.

65B St.Rollox. Closed completely 07/11/66.

65C Parkhead. Closed completely 12/62. Used for locomotive storage until 1965.

65E Kipps. Closed to steam 10/11/62; completely 01/63. Used for locomotive storage during 1965/66.

65J Stirling. Closed to steam 13/06/66; completely 09/12/66.

Inverurie Works. Closed 31/12/69.

Chapter 23

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