

Fleet Profiles

20 087

Out-shopped on the 26th September 1961 as D8087, part of a new class of 'English Electric' 1000hp 'Type 1' locomotives by Robert Stephenson & Hawthorn Ltd of Darlington bearing the works number EE/RSH 2993/8245, our Class 20 was primarily a Scottish loco, posted to 65A (Eastfield) from new.

The loco moved south to Toton in May 1973 receiving it's 'TOPS' number of 20 087 when released back into traffic in June 1974, pristine in all over BR Corporate Blue livery with full yellow ends and retaining its route indicator marker discs, which it later lost some time after 1978.

The next portion of its BR career was spent cycling through periods of use, stints in storage and main works visits for heavy exams & overhaul, spending brief times in store at locations such as Leicester 4/10/81, transfer to Toton 1/11/81 and later store 12/2/83, Leicester again 7/83 and Bescot 19/2/84. Registered to ZL, British Rail Engineering Ltd (BREL) Swindon, in April 1984 for a works visit and latterly Toton again where it remained registered to until August 1991.

In November 1991, 20 087 found itself involved in a ground-breaking project to bring international rail travel and transport links with France & Europe within closer reach with the construction of the then-new Channel Tunnel rail link. '087 was hired to RFS Engineering for the project along with 20 other Class 20s, a total of 21 locos, and then sub-hired to CTTG (Channel Tunnel Tracklaying Group) for use on Tunnel infrastructure trains. 20 087 later lost the TOPS number, becoming CTTG 29 in Jan '92 and worked as this until the loco left the site on 6/4/92, returning to Toton.

20 087's French workings didn't end here with the loco returning to Cheriton Channel Tunnel sidings in September 1992 and re-numbered to CTTG 35. 20 087 then moved to France, Coquelles depot near Calais, on 14/12/92 for further use. Returning to the UK on 15/4/93, the loco then moved to Bescot for its final BR posting on 29/6/93 where it took part in several enthusiast railtours to end its BR career.

During this final posting, 20 087 received the embellishments to complete the 'railtour guise' as you see it today with red sole bars & bufferbeams, red coil springs, yellow axlebox covers and unofficially receiving the name "HERCULES", hand-painted at Saltley LIP on 13/8/93.

The loco was placed briefly into store at Bescot on 11/10/94 but was resurrected for further use at Cardiff Canton, acting as a test bed for the development of remote control systems which were later fitted to Class 08 shunters.

20 087 was bought for preservation by Mike Darnell in June 1999, and escaped for a new, brighter lease of life at the East Lancashire Railway in Bury, where she still plys her trade as a versatile and very useful Type 1!