

Their legacy



The D16/1 and later D16/2 locos were successful prototypes for the first generation diesels, particularly classes 40 and 50 shown below.



The twins proved that diesel traction could power express trains cheaper and faster than steam traction.

Peaks such as the class 44 above, also built at Derby works, shared a very similar cab outline.

Other classes such as 31 and 37 carried similar power units and some were still running on Network Rail into the 2020s.



into military bases as reserve generators. Defence in the post-war era largely consisted of the protection of Western Europe against the threat of Soviet invasion, and Britain played a key role in this confrontation which became known as the Cold War.

In 1950 Britain spent 6.6 per cent of its GDP on defence: more than any major country except the Soviet Union.

Our class 77 (EM2) bogies from loco 1503 saw use on the Manchester Sheffield electrified line from 1953 until 1969.

With many years of life left to give, the EM2s were exported to the Netherlands Railways and were in use until withdrawal in 1985. Here, loco 1503 is seen at Den Haag in 1986.



Our chassis is of BR's class 58 design, right, which was designed with one eye on the export market, however no orders resulted.



The design did however see use in France and Spain as part of fleets constructing new high speed rail lines, as did a number of class 37 and 56 locomotives, the latter of which are the source for our alternators and rectifiers.

PHOTOS

1. Alstom courtesy of Staffordshire PastTrack
- 2, 3 & 4. Transport Treasury
5. 8aPhotography (Andy Duncan)
6. Brian Addis
7. Keith Partlow

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The Twins

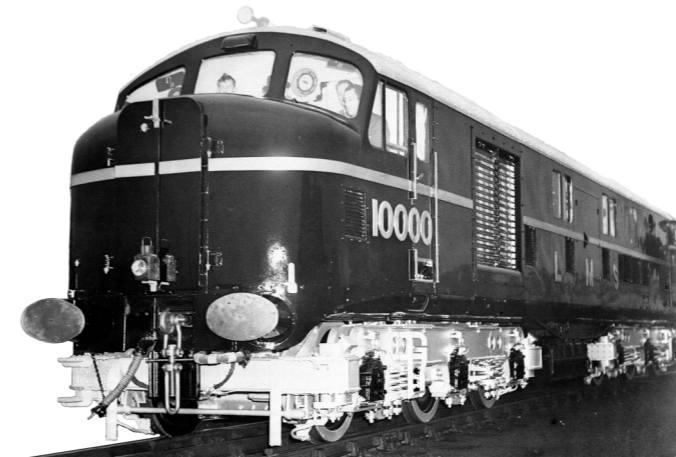


The Ivatt 'Twins', No's 10000 and 10001 were designed by H.G. Ivatt and built by the London, Midland and Scottish Railway (LMS) and English Electric (EE) at Derby Works in 1947/8. They were the first main line diesel locomotives and successfully set the shape of UK diesel traction for decades to come.

As prototypes they were subjected to extensive testing, the results of which fed into designs on BR, EE and Brush, where Ivatt became a consultant.

The power unit was an EE 16SVT of 1600 hp. The twins ran together to haul the premier express trains previously hauled by the highest powered steam locomotives.

10000 and 10001 ran until 1963 and 66 respectively and both had been scrapped by 1968 before the railway preservation movement had turned its attention to diesel locomotives.



LMS 10000

10000 and its place in history

www.LMS10000.co.uk



British industry in the Cold War

Life in Britain when 10000 was built

When 10000 was constructed in 1947 Britain still had the largest empire in the world. The economy remained strong with low unemployment. But the combination of war damage and a scarcity of manpower and materials created a serious urban housing problem. Some basic commodities like butter, meat, tea and coal were still rationed although bread was freely available. There were also severe shortages of most consumer products, which prompted the continuance of the wartime 'make-do-and-mend' culture. Many rural homes lacked modern facilities like water, sanitation and electricity, while few had telephones.

This was a golden age for public transport. Few families could afford a car and one out of every three vehicles was a bus or lorry. In the cities, worn out trams were being replaced by electric trolleybuses and petrol buses, which provided cheap and frequent services. Freight carried by road was increasing due to a surplus of vehicles after the war but house-to-house deliveries of milk and coal and refuse collections by the 'rag-and-bone man' were still made by horse-and-cart. Bicycles were widely used, both for short journeys to work or shop and for long distance recreation. Most people used trains for long journeys. The railway network reached to almost every part of the country for most branch lines were still in operation.



In 1950 the UK accounted for a quarter of world trade in manufacturing, facilitated by the government's policy of prioritising export production for currency reasons.

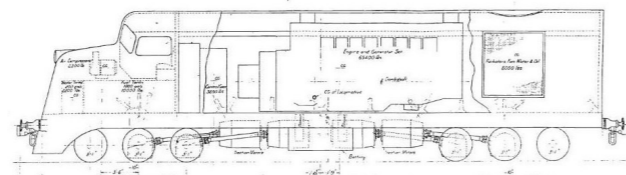
Britain was the foremost world producer of ships and the leading European producer of coal, steel, cars and textiles along with electronics and engineering which were growing rapidly, as were oil and chemical refining. Britain led the field in civilian aviation, aero and motor engines.

Unfortunately, the price paid for Britain's industrial prowess was environmental pollution, especially smog within cities, known as 'pea-soupers' a very thick and often greenish fog with visibility sometimes reduced to a couple of metres. This was caused by the smoke given off by the burning of soft coal for home heating and in industrial processes. This culminated in the Great Smog of December 1952, a severe air-pollution event that affected London, killing 4,000 people and making another 100,000 ill. It led to several changes in practices and regulations, including the Clean Air Act 1956 and an increased focus on cleaner forms of transport such as diesel and electric traction on the railways, accelerating the Modernisation Plan which replaced steam locomotives with diesels descended from 10000.

Our loco's components and their place within this historical background.

Before the LMS built 10000 it led the way in using diesel power, following the lead of American railways. The LMS used diesel powered shunting locomotives in marshalling yards, cutting operating costs and enabling 24 hour operation.

British railway industry continued to export widely in the immediate period after WW2. Of note to our story, English Electric exported locomotives around the Commonwealth and beyond. Society President Stan Fletcher, a commissioning engineer for English Electric during the period, accompanied their new locos to Malaya, Sudan and Australia, a design for which is shown below.



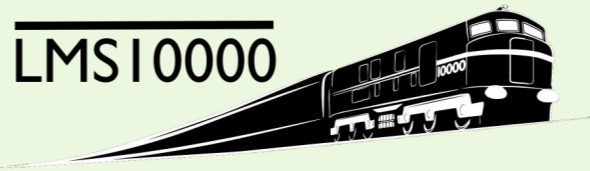
Our power units (photo left) were intended for Australian locos but the order was cancelled and they went instead

Continued on the back cover

Membership

Membership of the Society is by monthly donation. There is no set membership fee. Simply choose how much you can afford to pay each month. The benefits listed below will be commensurate with the total of your donations made when 10000 is completed.

(Annual lump sums are acceptable in lieu of monthly payments. Please let us know that this is your choice.)



Please let us know the method you're using for donating to the charity:

- Standing order paid to Lloyds bank 30-94-77 50405860
- Paypal — ivattdiesel@gmail.com
- Lump sum paid in lieu of 12 monthly payments
- Cheque to Ivatt Diesel Re-creation Society
- Cash paid

Send your form to: 46 Biddick Village Centre, Washington, NE38 7NP

Benefits for donors

- * Donors of over £1,000 will be offered a free seat on 10000's first passenger train.
- * All other regular donors will have the opportunity for a free seat on one of 10000's first passenger trains.
- * Regular donors are offered membership of the Society, without further charge.

I wish to apply for membership of the IDRS.

NAME.....

ADDRESS.....

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Gift Aid is reclaimed by the charity from the tax you pay for the current tax year. Your address is needed to identify you as a current UK taxpayer.

I want to Gift Aid my donations today, in the future and any made in the last 4 years, to the Ivatt Diesel Re-creation Society. I am a UK taxpayer and understand that if I pay less Income Tax and/or Capital Gains Tax than the amount of Gift Aid claimed on all my donations in that tax year it is my responsibility to pay any difference.

Please notify the charity if you:

- want to cancel this declaration
- change your name or home address
- no longer pay sufficient tax on your income and/or capital gains

I agree to the IDRS holding my personal details and using them to contact me as a member and in regard to Gift Aid. *[These details will be use solely for the making contact with you for Society purposes and will not be given to any other person or body other than HMRC in regard to Gift Aid. Records will be kept for a period of 7 years]*

SIGNATURE.....

DATE.....