

8.

Holyhead

The end of the line! Holyhead first played host to English Electric traction in 1959, see page 86. As with the other sections of this book, class 40's were the most regular "EE" product to make it as far as Holyhead. The class started regular association with the town on April 25th 1960 following dieselisation of "The Irish Mail" and "Emerald Isle Express" to and from London Euston which they worked throughout. During the 1960's they were then used in increasing numbers covering all manner of passenger workings to the port as well as longer distance freight duties such as those covering movements of containers and cattle. From 1970 it included Freightliner trains as well as LPG and petroleum coke workings for the nearby Aluminium smelter and by the early 80's local trip workings as well. Class 47's started to make inroads into their territory from the late 60's onwards but the class were regular visitors to Holyhead throughout the period covered by this volume. For example, on a typical Sunday in the mid 1970's it was not unusual to find up to ten members of the class stabled on Holyhead shed!

Whilst they had been working as far as Llandudno and Bangor for several years, sometimes on test following attention at Crewe works, class 50's did not make it all the way through to Holyhead until the mid 1970's. A number of appearances were made on the 19.15 down Euston and 00.55 return as well as the 4D62 Freightliner from Willesden during 1975/76, which they worked from Crewe. There was also the odd appearance on ECS workings or arriving light engine to head the lunchtime summer boat train as far as Crewe. The final working during this period involved 50046 on the 19.15/00.55 duty over the night of 11/12th June 1976.

Class 37's made very few visits to the port up to the end of 1983, strange when you consider how common they would become in later years! Apart from two reported visits on the Anglesey Aluminium "coke" and the two special container train workings covered earlier in the book, that was it.



Above

An image highlighting the fact that EE traction ruled in North Wales! Taken just prior to the closure of Holyhead shed to steam in December 1966, four class 40's are seen on the depot waiting their next duty. There is not a steam locomotive in sight but the depot still has the feel of the former choice of motive power about it.

London Midland based D377 (40177) is seen on the right hand side. This particular example would be a regular visitor to North Wales throughout her life until being withdrawn from Longsight depot in July 1984. **Photo E N Kneale/S Morris collection.**



Left
234 (40034) "Accra" on the final approach to Holyhead Freightliner terminal during a summer evening in 1973. Corporate blue now rules and, as can be seen, class 40's dominate the scene in North Wales!
Photo Ron Watson-Jones.

Right

Having worked to Holyhead with 40170 on a Freightliner two days previously, see page 44, 40129 is seen on platform 3 Holyhead station waiting to depart the town on 1A56, the 13.00 to Euston. The date is April 16th 1981 and later that day she would return west heading the 17.25 Crewe to Llandudno. During 1978 40129 been unofficially named "Dracula", something that didn't last for long! **Photo John Stephens.**



Below

We finish off this volume with an overall view of Holyhead as 40183 (see also page 88) is seen working the 14.44 to Manchester Victoria "wrong road" to Valley during engineering works on Sunday June 13th 1982.

This scene has now changed in many ways!

Photo Dave Trains.

