

# Northern Counties Transport Society



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NORTHERN COUNTIES TRANSPORT SOCIETY

MAGAZINE NUMBER 24.

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PLEASE DO NOT TELEPHONE AFTER 9PM

Both Mr. Wade & Mr. Godley, are now our Sheffield & Chesterfield representatives. Members from these areas should feel free to contact either of them with queries.

Coach Picking up Points

Chesterfield  
Sheffield  
Manchester

Derby (By arrangement)  
Ashton " "

Chesterfield Station Forecourt  
Sheffield Midland Forecourt  
Victoria Railway Station - 202/203 Bus Stop

Siddals Road Works Entrance  
Swimming Baths

Various Points en route when circumstances make it necessary provided PRIOR arrangements have been made with THE BOOKINGS SECRETARY, or MR. HOWELLS.



STAMPED ADDRESSED ENVELOPES

NOTES FROM THE COMMITTEE

Since the last magazine, Mr. Lewis and Mr. Hooton have resigned their positions with N.C.T.S. John Wade, has, due to pressure of work had to resign his post as Booking Secretary, but remains on the Committee to assist on tours. We would like to welcome on to the Committee Mr. Roland Smith, and Mr. Keith Godley. Roland has taken over the position of Booking Secretary, and Keith will assist on tours laong with John Wade, and represent us in the Chesterfield area. Ian Collier has taken over the job of Membership Secretary. We would like to wish them well in their new positions.

Our experimental idea of posting the magazine ourselves was not very successful. One reason for the failure was that some members did not finally receive their magazines until the New Year, and another was that the saving we made was minimal. This magazine will be sent to you in the usual manner, ie by the Post Office.

Regretfully we have had to make a small increase in the price of our tours again. This has become necessary due to the fact that we are having to pay more for our permits now than ever before, but our tours are still the cheapest in the North.

It was noticed that there were no letters from members to be read out at this meeting. ( Can we assume that everyone is satisfied with our services? ) Please remember that if you have any ideas for improving YOUR society, or any constructive comments on the running of the society, write to any official.

Members of longer standing will note the lack of articles and rail news in this magazine. We have had very little response for this magazine. Please remember, if you go out 'spotting' other than on a Society Tour, send a list of locos seen to the EDITOR, and not to any other official.

We intend to visit as many Open Days as possible this summer. Will any members who have any old railway publications ( you know those your mum moans about every time she cleans your bedroom) remember that the society will be only too pleased to take them off your hands; you can bring them on coach tours and save yourself postal costs.

Every railway magazine, ticket etc goes towards YOUR society, keeping down costs of tours, publications, membership etc, which means keeping down costs to you.

We are pleased to note that since our last request to you to enclose either a Stamped addressed envelope, or a stamp, when writting to officials, there have been far fewer incidents when postal costs have been forgotten.

Opinions raised in this magazine are those of the contributors, and not necessarily those of the Committee or the Society in general.



## NOTICES

### STAMPED ADDRESSED ENVELOPES

Now more than ever it is most important that all members enclose either an S.A.E. or a stamp, with all correspondence to Society Officials when they require a reply. Failure to do so can only result in further increases in the cost of membership, tours, publications etc. PLEASE DO NOT FORGET.

### POSTAL ORDERS/CHEQUES

These must be crossed A/C PAYEE ONLY and made payable to Northern Counties Transport Society or N.C.T.S. and not made payable to Society Officials. If you are in any doubt about doing this correctly, leave the Postal Order blank. Please do not fill in the section which says 'at which office' members are apt to fill in the Post Office where they purchased the order, not the one where it is to be cashed. If the bank returns any Postal Orders or Cheques that have been filled in incorrectly then your booking may be cancelled.

### MEMBERSHIP CARDS

The number which appears on your membership card is yours. Please use it when you write to an official.

### BOOKINGS FOR TOURS

When booking for a tour please follow the instructions printed on your membership card, and send the necessary booking form. If you find out at the last minute that you are unable to attend a tour PLEASE let an official know as it may be possible to fill your place. If your place can not be filled your money will not be refunded unless a medical certificate can be produced. Please remember when you have paid a deposit for a tour, the balance must be paid seven days before the intended tour. PLEASE REMEMBER THAT TELEPHONE BOOKINGS CANNOT BE ACCEPTED, you may telephone the Booking Secretary to enquire if there is a place vacant on a tour, if you find out late that you are able to participate, but you must confirm that booking with a cash deposit.

### ATTENDING TOURS

If for any reason, you find that you are going to be late getting to a picking up point for a tour, even if it is at the last possible moment, please try to let an official know, and where ever possible we will try to hold the coach for you, otherwise the coach will leave promptly at the time stated.

### CONDITIONS OF VISITS

Will members please note that visits to depots advertised are subject to permits being available. B.R. sometimes impose conditions at short notice, it is therefore becoming difficult to let members know in advance if a permit is not available.

Opinions raised in this magazine are those of the contributors, and not necessarily those of the Committee or the Society in general.



## WHAT'S IN A NAME

Since the dawn of our Railways, locomotives have had names bestowed upon them. The origin of this practice probably dates back a long time before the existence of railways, to the time of stagecoaches and the first great sailing ships. In their time the early galleons were masterpieces of naval engineering, symbolising the strength and power of nations, and as such they were christened with names like "Revenge", "Royal Sovereign", "Victory", "Resolution", and "Ark Royal". Although these names were originally given to early sailing ships, they have been passed down through the ages to modern day shipping and subsequently have all had railway locomotives named after them.

Stagecoaches were also given names, for example "Perseverance", "Neptune", "Comet", "Quicksilver", and "Swift". These names also were passed on to steam locomotives as this primitive form of inter-city gave way to the railways.

And so the practice of naming locomotives had begun and since these early days thousands of locomotives have been adorned with names many of which seem totally inappropriate for such magnificent machines. A few examples of rather inapt names are given below:-

"Narcissus", "Camel", "Crow", (all early G.W.R.) - "Problem", "Glow Worm", "Friar", "Vandal", "Economist", (all L.N.W.R.) - The North British Railway "Scott" class 4-4-0's built 1909-2-, included "Jingling Geordie", "Vich Ian Vohr" and "Wandering Willie". The L.N.E.R. "Director" class D11 had locomotives named "Bailie MacWheebie", "Luckie Mucklebackit" and "Laird of Balmawhapple". The latter 6 names listed were all taken from characters in Scottish Literature and not as you may think dreamed up by an insane member of the British Railways Board. The L.N.E.R. introduced steam railcars between 1927 and 1930 and believe it or not they officially named one of their Clayton Railcars - "Bang-Up". This was in fact was an example named after an early stagecoach.

The majority of engines of course had rather more sensible names worthy of the steam locomotive - "Fury", "Colossus", "Thunderer", "Lightning", "Tornado", and "Samson" are prime examples which signify the essence of steam.

The range of locomotive names is almost endless, covering Monarchs, Ships, Famous Personalities, Racehorses, Scholls, Rivers, Regiments, Countries, Birds, Football Teams, Castles and countless others too numerous to mention.

In more recent times the "Big Four" constituents as a rule limited the naming of locomotives to express passenger types and in competition with one another for prestige and publicity began the practice of ceremonial naming. In these cases a notable personallity would be engaged to officially unveil the nameplates. This was often performed at a main line station, and often was accompanied by speeches and military bands. Many of the "Royal Scots", were named in this way and such ceremonies attracted extensive press coverage, thus providing valuable publicity to the railway companies.

The names were normally carried by means of brass plates either mounted over the splasher or affixed to the side of the boiler barrel. Sometimes the names were merely painted on the engine. On some modern steam locomotives nameplates were attached to the smokebox side or to the smoke deflector plates. Additional embellishments to the nameplates were often provided in the form of a crest or badge, particularly on engines named after regiments.

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The majority of diesel nameplates are cast in aluminium though a few are stainless steel. The G.W.R. fabricated its nameplates using a steel backplate. Each letter was individually cast in brass and rivetted to this. Modern Western class 52 Hydraulics also have their nameplates fabricated in this way, though the letters are of aluminium.

On several occasions engines have appeared with spelling mistakes on their nameplates. The G.W.R. seems to be the main culprit. "Hall" class 4-6-0 No 4985 was outshopped as "Allersley Hall", and was later rectified to "Allesley Hall". "County" class No 1010 emerged as "County of Carnarvon" and was amended to "Country of Caernarvon". A more recent example is class 52 No D1029 which was originally "Western Legionaire" this is now "Western Legionnaire". An amusing incident occurred on the Southern Railway over "King Arthur" class locomotive no 767. This was to have been named "Sir Modred" but an argument was brought about because "Sir Modred" was a traitor. The S.R. Realised this and decided that such an unsavoury character was not fit to have an engine named after him. The name was changed and the name "Sir Vallence" was used instead.

On the demise of steam, naming was continued to a certain extent, with diesel and electric locomotives, but unfortunately it is no longer British Rail Policy to name engines. The only recent exception to this rule is the naming of class 87 electric No. 87001 "Stephenson" to commemorate the 150th Anniversary of the opening of the Stockton & Darlington Railway. One can only hope that B.R. will change in favour of naming engines once again, otherwise in a few years the only nameplates in existence will either be in museums or guarded from public view in private collections.

ROLAND J. SMITH

Please send any Rail News or Articles for intended publications to the EDITOR, in time for the next edition. Our next magazine is due out at the end of JULY.

Please refer to the list on the inside of the front cover for a complete list of the names and addresses of all our Officials. When your correspondence refers to a certain aspect of the Society please send your mail to the Official in charge of that aspect. He will be especially able to assist you.

Queries of a general nature may be referred to any Committee Member. However if it is possible, contact an Official in your own area and avoid a long distance Telephone - call.

Please remember that when you participate in any of our tours you are bringing the reputation of the society into disrepute if you behave in an irresponsible manner.

Anyone causing the Society name to be brought into disrepute will be dismissed.

(continued)



TOURS PROGRAMME

WILL MEMBERS PLEASE NOTE THAT ALL VISITS TO DEPOTS ADVERTISED ARE SUBJECT TO PERMITS BEING AVAILABLE. WHEN A COACH IS RETURNING LATE, PARENTS CAN CONTACT P. HOWELLS FOR INFORMATION, PHONE NUMBER INSIDE FRONT COVER

Sunday 9th May

Tour No. 76.09

DONCASTER WORKS ONLY

Members should make their own way there to arrive for 12.00 hrs.

Please pay in advance to allow us to arrange the permit

Cost 35p

Saturday/Sunday 15th/16th May

Tour No. 76.10

LONDON & THE SOUTH EAST

Depots to be visited on this tour will include:- Cricklewood, Willesden, Old Oak Common, Dover, Ashford, Hither Green, Stewarts Lane, Stratford, and as many other Southern Region Stabling Points as time permits.

Coach will depart as follows:-

Barnoldswick	18.30	22.00 return	
Manchester	20.00	20.30	"
Sheffield	21.30	19.00	"
			<u>Cost will be £4.50</u>
			<u>Deposit £2.00</u>

Saturday/Sunday 29th/30th May

Tour No. 76.11

EASTLEIGH & S. MIDLANDS

Depots to be visited on this tour will include:- Eastleigh, Bournemouth, Oxford, Reading, Swindon, Gloucester, Worcester, Tyseley, Saltley, Bescot, Westbury and others as time permits.

Coach will depart as follows:-

Chesterfield	18.30	21.00 return	
Sheffield	19.00	20.30	"
Manchester	20.30	19.00	"
			<u>Cost will be £4.50</u>
			<u>Deposit £2.00</u>

Sunday 6th June

Tour No. 76.12

CREWE WORKS ONLY

Members should make their own way to Crewe to meet at the Goddard Street entrance for the 14.30 visit.

On this occasion you may pay at the gate.

Cost will be 25p

Please remember to book early for all the tours you wish to participate in.

Remember to send your membership card and the correct deposit or full amount, when you book. If you do not send any money and someone else does, you will lose your place.



TOURS PROGRAMME (CONTINUED)

Sunday 13th June

Tour No. 76.13

SOUTH YORKS DAY TRIP

Depots to be visited on this occasion will include:- Hull, York, Healey Mills, Holbeck, Knottingley, Bradford, Goole, and as many others as time permits,

Coach will depart as follows:-

Barnoldswick	06.30	21.30	return	
Manchester	08.00	20.00	"	Cost will be £2.50
Sheffield	09.30	18.30	"	<u>Deposit £1.00</u>

Saturday/Sunday 26th/27th June

Tour No. 76.14

EAST ANGLIA

Depots will include:- Peterborough, March, Cambridge, Colchester, Harwich, Norfolk, Kings Lynn, Lincoln and as many others as time permits.

Coach will depart as follows:-

Barnoldswick	18.30	21.30	return	
Manchester	20.00	20.00	"	Cost will be £4.50
Sheffield	21.30	18.30	"	<u>Deposit £2.00</u>

Saturday/Sunday 10th/11th July

Tour No. 76.15

GLASGOW & AYR

Depots to be visited on this tour will include:- Barrow, Workington, Carlisle, Ayr, Eastfield, Polmadie, St. Rollox, Corkerhill, and as many others as our time allows.

Coach will depart as follows:-

Barnoldswick	18.00	22.30	return	
Sheffield	19.30	19.30	"	Cost will be £4.50
Manchester	21.00	21.00	"	<u>Deposit £2.00</u>

Sunday 1st August

Tour No. 76.16

MANCHESTER, CREWE & LIVERPOOL

Depots to be visited will include:- Longsight, Newton Heath, Reddish, Glazebrook, Crewe Works, Northwich, Allerton, Wigan, Edge Hill, and as many other Liverpool Stabling points as we have time for.

Coach will depart as follows:-

Chesterfield	07.00	22.00	returns	
Sheffield	07.30	21.00	"	Cost will be £2.50
Manchester	09.00	19.30	"	<u>Deposit £1.00</u>



TOURS PROGRAMME (Cont)

Saturday 14th August

Tour No. 76.17

N. MIDLANDS DAY TRIP

Depots to be visited will include:- Leicester, Coalville, Burton, Toton, Nottingham, Derby Works, Westhouses and as many others as time permits.

Coach will depart as follows:-

Barnoldswick	06.30	22.00	returns	
Manchester	08.00	20.30	"	Cost will be £2.50
Sheffield	09.30	19.00	"	Deposit £1.00

Saturday 28th August - Monday 30th.

Tour No. 76.18

WEST OF ENGLAND & S. WALES

Depots to be visited will include:- Penzance, St. Blazey, Laira, Newton Abott, Exeter, Bristol, Seven Tunnel Junction, Ebbw Junction, Cardiff, Llandore, Margam and as many valley stabling points as possible. The cost of this tour will include one nights hotel accomodation in Cardiff.

Coach will depart as follows:-

Barnoldswick	12.00	22.00	returns monday	
Sheffield	13.30	19.00	" "	Cost will be £10.00
Manchester	15.00	20.30	" "	Deposit £ 5.00

Friday/Saturday 10th/11th September

Tour No. 76.19

EDINBURGH & NORTH EAST

Depots to be visited on this tour will include:- Haymarket, Millerhill, Gateshead, Thornaby, Darlington, Sunderland, Hartlepool, and as many North East Stabling points as time allows.

Coach will depart as follows:-

Barnoldswick	18.00	22.00	returns	
Manchester	19.30	20.30	"	Cost will be £4.50
Sheffield	21.00	19.00	"	Deposit £2.00

Miscellaneous

A lot of confusion has arisen lately over the appearance of 0000 on all locomotives with 4 digit headcodes visible. Four-figure train reporting numbers are still used, but are no longer displayed on locos. Untill all locos are fitted with 2 white dots as on a class 55 'Deltic' locos, four 0000's will be the norm. Incidentally, 31270 (TI) reported on March 8th is actually fitted with Deltic Type dots, while 45071 is fitted with 2 head lights and its headcode panels have been removed.



REPORT ON OUR LAST TOURS PROGRAMME

South Yorkshire Day Trip Sunday 11th January

Depots Visited were:- Healey Mills, Bradford, Forster Square, Holbeck, Hull Botanic Gardens, Hessle, Goole, Knottingley, Sheffield.

Total Locos seen 163

London Tour 24th/25th January

Depots Visited were:- Peterborough, March, Ely, Cambridge, Hitchin, Cricklewood, Willesden, Old Oak Common, Stonebridge Park, Euston, Kings Cross, Yorkway, Finsbury Park, Stratford, Ripple Lane, Hither Green Freight Liner Terminal, Norwood, Selhurst, Stewarts Lane.

Total locos seen 359

Lincolnshire Day Trip 8th February

Depots visited were:- Lincoln, Tinsley, Wath, West Marsh, Doncaster Works, Doncaster Shed, Froddingham, Immingham, Grimsby, Shirebrook.

Total Locos seen 247

Midlands Tour 21st/22nd February

Depots visited were:- Coalville, Leicester, Wellingborough, Northampton, Bletchley, Oxford, Swindon Works, Gloucester, Worcester, Newlands, Tyseley, Saltley, Vauxhall, Bescot, Burton, Derby, Toton, Nottingham.

Total Locos seen 360

Stoke Crewe & Liverpool 7th March

Depots visited were:- Glazebrook, Warrington Central Station, Cockshute, Crewe Diesel Depot, Crewe Works, Northwich, Chester, Birkenhead, Wavertree, Goods Depot, Edge Hill, Allerton, Speke, Ditton Junction, Widnes, Runcorn, Wigan.

Total Locos seen 303

Will members please note that our proposed trip to Eastleigh & Ryde has now been Officially cancelled, due to our not being able to sail at a convenient time, and thus we are unable to run our tour according to plan.



L.M.R.

Class 37 engines still appear regularly at Bletchley on Amey Roadstone trains. Noted recently have been 37224/34/8/269/96. Peak 45023 was a notable visitor to Bletchley on 9th March. Westerns still make periodic appearances at Bletchley, mainly on store trains.

Bletchley has received 3 of the new multiple units, 312202/3/4. They will probably be used to run a shuttle service between Coventry and Birmingham and they are to be serviced at Bletchley.

Due to high winds and fallen power lines on the West Coast Main Line around Christmas time, a lot of trains were severely delayed. Partly to blame for this was the fact that trains were diesel hauled, class 47's being the most prolific type on duty. Locomotives noted through Wigan included 47055/201/473/501 47531.

Visitors to Kingmoor Yard, Carlisle, on 24th October included 25013, 37042, 40035, and 50010.

On 15th December last year, class 47 No. 47362 was noted stabled at Nuneaton. Guide Bridge and Dewsnap Yard have been host to various engines lately.

Visitors in December included 25166/314, 31272/97, 45050, 46009/17, 47128/287, and 50017, whilst in January 37008 and 46014.

The midday Sheffield - Guide Bridge Parcels train has proved to be a noteworthy one in terms of Motive Power. On January 5th, 7th, & 8th, engines noted were 31113 (IM), 31326 (MR), & 31243 (IM), respectively. Other notables were 37003 (TE), on a special from Healey Mills to Dewsnap, 47123 (CF), on a Widnes empties 47205 (CW), on another train of Cement empties, 37073 on another special (8265) from Healey Mills to Dewsnap on January 8th, 46022 (CF), worked 9737 from Peak Forest & return on the same day. This engine also worked another special out to Dewsnap to Hindlow (6261) ex Scunthorpe, on January 12th, which had been diverted from Godley because of severe traffic congestion, which often results in certain trains running off their booked routes. 46022 followed this working with the daily Topley-Pike to Pendleton shore train on January 13th, & worked the train back. Presumably this engine has been maintained & fuelled at Buxton Depot, because all its freight diagrams are those usually worked by Buxton based engines and train crews.

37245 (HM), worked a heavy coal train ex Healey Mills past Dewsnap on January 12th, which was made more remarkable by the fact that this engine was noted on the stabling point at Goole the previous night at 17.15 hours. January 15th, 16th & 20th saw 46022, working past Guide Bridge on freight trains 9T37 & return from Peak Forest on the 15th & 16th, and the Pendleton - Topley Pike stone empties on the 20th (6L44).

An unusual pairing occurred at Dewsnap on January 17th on a ballast working to the Paek Forest. 25197 & 40026 (both LO) took out 2 ballast trains together.

On January 20th a Preston Immingham empty oil train was unusually diverted via Dewsnap because of the need for a crewe change. The train 6E60 arrived at 1840 with 37174 & 37252 (IM), and departed at 21.55.

On January 26th 47290 (CD), became derailed at Dewsnap after splitting a set of points and fouling 5 roads. Simple packing would not budge it, and the Long-sight Breakdown train was called out, finally re-railing it at 13.30, after 5 $\frac{3}{4}$  hours. The engine then proceeded light to Longsight Depot.

25157 (BR) was an unusual visitor to Dewsnap on 28th Jan. Working 7E67 Northwich - Whitmoor, & then returning to Northwich with a working from Godley.

47353 (CW) still in two-tone green livery was engaged on ballast working in Northwich - Hale area on Sunday February 1st.

(Continued over)



On February 9th, 45108 (TO), visited Dewsnap, working 9F67 to Ince Moss Tip Wigan. 47239 (CF), was another visitor on Feb 12th, followed by 37246 (HM) on Feb 13th, on a Healey Mills - Northwich working.

2 Class 31's made appearances at Dewsnap:- on Feb 18th, 31119 (YK), worked a special cement train 6Z43 from Healey Mills, returning with 8Z75 from Dewsnap, 31156 (IM), also passed by on its way to Guide Bridge, the next day. 46036 (GD), worked a Topley Pike - Portwood stone (6H57) and return (6H59) on Feb 19th, followed next day by 45020 (HO), the next day on the Topley Pike - Pendleton stone train. 40048 (HA), worked 6H57 & return on Feb 23rd, followed on the same train the next day by 47254 (CF).

37042 (HM), worked 8M59 Healey Mills - Northwich on March 2nd, followed by 40146 (GD), next evening; this class 40 was back next morning on 8M09, Healey Mills - Dewsnap - quite a hard working engine! Quite a few engines which would have been unusual a few months ago are now commonplace around Manchester, eg:- 25156 ex BR now Cd, 25184/5 ex CW now LO and so on. Also the loss of all Tinsley's class 25's to ED & 6 withdrawn means that regular parcels trains from the ER to Manchester, Oldham, & Bolton are now quite regularly hauled by class 31's & 37's from depots all over the ER. Two good examples were on March 6th & 8th, when the daily Sheffield - Manchester parcels, which passes Guide Bridge about 13.50 every day except Sunday, was worked by 37022 (MR), and 31270 (TI), respectively. Yet another W.R. class 46 has been working the many block stone & cement trains between the Peak Forrest area and Manchester. 46025 (CF), worked the Pendleton - Topley Pike & Eales - Widnes trains on March 9th & 10th.

An unusual class of locos to be seen at Carlisle are Deltics, but on 26th October 55018 arrived on a diverted overnight sleeper bound for Edinburgh.

Guide Bridge on the ex G.C. Manchester-Sheffield main line sees more than its fair share of foreign locos. Noted here recently have been 25065/66/118 (TO) 25124 (KD), 25125 (TO) 25154 (CF) 25200 (KD), 40009/17 (KD), 40093/8 (KD), 47239 (CF), 47410 (FP) 47476/89/535 (BS), Class 24 locos are now a rare sight in Guide Bridge, but noted here during March have been 24032/36/47/84 (CD), Their replacements the class 25's have been seen around Guide Bridge on parcels trains, these being 25153/5/7/264 (CD). Noted recently in charge of the early morning freight from Healey Mills have been 37245/6, 40002/37/38 (HM), 40145 (GD), Yet another notable visitor at Guide Bridge recently was 31170 (TI), A visitor to Manchester Victoria on 21st February was 40054 (GD) hauling the 16.10 Newcastle - Liverpool passenger train. Also seen at the Station were 47452 (CD), & 50010(LA), whilst on 13th March an unidentified Western was seen in Willesden Yard. From May Guide Bridge is to close as a parcel depot, but it is to take on additional work from Brewery Sidings (Nr Miles Platting Station) which is to close. Noted at Guide Bridge on 19th March was 40004 (LO), hauling 25043 (LO), out of the stabling point. The latter loco had failed.

Whilst engineers are in possession of large stretches of the W.C.H.L. on some Sundays, trains are being diverted from Crewe via Stockport and Manchester Victoria to Preston, a diesel hauling electric loco and its train over the non electrified stretch. This is what happened to some trains when the W.C.M.L. was shut for a couple of days last summer due to the accident at Weaver Junc. Noted on Derby depot on 31st December were 08219 (TI), 08643 (LA), 08893 (SY) 08917 (AN), 09017 (SU), whilst 25166 (CF), 25257 (LO), and 47354 (CW) went through the station.

Visitors to Toton on the same day were 20213 (TI), 25271 (BS), At Tyseley on 22nd February was 86235 (WN), presumably there for wheel turning, whilst on the same tour Overnight Midlands Bescot was host to 20063/154 (TO) and Saltley was visited by 37209 (TI).



L.M.R. (Continued)

Noted on Arpley S.P. (Warrington) on the Society tour on 7th March, was (25168) (BR).

Noted on that little visited S.P. Skipton recently have been the following:-  
16th March 25112, 25268, 25300, 40092, 40155 and on 23rd March 25283, 25300, 31134, 45038.

E.R.

On 27th February Stratford Loco 47011 worked into Newcastle with the 08.10 train from Liverpool Lime Street, whilst on the same day an engine from Finsbury Park 31159 was seen working an engineers train between Neville Hill and Leeds City Station.

Bath Road engine, 47477, was noted a visitor to the Leeds area on 27th February on a Merry-Go-Round coal train. Unusual engines on the same day at York included 25126/96, 31214/19, 40021/88/116, 46017/25 and 47267.

SCOTTISH REGION

On 7th February, visitors in Glasgow included 40083 and 40153 on Eastfield Depot whilst York engines 40085/86 were stabled on Polmadie.

During October last year the following foreigners were all noted at various parts of Scotland. Haymarket Depot on 24th 47430/1/56, 47543/46, and on 25th 40080, 47423, and on 26th, 47521/52 and on 30th 40086, 40150 and 47404.

Larbert on 24th 475... working the down Clansman:- Perth on 25th 40123 on a cement train from Derbyshire bound for Inverness.

Edinburgh on 26th 47217 working an Inverness Train. Perth on 29th 40067 arrived on a train from Aberdeen and 47113 passed through on a freightliner.

Mossend Yard 37066 was here on 30th on an empty freightliner truck train. The class 26/0's and 26/1's have been passed to run at 80mph instead of the previous 75mph.

Haymarket engine 26013 worked to Wick on the 27th October with the 06.15 ex Inverness train.

WESTERN REGION

Two Stratford engines, 37131/261, worked an oil train through Southall on 15th December and on the same day 73103/6 both worked freight trains into Acton Yd. Other notable occurrences on the Western Region 15th December included 47193 stabled in Paddington Station 47177 pulling a coal train into West Drayton Stn. CCD, 45041 working a parcels train into Swindon, and two unidentified class 25 also working a parcels train, this time through Bristol Temple Meads Station. Also on 15th December, 47445 was the pilot engine at Reading, whilst, 47010 was on the depot along with the newly painted PWM 653.

When the society visited Gloucester on 22nd February, visitors here were 20150/70 (CF), 45035 (HO), 47078/87 (OC); At Worcester on the same trip were 37253 (CF), 46001 (LA), 47142 (CF), 47146 (LE), etc.

Noted stored at Plymouth on 14th March were the following Westerns:-  
1012, 1016, 1025, 1034, 1040, 1046, 1047, 1064.



## ELECTRIFICATION:- MANCHESTER - SHEFFIELD

The scheme began just before World War II, when the catenary was erected along the line west of Woodhead. The voltage chosen was 1,500 volts DC, which was to be the L.N.E.R. standard for main line electrification. For this, the first all electric main line in the country, a new motive power depot was to be built at Darnall, a suburb of Sheffield, and this would be the first in England to handle both steam and electric locos.

No progress was made during the war years, Of the 70 mixed traffic locos, and 4 - six coach multiple units for the Manchester - Glossop - Hadfield services, ordered from the Gorton Works, only 1 loco was turned out. This was numbered 6701 and classified EMI; it was rated at 1,868 H.P. which is approximately equal to  $1\frac{1}{2}$  steam locos. The wheel arrangement is best described as Bo+Bo - the plus sign signifying an articulated connection between the bogies. When a conventional loco hauls a heavy goods train a lot of strain is taken through the bogie pivots, and the body. The articulated connection joins the bogies directly, and the body only has to support its weight.

No 6701 went into service lined out in L.N.E.R. livery on the Manchester - South Junction - Altrincham line in 1941, where tests proved satisfactory. For a short time, after World War II, between 1947 & 1952, 6701 saw service in the Netherlands, where it was used to clear snow. The Dutch drivers named the loco "TOMMY" after the British Soldier, and it retained this name until it was withdrawn from service by B.R. The nameplate also carried a commemorative plaque which read:-

TOMMY

So named by the drivers of the Netherlands State  
Railways, to whom this locomotive was loaned.

1947 - 1952

The electrification was completed by 1954, when the electric service began between Sheffield Victoria and Manchester London Road (Now Piccadilly) Trains were hauled by locomotives classified EM2. of which there were 7, numbered 27000 - 6. Those classified EM1 were numbered 26000 - 57 (now B.R. class 76) and used for freight. The multiple units were used solely between Manchester Glossop and Hadfield, because they were unsuitable for use in the new Woodhead Tunnel, built alongside the old one, which was sealed.

The service continued until 1970, when passenger services were transferred to the Hope Valley route and D.M.U.'s were used. The line is now a very busy freight artery between Yorkshire and Lancashire. The EM2 locos were then withdrawn by B.R. and sold to the Netherlands State Railways, where they are still in service. EM1 locos (now class 76) are still very much in service although there are now 50 in service, due to a No. of mishaps. This year, some of the class 76's celebrate their 25th birthdays, and are good for many years to come. All are now based at Reddish near Manchester, and can be seen regularly working heavy coal trains over the Woodhead route, often in multiple

In 1955, the then British Transport Commission decided that all future electrification would be on the 25,000 volt AC system, similar to that used in France. There is every chance, in years to come, that the line may be re-electrified at 25KV AC, and who knows, one may be able to see CLASS 87's doing a 'ton' over Woodhead!

Quite a thought!

Bernard McDonough



RAIL NEWS WORKSHOP

CREWE 7th March 1976

08123, 08416, 40008, 40023, 40028, 40074, 40081, 40082, 40099, 40111,  
40133, 40137, 40150, 40152, 40170, 40181, 40183, 40187, 40189, 40190,  
40193, 40199, 47002, 47010, 47032, 47036, 47037, 47038, 47052, 47054,  
47080, 47081, 47091, 47093, 47096, 47114, 47130, 47140, 47157, 47159,  
47165, 47172, 47177, 47207, 47226, 47234, 47276, 47280, 47286, 47326,  
47332, 47334, 47357, 47407, 47414, 47423, 47424, 47432, 47434, 47435,  
47447, 47451, 47470, 47476, 47496, 47508, 47511, 47516, 47527, 47542,  
47553, 47601, 50001, 50003, 50007, 50013, 50014, 50029, 50046, 76015,  
76018, 76031, 76033, 81014, 82002, 82007, 84005, 85002, 85029, 86008,  
86019, 86033, 86221, 86238, 86242, 86244, 87017.

DONCASTER 21st March 1976

Cut up:- 24012, 24101, 24132

Awaiting Cutting up:- 24008, 24098, 24100  
minus asbestos

On shed awaiting admission:- 24018, 24070, 24095  
to works for cutting up

Works:-

03014, 03058, 03084, 03091, 03109, 03155, 03167, 08061, 08254, 08324,  
08435, 08517, 08539, 08618, 08813, 31112, 31131, 31187, 31203, 31208,  
31218, 31226, 31235, 31240, 31245, 31292, 37007, 37025, 37062, 37160,  
37164, 37167, 37203, 37218, 37274, 37292, 37300, 55002, 55009, 55010,  
55012, 55016, 55019, 84001, 84008, D2173, Baby Deltic 5901 ex R.C.D.

ST. ROLLOX 7th February 1976

08279, 08312, 08447, 08621, D3045, 20046, 20086, 20220, 25093, 25241,  
26003, 26010, 26021, 27006, 27009, 27012, 27038, 27042, 27117, 27212,

Scrap line:- 24008/15/6/7/71/95/8, & 27039

SWINDON 22nd February 1976

1003, 1006, 1011, 1012, 1026, 1027, 1031, 1035, 1050, 1052, 1059, 1069,  
24045, 24048, 24050, 24053, 24075, 24145.

STRATFORD 19th March 1976

31108, 37114, 46030, 46038, 47003, 47008, 47163, 47408.

We have no list for Derby Works as due to industrial dispute permits are not being issued for Sundays at the present time, and no-one has sent a Saturday list

For Rail News and Articles in this magazine we are grateful to Messrs:-  
-Collier, Fawcett, Howells, Martindale, Morris, McDonough, Smith, Tipton



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### ADVERTISEMENT

The Peak Valley Railway Society, has been formed with the intention of re-opening the former main line, between Matlock & Buxton, which has been derelict since its closure in the 1960's.

#### Society Intention:-

Steam Hauled Services at Weekends & Holiday periods.  
Ordinary Weekday Comuter Service operated by Diesel Railcars.  
If demand was sufficient freight could be carried.  
Excursions & Enthusiasts Special Trains.

The Society hope to eventually promote a public company limited by shares which would raise the money required to restore & operate the railway.

For full details of membership, and intentions for restoration etc. contact  
K. Godley, 11, Cobnar Drive, Dunston Estate, Newbold, Chesterfield, Derbys.