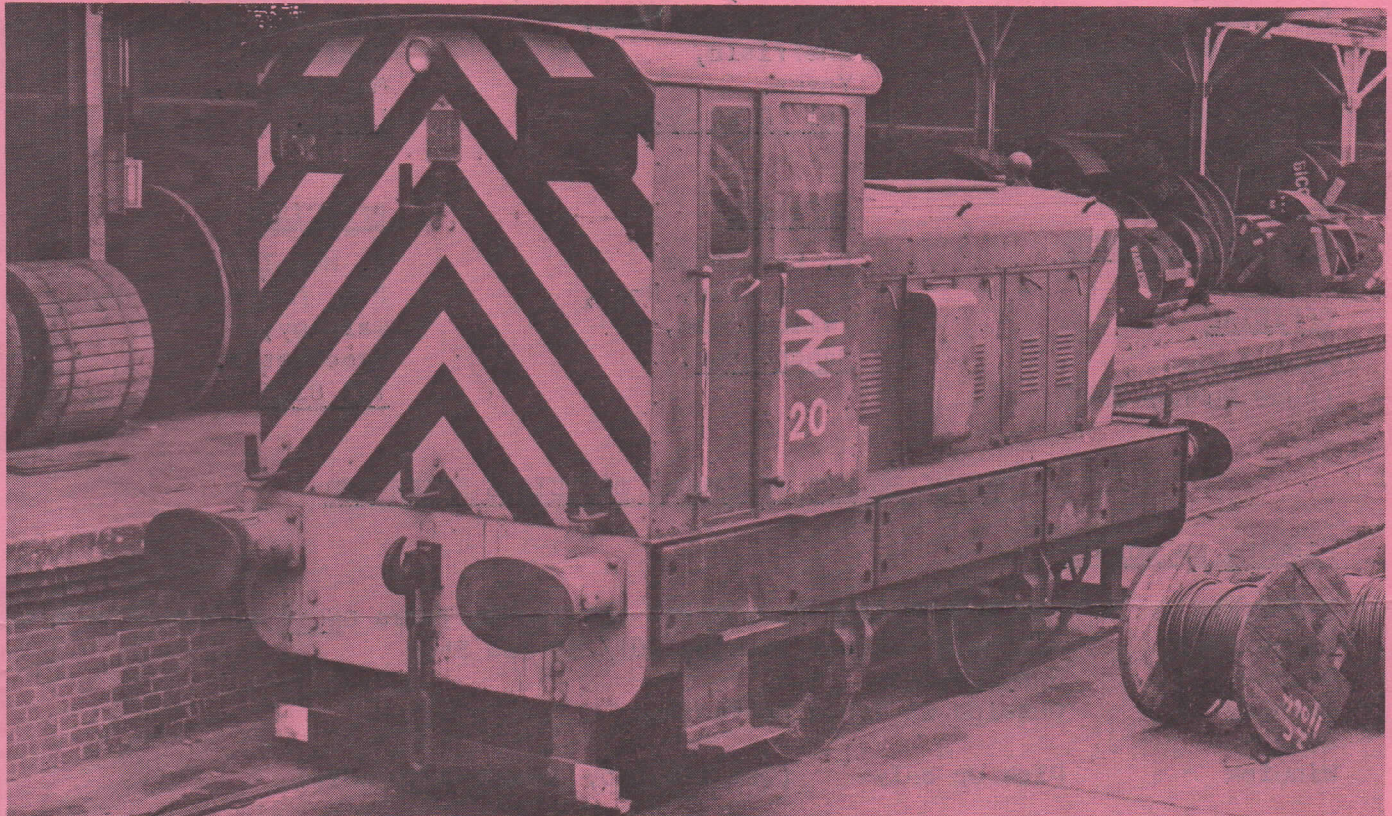


JOHN

# Northern Counties Transport Society



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PLEASE DO NOT TELEPHONE OFFICIALS AFTER 9PM

Picking up Points

Sheffield	Midland Station Forecourt	(Selected Tours <u>ONLY</u> )
Manchester	Victoria Railway Station	202/203 Bus Stop
Nelson	Bus Station	
Burnley	Outside El Greco Coffee Bar	
Bury		
Winwick	Pick up only	(Day trips by arrangement only)

Various other points that are on the coach route provided arrangements are made at the time of booking



NOTES FROM THE COMMITTEE

As Members will note from the list of Officials opposite, we have had some changes once again. Bill Whittaker is now our permanent Membership Secretary, we thank Dereck Oreggio for the work that he did, in this position, and look forward to seeing him on tours in the New Year.

Ian Collier has also resigned his position as Booking Secretary, the job will now be done by our treasurer Mr. G. Barlow.

We thank Ian for all the work he has done for us during his time on the Committee much of which was 'behind the scenes work' without which the Society would not operate so smoothly. We wish him well in the future and hope that he will keep in touch with the Society activities.

Members who visited Crewe Works on 27th November, will have witnessed the last 'Tour' to be conducted by our good friend George. A presentation was made to George on behalf of the Society, we purchased a pint Stainless Steel Tankard, which we had engraved, and a bottle of Georges' favourite 'tippie' (Rum) Thanks to those who contributed, I can assure you it was greatly appreciated. We wish George all the very best for the future, and thank him very sincerely for all he did for us.

We wish all our members a very Happy Christmas and a Prosperous New Year.

SUMMER HOLIDAY 1978

It is hoped to run a minibus trip in either July or August 1978.

This Trip will visit the North East, North West, Midlands, East Anglia, London, South East, South West, and South.

As a minibus and Hotels cannot be booked until sufficient interested parties have been found, those interested should contact John Wade at his home address as soon as possible.

The fare, including bed & breakfast every night for the seven days trip will be approximately £60.00.

STOP PRESS      STOP PRESS      STOP PRESS      STOP PRESS      STOP PRESS      STOP PRESS

Times of Departure for Day Trip No 78.01 are as follows:-

Barnoldswick	0600	return	2130
Nelson	0610	"	2120
Burnley	0615	"	2115
Manchester	0715	"	2030
Sheffield	0845	"	1900

Tour No 78.02

DONT FORGET THAT THIS TOUR DEPARTS ONE HOUR EARLIER THAN USUAL

Tour No 78.10

This tour will now depart Friday May 12th

Due the fact that Wolverton Works require approx 80p per person to visit the works all those wishing to go round will be required to pay 50p extra AT THE TIME OF BOOKING. Please make sure that the Booking Secretary knows that you are going round the works.



## NOTICES

### STAMPED ADDRESSED ENVELOPES

Now more than ever it is most important that all members enlose 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 costs of tours, publications etc.,

### 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 how to fill in your Postal Order leave it blank. Please do not fill in the section which says 'at which office' as members are apt to fill in the Post Office where they purchased the order, not the one at which it is to be cashed. If the bank returns any Postal Orders or cheques which have been filled in incorrectly, then your booking may be cancelled.

### MEMBERSHIP CARDS

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

### BOOKING FOR TOURS

When booking for a tour please follow the instructions printed on your membership card, and send the necessary bookings 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 cannot be filled then 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 however telephone the bookings secretary (at the time stated in the tours programme) to see if there is a place vacant on a tour if you find out at the last minute that you are able to participate, but you must confirm that booking with a CASH DEPOSIT.

### ATTENDING TOURS

If you find, for any reason, that you are going to be late getting to a picking up point, 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 prompt 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 now therefore becoming almost impossible 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 of the Society in general.



NORTH YORKSHIRE TO NORTH WALES

On 3rd September I set off on my holidays to Betws-coed in North Wales. I started my journey at Rotherham, whilst waiting for the 8.23am to Leeds 47108 came through on a passenger train to Plymouth. I was pulled to Leeds by 45104. On passing Manvers Coking Plant I caught a glimpse of Wath about  $\frac{1}{2}$  mile in the distance. There were no Class 76's on shed and only 2 Class 37's and 2 Class 47's and the usual shunters. On approaching Leeds Holbeck 08225/6, 08500/3 31178 40057 were all I could get on shed. I left Leeds at 9.51 am for Manchester Vic. The locos seen on Leeds City were 08453, 08501, 31303, 47263, 45017. The train stopped at Bradford and on passing Hamerton Street, I could only see 2 Class 03's and 03060 was the only loco in the station. I didn't see anything then until I passed Newton Heath, locos noted here were 08084, 25080, 25084/9, 25109, 40183 and a number of Class 25's in and about the shed. In the station was 08477, which was shunting Mail Waggon, and 08569 was doing nothing. Other locos working were, 25088, 40024. The next stop was Warrington, here the train stopped for 15 mins. 87014, 85015, 86227 came through, on leaving the station 81016 passed in the opposite direction. Journeying from Warrington to Chester only one loco was seen ie 08273. On approaching Chester 08070 was seen on the station. On leaving the Station locos noted on shed were 24081, 25159, 40005 presumably withdrawn. A number of Sulzers were around the back of the shed but no numbers were seen. I did not see much then until I got to Llandudno Junction. Here I had to wait for a train to Betws-y-coed for about an hour, so I sat down to do some steady train spotting, instead of rushing about to catch trains. Locos seen on shed were 25184 25122, 40078, 40180, locos through the station were 25057, 40058, 40070, 40081, 47204, 47436, 47446, 47480. The journey home didn't pose many surprises, there were no locos on Llandudno Junc. The locos seen in the station were 47539 and 47481, the next locos seen were at Chester these being 25138, 26135, and on shed 08300, 25138 came out of the shed on to a mail train.

The Journey from Chester to Manchester Vic is a blank because I fell asleep. On Manchester Vic. was 40104 in the sidings, other locos seen were 40014 and 40065 both working passenger trains 25196 was standing light engine in the station. I caught a trans-pennine DMU back to Leeds the only loco seen on the journey was 31309 on Huddersfield. On arrival at Leeds 08172 was just outside the station. I had an hour and a half to wait for my train to Rotherham, locos noted on the Station were 31307, 45042, 46023, 47024, 47105, 47432, 47460, 47473, 47526, on Holbeck was 08453, 31166, 31184, 31189, 40040.

I saw nothing after Holbeck, and was absolutely shattered after my journey home. I didn't get many locos, 73 in all, copping only 14. One consolation was that it didn't cost me a penny, as it was all paid for by the N.C.B.

M.C.R. BUSBY 3711

A 7 DAY LONDON-MIDLAND ROVER

24-30 July 77

There I was standing on Wigan Station at 4 in the morning wondering why train spotters has a reputation for being loonies and after a week of getting up at 7 and going to bed at midnight I still don't have a clue. Anyway on with the Rail Rover:-

After the 0421 had taken an hour to get to Crewe (you've guessed it - a DMU) we leaped on to the next train to Euston. (I was with P. Dawber, famous for his dozy friends (except me) and having "gorn an" lost his notes from Donni Works

Cont.



(see last mag) was on a Motor Rail Train. In the Diesel Depot were 25063, 40066, 47234/235.

50002/26/35/36/37/44 were on Old Oak Common with 31142.

Four Deltics were on Finsbury Park: 55013 refuelling, 55016 outside the shed, 55017 55020 undergoing repairs, 40058 and 40164, 46050 were also on and 313027/058 past. 09012, 74007 were noted in Clapham Sidings. 33031 passed on a P.W. train and 33032 on an express passenger train. On Hither Green were 08374/8, 09010, 33036/40 33043/9/51/7/202/7/8, 73102/10/22/8/33 and the stored 71's.

For Tuesday I had let myself be persuaded to go to Retford. Its on the East Cost Main Line (the upper level) and the Sheffield Grimsby Line.

40068 was noted on Wigan North Western. On Holbeck a Brush namer was noted with no nameplates. Judging by the size of the un-painted places where the plates should have been it was either 076, 078, 079, or 484.

25120 crawled through Wakefield on a P.W. Train. Noted at Doncaster were 08049 08514, 08747 the latter being ex works. 40103 was seen at Retford on a S bound passenger Train. On Retford low level 20052/026 came past double headed as well as 37133 56002/022 on coal. TDB955310 was also seen. Returning via Sheffield 08260, 08429, 08867, 20214/215, 31177, 31274, 303, 308, 37102/103/132/169 and 47175 were all on Worksop. 76003/8/22/41/51 were at Woodhouse and at Darnall were 08878 08879, 40101 was on Manchester Victoria.

Wednesday and Holyhead, well what can you say thats printable, 47099 was at Holywell Junc. 40068 was at Rhyl. At Holyhead 08746 was on shed 08814 was at the Station, 08907 was presumably still at Derby. Other locos were 40159, 47473.

The 01's were locked up at the breakwater, 40070 was on Chester Shed with 08665. 24023 was on the station, and the station pilot was 08070.

Next morning 47291 was on Crewe. On arrival at Euston 11 mins late, I dashed across to St. Pancrass for 1116 to Nottingham. From Nottingham I went to Sheffield behind 45137, 56008 was just South of Chesterfield, 45024 was in front of my train to Birmingham. 40097 was just outside Derby Stn. and 08037, 08573 were at Burton. 31151 pulled into New Street light. The straight back to Wigan.

Friday was spent at London. 47164 (with union jack on the side) was seen pulling an EMU just North of Willesden. Our first stop was Stratford and we got round. 31002/3/4/5/3&12/15/17/19 were present with 03009 WDN 03047/92/149/161/ 47518, 56013/14, 45040 and the expected 08's 31's 37's and 47's. 08531 was in ex works condition (Green Livery) on Liverpool Street.

The 09 on Hither Green had changed since Sunday it was now 09004. 09014 was on Stewarts Lane with 73005/106/7/14/7/8/21 and luggage van 68002.

Saturday was the last day and we were going to Toton & Tinsley. 31118 was on Crewe 312203/4 were at Wolverhampton. 31268, 46008, 47134, 157, were on New Street, 47101 pulled us to Derby. Leaving New Street 47101 pulled us to Derby. Leaving New Street 55003 was noted. 31215, 31303, 311, 31315 were on Saltley, 31111/250 were on Toton, with 08018/21/45/181/275/292/293/320/330/399/610/617/741/829/858, 20004/06/09/16/44/64/72/75/77/81/113/136/140/142/148/153/156/159/160/167/174/176/178/180/181/182/183/186/188/25245/267/44002/04/5/7/8/9/45008/45/49/50/52/59/72/74/109/115/124/126/138/143/144/148/47201/309/323/324/326/332/338/340/348/369/56031 32. We managed to save a bit of time and 12p by catching a bus to Nottingham from there a train to Sheffield. As predicted earlier in the day a 25 from Springs Branch has followed us 25070.

A complete list of Tinsley was as follows 08033/115/183/186/219/223/266/335/749/810/861/862/13001/2/3 20003/10/19/20/23/33/57/65/91/129/131/133/144/208/9/10 25070 31101/146/195/204/219/227/275/312/37012/90/108/112/129/136/168/170/45014/110/46038 47167/168/169/281/314/601/ 56001/3/23/27/28/29.

We arrived back at Leeds in time for the 6.15 to Man Vic. We went through Bradford and cleared our HS 03's.

Back to Wigan and a Highly enjoyable ride on a DMU Hm. It was a pity to finish the week on a DMU, but the week was very enjoyable.

J. RILEY 3601.



29-8-77 AN EXPLORE BRITAIN TRIP TO BOURNEMOUTH

As we were going between Stafford and Wolverhampton, my thoughts were that we (my friend 'Tibby' 3780) were not going to cop much at that moment, until we turned left at Bushbury Junc. We went along the branch line, past Bescot Station and depot. Stabled there were 25131, 25184, 25130, 20044, 31308, 31311 and 87021 was just outside, we did not catch the rest as we were going much too fast, behind 85006. Locos were changed at Birmingham (as usual), on the front now was 47002 CF which hauled the train straight to Bournemouth.

We arrived at Bournemouth at 1306, and Tibby and myself booked a day return to Eastleigh. (by the way we passed Eastleigh coming down) we also got 253009 near Didcot Steam Centre. Stabled at Bournemouth were 33108/119, but no 09's were to be seen. Sunday service was operating so we caught the 1400 hrs Weymouth-Waterloo train, arriving at Eastleigh at 1457. (this only gave us an hour). Arriving at Eastleigh shed we were told by a man washing train windows to 'go away' but we insisted on seeing the foreman and he said we could go round, the whole depot. Engines there were 47110/104/258/ 33109/102 08203/323 74003/010 33111/08891 07005/011/013/ 74002 which looked as if it had been blown to pieces, inside. 74009 WDN 07001/12/ 07006/002/ 33030 73113 47174 47109 74008 08831 33014 33026 33006 33009 33019/24/016/013/005/033/33021/023 47482 47076 47090 73114 73127 47476 73132 73002 73120 47485 47282 73112 08200 08565 33014 33107.

Arriving back at Bournemouth to get the train home, we saw 74001 (which we were kindly allowed to cab) It hauled the Channel Island Boat Train, from Weymouth bound for Waterloo.

1730 had arrived and it was time to go home. 47002 pulled us back to Birmingham where 85024 took over. (Passing Tilehurst on the way home we saw 253024 zoom past. A Class 31 and a 47 also passed us but we missed the numbers. We asked a man what they were, he told us that one was 31421, but he had missed the 47. He was wearing a badge bearing a Blue 47, and the words Northern Counties Transport Soc. So we had met one of our own tribe. On arrival at Piccadilly, we saw 87027, 86014 86221 85030 and 40117.

Philip Howard 3764

EXCURSION TO CLACTON ON SEA

We boarded the train at Piccadilly Station at 7.30 am 14.8.77. Locos seen at the Station were 47112, 40031, 47195, 47328, 47015, \*40032, 40181, 47367, 25192, 08891, 47357, 81001 81010 \* Double headed Balast train.

At Sandbach we were delayed for 10 mins where we saw 47190, 25167 on a Balast Train.

At Crewe Shed were 47348, 47113, 86023, 86003, 86018, 86257, 85024, 83006, 85003, 82004, 47030, 47427, 40006. As we passed through Stafford we saw 25322, 25327 in the sidings on the South side of the station. We were diverted via Bescot owing to Engineering work near tamworth. Noted on Bescot were 25261, 25107, 25280, 47534, 47228, 25277, 25305, 31275, 47327, 20153.

We then branched off missing Birmingham New Street and came out on the Coventry Line. Engines seen at Coventry were 08466, 25099, 25285. After Coventry we went via Northampton passing 08666, 25179, 25316, 08808, 25071, 25177, 25054, 45124. We then joined the line at Bletchley where we saw 08082, 25295, 25278, 25266, 25279, 25111.

We stopped to change locos at Willesden and saw 87013, 25206, 25193, 25207, 25199 25311 25051, 08683, 86243 and 86230 85023, 85025. At Willesden 37109 took over we were delayed for twenty mins en route to Stratford. At Stratford we saw 31019 31133. While passing Ilford we noted 31148 and 31114 double headed on a balast train.

cont.



TOURS PROGRAMME

ALL VISITS TO DEPOTS ADVERTISED ARE SUBJECT TO PERMITS BEING AVAILABLE

Saturday/Sunday February 11th/12th

Tour No 78.3

SOUTH WALES

Visiting Cardiff Canton, Ebbw Junction, Landore, Margam, and other Stabling Points as time permits.

Coach Departs as follows

Barnoldswick	17.00	returns	21.00
Nelson	17.10	"	20.40
Burnley	17.20	"	20.30
Bury	18.00	"	20.00
Manchester	18.30	"	19.30

Cost will Be £6.00  
Min. Deposit £2.50

Saturday/Sunday February 25th/26th

Tour No 78.4

East Anglia

Visiting Peterborough, March, Ipswich, Norwich, Colchester and Cambridge, and others as time permits.

Coach Departs as Follows

Barnoldswick	17.00	returns	21.50
Nelson	17.10	"	21.40
Burnley	17.20	"	21.30
Bury	18.00	"	21.00
Manchester	18.30	"	20.30

Cost will be £6.00  
Min. Deposit £2.50

Saturday/Sunday 11th/12th March

Tour No 78.5

SWINDON & EASTLEIGH

Visiting some installations in the Midlands, Swindon Works, Easleigh, Salisbury and others as time permits.

Coach Departs as follows

Barnoldswick	17.00	returns	21.00
Nelson	17.10	"	20.40
Burnley	17.20	"	20.30
Bury	18.00	"	20.00
Manchester	18.30	"	19.30

Cost will be £6.00  
Min Deposit £2.50

March 24th/25th/26th/27th

Tour No. 78.6

GRAND SCOTTISH

To visit all major installations in the Scottish Region, eg Eastfield, St. Rollox, Haymarket, Inverness, Fort William, Motherwell, Hamilton, others as time permits. The cost also includes 2 nights Bed & Breakfast.

Coach Departs as follows

Barnoldswick	12.00	returns	22.20	Monday
Nelson	12.10	"	22.10	
Burnley	12.15	"	22.00	
Bury	12.45	"	21.30	
Manchester	13.15	"	21.00	
Preston	14.15	PICK UP ONLY		
Sheffield		SET DOWN ONLY @ 19.30		

Cost will be £16.00  
Min Deposit £6.00



Sunday April 2nd

Tour No. 78.7

CREWE WORKS ONLY

Members to meet outside the entrance of B.R.E.L. House. Members must book in advance with the Booking Secretary.

Cost will be 25p

Saturday/Sunday April 8th/9th

Tour No.78.8

EAST MIDLANDS

On our last East Midlands trip we managed to see 530 locos and we are hoping for a repeat of this.

Depots to be visited will include, March, Peterborough, Cambridge, and other installations in the midlands as time permits, also possibly Derby Works.

Coach will depart as follows

Barnoldswick	17.15	returns	21.50	
Nelson	17.25	"	21.40	
Burnley	17.30	"	21.30	
Bury	18.00	"	21.00	
Manchester	18.30	"	20.30	Cost will be £6.00
Sheffield	20.00	"	19.00	<u>Min. Deposit £2.50</u>

Please note earlier departure times.

Saturday/Sunday 22nd/23rd April

Tour No. 78.9

NEWCASTLE & DONCASTER

Due to the popular demand of the West Lancashire Section of the Society (and others) who find difficulty meeting the coach for a day trip to Doncaster Works, we have decided to combine it in an overnight trip. Trip to include various depots in the Tyneside, Thornaby, Jarlington Area, Shildon and others as time permits.

Barnoldswick	17.15	returns	21.50	
Nelson	17.25	"	21.40	
Burnley	17.30	"	21.30	
Bury	18.00	"	21.00	
Manchester	18.30	"	20.30	Cost will be £6.00
Sheffield	20.00	"	19.00	<u>Min Deposit £2.50</u>

Friday/Saturday 5th/6th May

Tour No. 78.10

WOLVERTON AND DERBY WORKS.

It is hoped to visit both these works ( have the chance to see the 3 elusive Blotchley Shunters in Wolverton Works) Also other installations in the Midlands Area. and Northamptonshire as time permits.

Coach Departs as follows

Barnoldswick	18.00	returns	21.50	
Nelson	18.10	"	21.40	
Burnley	18.45	"	21.30	
Bury	18.45	"	21.00	
Manchester	19.15	"	20.30	Cost will be £6.00
Sheffield	20.45	"	19.00	<u>Min. Deposit £2.50</u>



continued from over

We arrived at Colchester at 2.15 pm seen on shed were 37044, 31161, 03399, 37114 03158, 08752, We arrived at Clacton on time 2.25pm, Locos at the Station were 37021 47552, 47130, 37025, 47128.

On the return journey at Colchester we saw 47006, 08930, 08237. We arrived back at Willesden on time but were held up for 15 mins waiting for a change of locos. 85015 took over, trains nearby were 85007, 85023, 86002, 86006, 86226, 86231, 86222, 86103, and 31317.

While passing Nuneaton we saw 08103. At Crewe 46031, 47280, we got back to Manchester 10 mins late at 12.25am. Locos in station were 40024, 40109, 86245, 87032.

K. & I. Gleadhill  
Alias Hawkeye & Radyr.

#### A LONDON "SHOE BASH"

(Similar to a car-bash but done on foot - Deffinatly not reccommended)

Train Spotting is a hobby which usually takes place on alternate weekends when Manchester City do not play at home. With this in mind, this particular Saturday October 15th seemed as good a time as any for a sedate weekends spotting, and after tossing a coin as to which place I should visit (heads for London tails for Glasgow) it came up trumps for London - just as well really, because with 40% of my locos required off London - I wasn't going to Glasgow for a paltry 5 locos.

So armend with an ample supply of food and drink I set off from home at 10.30 pm in search of a railway station. Guide Bridge seemed to fit the bill, so I arrived 10 mins later in the booking hall of that particular establishment and asked for a dat return for the following day to London Euston. The clerk was as helpful as ever ..... he said he was too busy, I would have to book from Manchester Piccadilly. So much for improving customer relations you might well say, but to be fair he did come hurtling down the platform later with a ticket.

My train was not due fir 20 mins so it seemed an opportunre time to go for a walk round Guide Bridge Stabling Point. There was the usual quota of EMI Electrics and  $\frac{1}{2}$  dozen class 40's one of which was 40196. Walking back along the platform I noted 40161 HM passing through.

On the way to Manchester Ashburys yielded 2 locos . Whilst waiting for the 00:27 to Euston 47513 passed through westbound on a long freightliner heading for the Trafford Park FLT complex.

Departure from Piccadilly was 3 mins late, and the train sped Southbound into the night, Longsight was a dissapointment due to a shunter hauling some ECS across the depot as we passed.

I had decided beforehand that as my total of Bletchley Shunters was a painfully embarassing 4 I had better try to keep awake for Rugby, Northampton and Bletchley Station ... so much for the resolution. However even if I had been awake I could not have seen anything due to a thick blanket of fog.

OK, I can hear you all saying, what about the spotting. Willesden was a flop because certain people were asleep, but I did manage to waken from my slumbers about a mile from Euston, and arrival there was only 3 mins late. At this annonymous hour the station seems to double as a minus 5\* hotel, as many tramps appear to admire the exclusive surroundings, with posters and such like and do not complain about the hard, uncomfortable floor.

Marylebone DMU Shed was first on the agenda, 35 units were noted, many of them cops for me.

Walk to Paddington, do not pass go, do not collect £200 were my next instructions, and this was where the high spot of the proceedings was reached, being stopped by the Sweeney in a couple of high-powered Rover 3500's. Not too many people walk down Marylebone Road at 10 past 5 in the morning due to muggers ..

Cont.



Continued from over

.... and similar crakpots, and of course they sped round the corner at high speed. I stood out like a sore thumb, and after a 'don't do it again Sonny' they let me go and roared off into the distance pretending to be 'Kojack' or 'Jack Regan'.

I got to Paddington at 5.30, only three locos were present however, 47082 minus nameplate, which appeared to be ... yes you've guessed it 'mucking about'. (I bet Alan Fawcett wishes he'd nver strted that descriptive gem of a locos movement. 08630, shunting a mail train about and 47151 on ECS, which I copped. Willesden was next, so via the Bakerloo line (I think) changing at Queens Park (not exactly my first choice on a foggy Saturday morning) I arrived at Willesden Junction. The depot was quite full, 26 locos in all of which 33004/35 stick in the memory and a class 37 passing on oils whose number I missed due to the fog again. And so on to Old Oak Common where another 32 locos were seen, mostly local but Crewe's 47452 sttd out.

Then I caught a 266 bus to Cricklewood, and asked the conductoress to tell me when we arrived at Cricklewood station, but the stupid woman forgot, and I had to walk  $\frac{3}{4}$  mile back to the shed. There were 25 locos and 45 DMU's on here.

After an infuriatingly long wait for a bus to Finsbury Park which messed up my timetable and caused me to miss Fenchurch Street and East Ham unit depot.

I finally got to Finsbury Park at 09.45 and saw 46025, 47028, whilst the Brush 4 with the Union Jack on was quite noticable.

It was then time to travel on one of the Moorgate Electrics which was really quite good.

Nothing unusual was noted at St. Pancras though 46022 was visible at Kings Cross At Liverpool Street I was treated to the sound of Max Bygraves over the P.A.

System, instead of the train arrivals and departures.

Stratford would have made a lot of people drool however, 89 locos present, including 56004 in the works, the foreman said it was the first of its class to visit the depot. As it happened the foreman had an intense dislike of Manchester People, but when I told him I did not like Manchester United he let me round. 47143, 47468 were amongst the visitors.

Replenished again by chicken butties and ready to face the world once again, Waterloo and London Bridge were reeled off in quick sucession, 08152 being the Waterloo Station Pilot, the only loco noted. Hither Green was next, where the foreman himself took me round, 47327 was visible in the yard.

Despite suffering from leg fatigue Norwood was reached where 8 locos were stabled these being 08154, 08379, 08384, 09002/20, 33007, 73115/133/137.

When I got to Selhurst, there was no one around - they were likely all in the pub watching World of Sport, but alas the place where the shunters are kept was locked up solid, and one Class 33 was all that was to be seen.

However it was now on to Stewarts Lane. My London A-Z told me that the nearest Station was Queens Road Battersby, but it soon became obvious that the Station had been shut for years, as the train sped past. As I was pretty tired anyway, I decided to forget Clapham Junction and Stewarts Lane and head for home via Victoria to Euston, 43 was a pretty good sum of locos copped I suppose, so it'll be the next N.C.T.S. trip to whittle away at the rest of them.

MARK TIPTON 3748

Continued



## EUROPEAN REFLECTIONS

It may well seem like blatant cheek, that I, a self confessed 'retired' train spotter, should dare to put pen to paper for a magazine in which it is standard practice to recount how days upon days have been spent filling notebooks with digital permutations, before participating in the more widely practiced art of pub-visiting.

Never the less having recently returned from almost a months holiday in Europe, with travel exclusively by rail, by virtue of the much publicised Inter Rail Ticket I was prompted to pass on a few personal thoughts of comparison between British Rail and its European counterparts. It should be emphasised that the purpose of the trip was that my two friends and I should visit the sights of Europe and not the Railway Installations thereof. Thus this article is more a series of reflections on the services provided. In the course of our travels we visited France, Italy, Switzerland, West Germany, Austria, Holland, Belgium, and Luxembourg.

The first foreign country to be visited was France, whose railway the S.N.C.F. we were most impressed with. On arrival at Dunkerque (Maritime) we experienced a slow and tedious bit of travel behind a small diesel locomotive until arrival at Dunkirque (Ville). Thereafter haulage was by electric locomotive and we sped off most efficiently to Paris. The parisian suburban trains were impeccable in speed, regularity, comfort and punctuality, and during the course of our three night stay we made some ten journeys on them. We were equally impressed with the famous Metro. However the best was yet to come, for on our journey from Paris to Marsailles we experienced the chef-d'oeuvre of French Railways. This 863 Km journey could well have signalled the termination of our sanity, but instead it turned out to be quite a pleasant experience. The attractive air conditioned stock wore a bright orange and grey livery, the inner upholstery also being orange. In my opinion the standard of travel was better than that of the BR MK11 air-conditioned stock. One slight criticism was that there were no tables provided, seating arrangement being similar to that of an air craft.

General observations about French Railways were an incredible variety of Locomotive liveries, along with Belgium they were the only railways we travelled on whose stations had ticket barriers at the entrance to the platforms - all other railways had free entrance to platforms, with rigorous ticket checks on trains.

The next country to be visited was Italy, and what an experience that was! For I am sorry to say that as far as our impressions were concerned Italian Railways came irretrievably bottom of the league. The service was simply appalling. Our first night was to be spent in Genoa, but as the train there made its tedious way through tunnel after tunnel it got further behind schedule. Station stops were as numerous as they were lengthy. The situation reached a climax of riddicule on arrival at a suburban station in Genoa. The train crew decided to strike and would move the train no further. Italian trains were incredibly up to 18 coaches in length, yet everyone in them would be packed like sardines in a can. Standing up was, more often than not necessary. By the following day we'd learnt the Italian fact of life, all trains run late; and sure enough on our arrival at Genoa Station at 9.00, we managed to catch the 7.47 train to Pisa. On this journey we encountered yet another problem to be sorted out by this ill fated railway company. Amidst the assorted rake of coaches which constituted this train was one vehicle, presumably borrowed off S.N.C.F. Unfortunately we had opted to travel in this vehicle, and try as the Italian Officials did, not a flicker of light did they produce. We spent the remainder of our journey in darkness.

Our next stop was Rome, our train arrived 20 mins late, but stayed so long in the station that it departed 1 hour late. This time the train was so full that it was not even possible to sit on the corridor floor. It was standing all the way, some 400+ Killometres to Rome.

Continued.



continued from over

Two Days later when travelling to Venice, from Rome, we found ourselves in on of Italy's 'Rapido' trains, which are first class only. Having been forced to part with 5100 lire each for the, er, privilage, the train still arrived at Venice a good half hour late. The only noteworthy aspect of Italian travel was the sighting of several steam trains, though many of these were decrepit.

Not surprisingly it was a pleasant refield to leave the Italian railways, and to travell into Switzerland.

Switzerlands railways led us into Germany, whose railway system we rated highest of all. We experienced for the first time since Britain main line diesel locomotive Haulage. The massive locomotives bore much outward resemblance to the late W.R. Hydraulics, and indeed it was on the basis of their unprecedented efficiency and impressive performance in Germany that B.R. placed an order for a batch of similar units with identical engines.

Such is the standard of German railways that arrival  $\frac{1}{2}$  min late meant you missed your train, arrival times being equally accurate. The German standard of travel was extremely efficient, and officials were extremely friendly.

From Germany we travelled to Amsterdam in Holland, and en route I noticed a loco in a yellow livery numbered 1503, (which as the writer observed is one of those ex Manchester - Sheffield electrics.) Dutch railways prompted neither complaint nor compliment.

Belgium was where we were to end our holiday, and here we found another credit worthy system. The express trains were speedy and punctual, and the suburban trains were highly efficient and regular. One point worthy of note, is that although the Belgian trains fitted with windows, the Belgian passengers get very touchy if you try to open them.

Only too soon we were taking our last foreign train from Bruges to Ostende, from where we took the midnight ferry to Folkestone, bringing us back to a more familiar railway system.

Taking all things into account, we think it is true to say that British Railways shone very brightly in our comparison, rating second only to, though some way behind German Railways.

Lastly a few words about the Inter Rail Ticket with which our Holiday was possible. The ticket is available to all people under 23 years of age. It offers unlimited free travel on all foreign railways, half fare is payable in Britain and Northern Island. At present is costs £83.00. However bearing in mind annual price rises it may well cost nearer £100 in 1978, Nevertheless it was value for money, we travelled some 7000 Km.

Although I would recommend this as an extremely worthwhile holiday, I would point out that a reasonable command of at least one foreign language is advisable, and I would not recommend anyone to go alone, as an ability to cut oneself off from ones usual life style is essential.

H. G. GOODWIN 3537



This remarkable tale of events is called "Can't think of a title Penny"

Well, I finished my last eight locos over the Summer Holidays, but it took some travelling about to do it. It started straight after our last committee meeting, I expected to be away by 4pm but of course it finished late and I was finally away by 6.30pm. I had previously booked a Scottish Railrover as I needed 6 locos North of Carlisle. I caught a train at Wigan for Carlisle (86017).

At Carlisle I caught the London - Inverness train hauled by 86002. At Moss End Yard we changed locos to 47411, which took us to Inverness. As you know it is a long, tiring journey to Inverness, but I was lucky enough to get in a coach with a party of Belgian Scouts, and being a Scout Leader myself, we found plenty to talk about.

Arriving at Inverness at about 9.am I went straight to the depot. I needed 3 off Inverness and the first two I saw were 26030, 26032, both cops, my lucky day, down to 1, 26038, but no, again I was left wanting one. I enquired of the foreman where I might find the loco, with a grin he said Millerhill Yard, Edinburgh.

After a wash and a meal I caught the next train to Edinburgh, via Perth. It was late evening when I arrived on Miller Hill Depot, there were about 20 locos, but no 26038, so again I consulted the foreman, "gone back to Inverness" he said. !1\*!\* great I thought, anyhow, I won't be outdone, so back to Waverley I go, and caught the 11.30 overnight back to Inverness. I was getting to know this line quite well, I slept all the way back to Inverness, arriving at around 6.am.

On stepping off the train I walked into another N.C.T.S. member George Newsham, who had been in the next carriage to me. Again we did the depot, and again it was not on, again I asked the foreman its whereabouts, better news this time, it was at Elgin. I said my farewells to George and caught the train to Aberdeen. The station before Elgin is Nairn, as the service to Aberdeen is Rail car and I could see a double header in the Station, my luck was in 26038 with 25238. I had cleared Inverness.

Next stop was Glasgow, I needed 27033, 20118 ED. I arrived at Eastfield at 5.pm The depot was filled with 80 locos, and in the repair shop was 27033. Apparently it had been working on a Glasgow to Fort William train, and failed outside the depot (how lucky). I still had to find 20118 to clear Scotland, I was told it was at Polmadie. On arrival there I found 28 locos, but not the one I needed. I asked the foreman its whereabouts, and was told that it was acting Station Pilot at Central Station, and sure enough there it was when I arrived.

I was now down to three, the next job, was to go home and get some proper sleep. I caught the overnight train to Preston, and then home, to spend 24 hours in bed. Loco's now needed were 31171 IM, 08415 KD, and 33046 EH. So on Wednesday, bright and refreshed, I made one or two phone calls, found that 31171 was at Doncaster, and 08415 was on depot at Kingmoor. I arrived at Doncaster at 11.30 and on the way down to the depot, I noticed a Class 31 leaving, guess what, it was 31171. I turned around, and went back to the station, caught a train to Leeds, and the Thames-Clyde Express to Carlisle. I went straight to the depot, and outside was parked my loco, so now down to 1.

I got in touch with Mr. G.B. and arranged to meet him in London, on the 1st day of my other railrover. Along with two friends, G.B. and myself set off visiting Hither green, Norwood, and then to Redhill. A man at Redhill said that 33046 was working at Oxted, he showed us on the map that it is near Waldingham. After a difficult journey, we found this place, and although two 33's were there one of the men working told . . . it was on the other side of the tunnel. We set off through a forest, to find the lines at the other end of the tunnel. And there it was, in ex works condition, Done it at Last, so after having my photo taken, we went to the nearest pub, for a celebration drink. Mr. G.B. said, what now, start again I said, you must be daft, was the general comment!!!

GUESS WHO ?

A. FAWCETT



RAIL NEWS CONT.

<u>Edge Hill S.P.</u>	8.7.77	47477 BR
<u>Nuneaton</u>	31.7.77	46002 LA was working a passenger train from Euston - Birmingham (Diverted)
<u>Crewe</u>	31.7.77	Stabled here were 40150 GD, 47081 CF, 47270 HA
<u>Chester</u>	31.7.77	Stabled on shed were 25173 & 25324 CW. 40097 KD worked a troop camp special to Holyhead.
<u>North Wales Coast</u>	31.7.77	Noted on passenger trains 47553 YK, 40094 KD, 25075 HA.
<u>Birmingham</u>	1.8.77	50013 LA on the 10.25 to London.
<u>Springs Branch</u>	1.8.77	Stabled here were 47136 CF, 25055 CF, 47087 CF, 40150 GD.
<u>Carlisle</u>	1.8.77	45068 TO arrived with the 16.10 from Glasgow but was relieved by 40006 HM, departing 30 mins late.
<u>Leicester</u>	2.8.77	31304 OC and 46014 LA were noted here.
<u>Derby</u>	2.8.77	47030 LA on a Northbound passenger train.

Class 24's noted from 31-7-77 to 6.8.77

Crewe 31st 24082 on Crewe MPD, 24023 on a pw train at Winsford.  
 Chester 31st 24073 stabled on shed. Llandudno on same day 24057 & 24091.  
 Crewe 1st August, 24133 noted going on shed at midnight, 24080 WDN noted complete with passenger coaches, 24057 on freight. Springs Branch 1st 24087 in the yard.  
 Crewe on the 2nd 24091 on shed, 24073 shunting in goods yard. Shrewsbury 3rd 24047, light engine, 24087 on a Northbound cement train. Crewe 4th, 24063 shunting in the goods yard, 24073 in goods yard, 24082 was on shed with 24081.  
 Loughborough 2nd, 47087 Cf on a delayed passenger train for Derby.  
 25078 Ed was at Wellingborough. Derby 3rd 31316 YK, 40069 YK, 31243 IM, 25230 ED, 46034 GD noted during the day.

<u>Saltley</u>	3.8.77	56033, TO, 47106 CF, 25009 ED, 47504 LE, 45016 HO.
<u>Crewe</u>	3.8.77	46029 GD arrived on a parcels train from Bristol.
<u>Crewe</u>	4.8.77	46016 LA light engine.
<u>Warrington</u>	4.8.77	47270 HA on a freight in the yard.
<u>Carlisle</u>	4.8.77	45015 HO worked the 17.44 to Glasgow.
<u>Holbeck Shed</u>	5.8.77	47311 IM, 46006 LA, 56001 TI,
<u>Derby</u>	5.8.77	Noted here 56025 TI, and 46018 on various workings.
<u>Nottingham</u>	5.8.77	25188 KD stabled in PW Yard.
<u>Saltley</u>	5.8.77	On shed 40109 LO, 47072 CF, 56033/34 TO, 47091 BR,
<u>Carlisle</u>	23.10.77	<u>Kingmoor Yard:</u> 45002 HO, 47550, 47472 ED, 40092 HM.
	25.10.77	Stabled 45042 TO, 40064 HA, 47328 TO, 47268 ED worked the Stranraer boat train.
	26.10.77	Stabled 25043 CD, 47525 YK, 47089 CF, 40092 HM 47063 BR, 25050 HA, 47440/503 CD.
	28.10.77	Stabled were, 47362 TE, 47545 BS, 20036 ED, 47470 HA 45026 HO, 47503 CD.

continued over



Stranraer 25.10.77 Noted 25191 KD, 25092 CW, 47268 arrived with the overnight boat train.  
Haymarket 23.10.77 Stabled here 45006 HO, 40141 KD, 40086 YK, 47459 HO, 40084 YK 45016 HO.  
 25.10.77 Stabled 40080 YK, 47064 SF passed with an Eastbound Car Train.

Noted Shunting at Kirkcaldy 25.10. 06008, 06005/6 both active shunting at Dundee. 06004 Shunting at Markinch.

Inverness 24.10.77 Stabled 40139 KD.  
Eastfield 25.10.77 25043 C D was stabled.  
Haymarket 26.10.77 Stabled here were 47579 HO, 40083 YK, 47502 BR, 47168 IM, 25188 BS, 40104 LO, 47407 FP.  
 29.10.77 Stabled were 25188 BS, 47541 YK, 40124 HM.

47168 TI worked the Aberdeen -- Edinburgh on the 25th.  
 47174 TI worked the 16.10 Glasgow -- Leeds on the 26th.  
 47289 TE Stabled on Dundee on the 25th  
 47168 TI Worked the 0900 Glasgow -- Inverness on the 27th.

Perth 25.10.77 Stabled were 25175 CW, 25188 BS, 40070 HM  
 40104 LO arrived with a train from Aberdeen.

Coatbridge 29.10.77 SC 79979 Railbus noted in yard on a lorry without wheels.

Shotton 30.9.77 40057 YK on a coal train from Wrexham

Chester 30.9.77 40137 KD stabled with 24023/36 CD, and 47111 CF

P.R. TAYLOR 1851

Complete list of Holbeck Class 45's now Allocated to Tinsley

45021/22/24/25/26/27/28/29/30. 45031/34/35/36/38/39/40/41/43/47/48/53/61.  
 Also Tinsley have now received all the Roumanian Built Class 56's. Last one was delivered 21st October.

H. HOWELLS.

Noted at Manchester Victoria Early mornings during October:- Locos marked \* worked the 02.22 Newspapers to Bradford .. every morning this is a class 31, working.

3rd:- 47087CF, 31409\* HO, 4th 31268\* HO, 5th 31410 HO, 25276 BS, 7th 47251 CF, 31417 HO, 47554 BS, 40165 HA, 8th 47094 CF, 46019 LA, 47465 BR, 47466 HA, 9th 47080 CF, 10th 40152 GD, 11th 47258 CF, 47514 TO, 14th 47185 CF, 40161 HA, 47362 TE, 47250 CF, 25127 TO, 17th 25129, 47311 IM, 18th 25134 TO, 25032 BS, 24th 47216 IM, 25th 47175 TI, 47223 IM, 31175\* HO, 26th 25122 TO, 37096 TE, 47477 BR, 27th 47276 TI, 25214 TO, 28th 25123 TO, 37093 HM.

29th Blackpool Illumination Specials

40150 GD from Newcastle, 45077 TO from St. Pancras, 45037 CW from Chesterfield.  
 31st 40123 HA, 47279 TI, 47052 TE.

November

1st 47273 HA on 17.10 to Blackpool, 47213 IM, 2nd 47219 IM, 3rd 46003, 46004 LA, 31403 FP on a special from Healey Mills. 4th 47183 IM, 47222 IM, 5th 47017 SF.

J. R. PLATTS.



RAIL NEWS WORKSHOP

Doncaster 30-10-77

08444, 08401, 55017, 37032, 50006, 37204, 50016, 50031, 08459, 08174,  
37052, 50002, 37252, 08418, 24001, 50020, 08509, 76020, 08122, 24072,  
50044, 37050, 37015, 08042, 24148, 31314, 37049, 37167, 31118, 31309,  
24009, 08276, 24147, \*31009, 50046, 37094, 37200, 50048, 03179, 37168,  
31288, 31259, 31241, 31258, 50039, 08042, 37033, 56037, 56036, 13002,  
\*55016, 50008, 56047, 08228, 08295, 56040, 56042, 56043, 56044, 56045,  
56046, 56047, 56038.

\*31009 Cut, only two cabs left at each end. Main bottom structure still in tact.

P. WOOLERTON 3287

St. Rollox 29.9.77

20027, 20112, 20205, 25014, 25018, 25028, 25029, 25059, 25125, 25227,  
25239, 26017, 26020, 26026, 26041, 27012, 27209, 27210.

P. DAWBER 3628

Crewe Works 27.11.77

87014, 82007, 47145, 81022, 47420, 81007, 47424, 47491, 86038, 47502,  
08220, 85031, 08473, 40041, 40048, 40089, 76039, 25184, 25015, 86037,  
86226, 85035, 85003, 47176, 40049, 47372, 08395, 86024, 47141, 47543,  
47376, 81017, 87015, 85036, 85019, 86251, 86234, 86221, 85029, 85012,  
82005, 81001, 47254, 82006, 47402, 84085, 47049, 47274, 40020, 47059,  
47543, 47202, 47535, 40178, 47007, 47273, 47244, 47107, 47524, 47017,  
47526, 47350, 47095, 47219, 47533, 47481, 47010, 83001, 47002, 86250,  
82008, 47440, 47038, 47434, 47014, 47516, 40050, 47510, 47432, 47104,  
40157, 47550, 47416, 85026, 47545, 47532, 47198.

A. FAWCETT

RAIL NEWS

47055 (LE) was noted at Stockport on 20.9.77, 47156 (SF) noted at Derby On  
9.10.77, Noted at Kings Cross on 8.8.77 47029 (LA), 40022 (SP), 46007 (LA),  
40122 (LO). At Stockport on 23.9.77 25243 (CW), 25051 (CW), at Crewe on the  
24th 47080 (CF), 47180 (IM), 47030(LA). At New Mills on the 28th Sept, 40445  
(GD). At Sheffield on 2.10.77 47272 (HA), 40165 (HA), 47066 (LE).  
Noted at Inverness on 11th August 37056 (MR), and at Berwick on Tweed 47020 (LA).

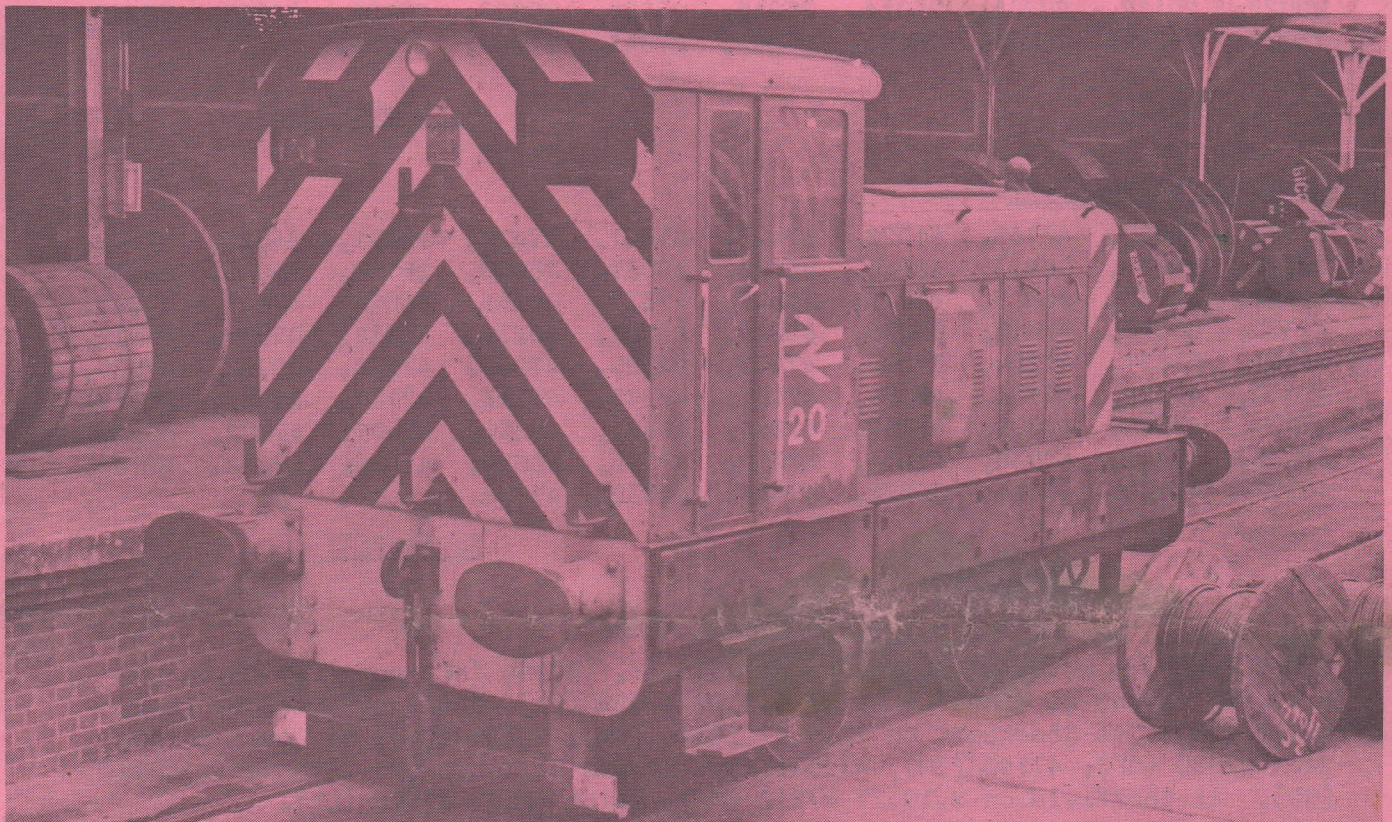
S. HEERY

Late List of Stratford Works 15.10.77

08758, 08880, 31191, 31242, 31312, 37259, 37267, 47007, 47135, 47150,  
47409, 47552, 56004.



# Northern Counties Transport Society



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