

Northern Counties Transport Society



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NORTHERN COUNTIES TRANSPORT SOCIETY

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MAGAZINE EDITOR

P. Howells,
44, Stanwell Road,
SWINTON,
Manchester,
Lancs.
Tel (061) 794-8831

PUBLIC RELATIONS

A. Fawcett,
34, Conway Crescent,
BARNOLDSWICK,
Via Colne,
Lancs.
Tel (028) 281-2735

SALES OFFICER

H. Howells,
44, Stanwell Road,
SWINTON,
Manchester,
Lancs.
Tel (061) 794-8831

TREASURER

G. Barlow,
1, Addington House,
Sutton Estate,
SLAFORD,
Manchester,
Lancs.

BOOKINGS SECRETARY

I. Collier,
23, Kingsway,
WORSLEY,
Manchester,
Lancs.
Tel (061) 790-7265

TOURS CO-ORDINATOR

J. Wade,
45, Masefield Road,
SHEFFIELD 13,
Yorks.

MEMBERSHIP SECRETARY

D. Orregio,
135, Woodstock Road,
MOSTON,
Manchester 10,
Lancs.
(061) 682-5567

OFFICIAL

C. Carpenter,
2, Beverley Road,
FALLOWFIELD,
Manchester,
Lancs.

OFFICIAL

W. Whittaker,
207, Fir Street,
CADISHEAD,
Manchester,
Lancs.

PLEASE DO NOT TELEPHONE AFTER 9PM.

Sheffield
Manchester
Nelson
Burnley
Bury
Winwick

Midland Station Forecourt. (Selected tours only)
Victoria Railway Station 202/203 Bus Stop.
Bus Station
Outside El Greco Coffee Bar

PICK UP ONLY

(Day trips by arrangement only)

Various other points that are on the coach route, provided prior arrangements are made, AT THE TIME OF BOOKING.

2A BIDDENHAM Hse,

SUTTON EST,

ROSEWAY,

ROTHERHAM

LONDON SEB 20Y

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2902

NOTES FROM THE COMMITTEE

It is regretted that the number of members joining the coach at Sheffield recently has made it uneconomical to pick up there on every tour in 1977. Where Sheffield is not listed in the tour as a picking up point, members wishing to participate are asked to travel to Manchester at their own expense.

On overnight tours Sheffield members should travel on the 1715 train, which arrives at Manchester Piccadilly at 1816, this is a through train from Cleethorpes and stops at Doncaster, Conisborough, Mexborough and Rotherham. John Wade will be travelling on this train, from Sheffield for all tours, so if you do not know your way across Manchester, he will guide you. Please note that this is the latest train you can catch in order to meet the trips. Also note the special arrangements for the Grand Scottish tour - refer to the Tours Programme.

On tours which do not return to Sheffield, members will be able to travel back on the 1945 from Manchester Piccadilly, which arrives at Sheffield at 2045. They will be set down at Piccadilly for this train. The train connects with the 2105 to Hull stopping at Rotherham, Mexborough, Doncaster, and Goole. It also connects with the 2117 to Lincoln, stopping at Worksop, Retford and Gainsborough.

We would like to draw your special attention to the tours programme. The Holyhead, Crewe & Liverpool tour on February 20th will attempt to visit as many Liverpool area stabling points as possible. We have tried to do this on day trips but found that not enough time is available. The Midlands tour on March 6th will visit the Lincoln Shunter Stabling Points instead of simply just visiting Lincoln as has been the case in the past. So if you need Allerton or Lincoln shunters these are the tours for you.

You will notice from the list of Officials that Mr. K. Godley has resigned as an official, due to pressure of work. We would like to welcome onto the Committee Mr. Bill Whittaker, a familiar face to regular participants of our tours. His job will be to assist in the general running of our tours and helping to keep members in order. As his job is that of a School Teacher, we feel he is ideally suited to the position, so watch out you lot, or you may find yourselves having to do a thousand "lines" for misbehaving.

May I remind you that ALL members are required to pay a deposit for tours when making bookings. Some members seem to think that this rule does not apply to them.

Finally, may the Committee extend their very best wishes for the coming Festive Season, to all our members and their families. We thank you for your support during the year, and look forward to its continuance during 1977.

CONDITIONS OF VISITS

With members please note that visits to depots advertised are subject to permits being available. B.R. sometimes impose conditions at short notice, it is not therefore becoming almost impossible for 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.

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 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.

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A 7-DAY ALL LINE RAILROVER 7th-13th AUGUST 1976

I left Manchester Piccadilly Station on the 00.22 train behind 86 222. There I saw 47036 (IM) on a parcels train heading South.

Foreign locos at Crewe the same morning were 47136 (BR), 47401 (FP), 46051 (CF) and 47123 (CF). Toton engine 25127 was noted at Shrewsbury, together with 47231 (CF). Hereford had 08778 (WS), 31288 (IM) and 37226 (TI) were on Severn Tunnel Junc.

At Bristol the same Morning 33030 (EH) was on a parcels train heading South, and 1048 "Western Lady" was on Bath Road Depot.

When I got to Exeter to change for my connection to Plymouth there I saw 2 class 33's stabled at the side of Exeter Station, they were 33002 & 33011 both (EH).

31209 (BR) was seen at Newton Abbot.

On August 8th, Landore has 2 western diesel hydraulics, 1009 & 1041 (LA), together with 08591, 08818, 08944, 03120, 37179, 37203/206/303, 47098/195/244/251/234/504/506 513/530/500/502/509/479/496, 37180, 37307½ 47282 (TI), 45023 (TO), 47531/533/108 (BS), 45001(HO), 47088 (OC), were all at Canton the same day.

Laira engine 50018 was seen at Severn Tunnel Junc, on its way to Crewe Works. Class 31 No 31315 (MR) was stabled at Swindon Stn., with 37236 (LE). 46026 (CF), was seen at Kings Cross Station working the 2100 to Edinburgh on the evening of 8th August.

It appears to me that most of the N.C.T.S. members that went on the Scottish trip in Mid-April may need 06008 (DT), as their last 06 shunter, well I have been told by the Townhill Foreman, that this will be the next shunter to be withdrawn in 3 or 4 months time.

It was seen at Kirkcaldy on the 9th August.

47491 (BS), was at Haymarket depot on the same day.

On 10th August I had travelled from Glasgow Central to Euston on the Royal Scot, behind 87002 (WM) on my way 08570 (DT), & 47152 (CF), were at Polmadie. 47363 (TE) was seen at Carlisle on an Oil Tanker Train.

31275 (TI), 40079 (SP), 47108 (BS), 25149 (KD) & 25169 (LA), were noted at Crewe.

05001 (RY), was seen at Sandown. 47491 (BS), has been seen again, but this time at

Newcastle working a train to Kings Cross on August 11th and 10139 (KD), at Gateshead.

Alan Fawcetts Lincoln Shunter 08101 was seen at Grantham.

25254 (TO) & 40077 (GD), were at Peterborough.

08716 (CA), was shunting around the station at Cambridge the same day. E.T.H. fitted diesel class 50's have been in trouble over the week when 50036 (LA) on August 7th was a replacement engine with a buffet car behind it, took over from 1058 (LA), which had worked a 14 coach train from Newquay to Plymouth.

When the 50 and its 15 coach load left Plymouth it failed at Laira and had to be taken of by 1001 (LA), and went to the depot.

20 minutes later 1001 had ventured back to the 15 coach train and took it to Paddington. The train was 55 mins late on arrival at Paddington.

August 12th 50027 (LA) worked the 0840 Penzance - Paddington, having got as far as the depot at Penzance, it failed, then her sister, 50017 (LA), had to tow the

delinquent 50 and its train back to Panzance Station, then 08643 (PZ), took off the 50 and 47149 (BS), was the replacement engine, she had worked as far as Plymouth, then

50044 (BR), had replaced the 47 with an extra 3 coaches. She left Plymouth 50 mins late, and the arrival at Paddington was 1525, almost an hour late.

2 Toton Class 25205 & 25207 were an Old Oak Common Depot. 31247 (IM), went past working an oil tank train.

Continued.

The second class 50 to be fitted with two white lights is 50035 (BR). 50's often appear on the Paddington - Worcester & Cheltenham route. When 50044 (BR) worked out the 16.48 train to Cheltenham, then 50048 (BR) an hour later, H.S.T. Set 252 001 was seen at Reading on test.

H.S.T. Sets 253 008 & 005 were at Swindon on August 13th. Class 31 No 31159 (IM) was stabled at the station, the same day 46016 (CF) was at Didcot on coal waggons. Cardiff engine 47096 was on Willesden Depot the same day. Also on the same day Crewe Diesel Depot had a variety of foreign locos such as 25219 (CF), 46055 (GD), 47079 (OC), which had just left the works and 47321 (TO), 47158 (SF), was at Colchester.

After all that I had copped 60 locos, which isnt bad for the first time on an all line railrover, OR better still, I had a fine weeks loco spotting.

DERECK ORREGIO.

CHANGES IN THE SHEFFIELD AREA NETWORK IN THE LAST 15 YEARS

Before discussing the modern system in Sheffield, I would like to give you a brief outline of the system as it was fifteen years ago.

At that time (as in many places) there were more Railway Depots, and also another Main Line Station. This was Sheffield Victoria, a through station which mainly served Manchester towards its demise, although at one time you could get a train to London Marylebone, via Leicester, down the now closed Great Central Line. Trains also ran from here to Worksop, Lincoln and Huddersfield. When Sheffield Victoria Closed, its Manchester service was transferred to the Hope Valley line from Sheffield Midland. The services to Lincoln, Worksop and Huddersfield were also transferred to Sheffield Midland, but they used a connecting line at the "Nunnery Junction" to put them back on the Victoria Line.

At various times speculation has been rife, as to the fate of Sheffield Victoria, as the Station with its approach is virtually intact. This seems odd as it is not in line with the usual B.R. Policy of Close it - Pull it down.

Personally I should be glad to see it re-open to Manchester Traffic, as most of the trains on this line were loco-hauled, these being the now extinct EM2 Electric Class (NO's 27000 - 27006). It would be interesting to see what class of loco B.R. would employ now these have gone.

To go back to the depots, there were four main depots in Sheffield itself. These being, Millhouses, Grimesthorpe, Darnall and Canklow.

Millhouses depot was situated 2 miles south of Sheffield Midland. The old shed building can still quite easily be spotted from the line and nowadays it is a Warehouse/Factory for the Express Dairy Concern.

When it was open it was host to a number of different classes of steam locos. Including its own allocation of Jubilee Locos for working the Thames Clyde, and other express services.

Grimesthorpe Depot was situated where Brightside Freightliner Terminal is today.

It was used mainly for freight locomotives that worked into the north Lincolnshire and Doncaster Areas.

Darnall Depot was similar to Millhouses in locomotive stock, having both passenger and freight locomotives. "Butler Henderson" one of the famous preserved locos which is at York was in fact shedded here with sister locomotives for a good many years.

continued over

When it was first closed it was due to be demolished but has been reprieved, however as the plan to build a Waggon Works at Woodhouse Mill was dropped, and Darnall Depot was used instead. The actual location is about 1½ miles east of Sheffield Victoria Station on the Worksop line.

Finally for the Central Sheffield Depots there was Canklow. This is quite near Tinsley and is another shed that is still standing. Untill recently the roundhouse has been used as an engineering firm (presumably with turntable pit filled in) Although a recent visit there suggested that these tenants had moved, so demolition looks imminent

In the Sheffield area there were many more depots than this, these being briefly:-

<u>SHED</u>	<u>LOCATION</u>
Mexborough	Sheffield - Doncaster Line
Stavely G. C.	Approx 1½ mile from Barrow Hill
Stavely Barrow Hill	Still open - Near Chesterfield
Langwith Junction	Approx 2 miles from Shirebrook

To visit all the sheds in the Sheffield Area at this time was a very fair days trainspotting and I should estimate over 500 locomotives could have been seen at all these depots on one Sunday.

The most significant changes apart from the closure of Victoria Station and the closure of the majority of these sheds was the building of Brightside Freightliner Terminal and the opening of Tinsley Yard and depot complex. Brightside F.L.T. handles the great majority of freight which is to be loaded in Sheffield. This includes a Steel Stockyard which handles both Billet and Rolled Steel Sheet, from and to Bogey Bolster Trains.

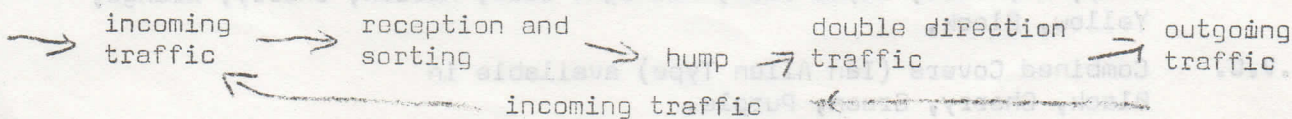
At most times, three O8 shunters are employed to keep the terminal in operation although on Sundays the yard is virtually unused, so these either work back to Tinsley, or more frequently are parked inside the main warehouse.

The Tinsley System was built a short while after this, though it works in direct conjunction with the F.L.T. having a line connecting the two, which runs through the heart of the Sheffield Steel Industry.

The site for Tinsley was chosen from an area of undeveloped land between Brightside and Treeton Junctions. This was the only site large enough although geographically it was unsuitable.

The fact that traffic would arrive from all directions made the idea of having two separate yards, one up, one down, undesirable so the Eastern Region decided upon a large double direction yard with a number of lines used as an additional yard, mainly used for reception and sorting.

So the basic system is as follows:-



Tinsley was the first marshalling yard to be fitted with the Dowty Wagon Speed Control System. This not only controls the speed of the wagons coming down the Hump but also over certain sections, can propel wagons to increase or maintain speed without locomotive assistance.

Some 35,000 of the Dowty Units have been installed in the yard approximately 10,000 on and around the hump for retarding only while the remainder are of the booster-retarder type which are dispersed round the rest of the yard. The whole of the system is linked in with computers which assess the rollability of the wagons.

continued

Although normal shunters are used in various parts of the yard, the main work-horses are three converted locos (NO s 45001 - 3) There are in fact two 08 locos coupled together, one having the cab removed, the conversion having been done at Doncaster plant, where they now go for heavy overhaul.

Two are usually in service at any one time, the third being in for servicing. All three are fitted with a VHF telephone line to the main power-box in the yard. These locos have been balasted to provide a total weight of 120 tons. They are also fitted with precision speedometers, which allow movements toward the hump at accurately regulated low speeds, and cab signalling. This is in the form of a three position white light which displays:-

- Horizontal -STOP
- 45 degrees -Proceed at humping speed.
- Vertical -Proceed at normal speed.

Tinsley yard is equipped with two depots, one at yard level which deals with some refuelling and examination, while the main depot is at natural ground level and is for light and heavy maintenance and refuelling etc.

The top shed can accommodate approximately 30 main line locos while the yard frequently accommodates up to 70 locos. A wide variety of diesel locos can be found here. Although it is interesting to note only on Tinsley class 47 is used for regular passenger work (having train heating boiler) this being 47176. This is quite a contrast to fifteen years ago when Sheffield had to supply numerous express engines.

In conclusion I hope you have seen from this article how the railway system round Sheffield has changed in the last fifteen years. A lot of other enthusiasts will say for the worse, but from a commercial point of view I think our area has been vastly improved.

JOHN WADE

SALES LIST.

- N.C.T.S. Loco Stock Book with names & allocations. 20p
- N.C.T.S. Depot by Depot Allocation Book. 20p
- N.C.T.S. DMU/EMU Allocation Book. 20p
- N.C.T.S. Ex B.R. Locomotives in Industrial Service. 10p
- N.C.T.S. Where the !*!*! are they Shunter Stabling Point Book with directions. 25p
- P.V.C. Loco Shed Book Covers (Ian Allen type) available in:- 15p
Grey, Sky Blue, Royal Blue, Midnight Blue, Maroon, Cherry, Orange,
Yellow, Black.
- P.V.C. Combined Covers (Ian Allen Type) available in 20p
Black, Cherry, Green, Purple.

FLOPPY FILES 10 Clear Plastic Pockets 12" x 9" with P.V.C. cover available in Black, Red, Blue, Red, Orange, Mustard.
Cost of these inclusive of extra postage and a large envelope £1.30p

TOURS PROGRAMME

ALL VISITS TO DEPOTS ADVERTISED ARE SUBJECT TO PERMITS BEING AVAILABLE.

WILL MEMBERS PLEASE NOTE THAT IF A COACH IS RETURNING LATE DUE TO BREAKDOWN, BAD WEATHER ETC., PARENTS CAN CONTACT MRS. P. HOWELLS FOR INFORMATION, PHONE NUMBER IS INSIDE THE FRONT COVER

Sunday 9th January

Tour No 77.01

SOUTH YORKSHIRE

Depots to be visited will include:- York, Bradford, Healey Mills, Leeds, Holbeck, Neville Hill, Knottingley and others as time permits.

Coach will depart as follows:-

Barnoldswick	0630	returns	2130
Nelson	0640	"	2110
Burnley	0645	"	2100
Bury	0710	"	2030
Winwick	0735	<u>PICK UP ONLY</u>	
Manchester	0800	returns	2000
Sheffield	0930	"	1830

Cost will be £2.50

Min Deposit £1.00

Please note earlier picking up times at Nelson, Burnley, Bury and especially WINWICK.

Saturday/Sunday 22nd/23rd January

Tour No 77.02

LONDON (& BLETCHLEY S.P.'s)

Depots to be visited will include:- Stratford, Finsbury Park, Willesden, Cricklewood, Old Oak Common, Hither Green, Stewarts Lane, Selhurst, Bletchley, Northampton, Rugby.

Coach Will depart as follows:-

Barnoldswick	1800	returns	2220
Nelson	1810	"	2210
Burnley	1815	"	2200
Bury	1845	"	2130
Manchester	1915	"	2100
Sheffield	2045	"	1930

Cost will be £5.00

Min Deposit £2.00

Saturday/Sunday 12th/13th February

Tour No 77.03

PLYMOUTH & SWINDON

Depots to be visited will include:- Plymouth Laira, Newton Abbot, Exeter, Westbury, Swindon, including Works, Bristol & Gloucester.

THIS WILL BE YOUR LAST OPPORTUNITY TO VISIT THIS AREA BEFORE THE WESTERN CLASS IS WITHDRAWN COMPLETELY.

Coach will depart as follows:-

Barnoldswick	1800	returns	2100
Nelson	1810	"	2040
Burnley	1815	"	2030
Bury	1845	"	2000
Manchester	1915	"	1930

Sheffield area members see travel arrangements in committee notes.

Cost will be £5.50

Min Deposit £2.00

TOURS PROGRAMME CONTINUED

Saturday/Sunday 19th/20th February

Tour No 77.04

HOLYHEAD, LIVERPOOL & CREWE

Depots to be visited will include:- Holyhead, including the breakwater, Llandudno Junction, Chester, Birkenhead, Allerton, Wigan, Crewe, also Crewe Works, and as many Liverpool Stabling Points as possible.

Coach will depart as follows:-

Barnoldswick	1800	returns	2100
Nelson	1810	"	2040
Burnley	1815	"	2030
Bury	1845	"	2000
Manchester	1915	"	1930

Coach will depart as follows:-

Sheffield area members see travel arrangement in committee notes.

Cost will be £4.50
Min Deposit £2.00

There will be no places available to visit Crewe Works only on this date.

Saturday/Sunday 5th/6th March

Tour No 77.05

MIDLANDS OVERNIGHT

Depots to be visited will include:- Lincoln, Peterborough, Wellingborough, Leicester, Coalville, Tyseley, Saltley, Bescot, Burton, Derby, Toton, and others as time permits.

Coach will depart as follows:-

Barnoldswick	1800	returns	2220
Nelson	1810	"	2210
Burnley	1815	"	2200
Bury	1845	"	2130
Manchester	1915	"	2100
Sheffield	2045	"	1930

Coach will depart as follows:-

Cost will be £5.00
Min Deposit £2.00

Saturday/Sunday 19th/20th March

Tours No 77.06

SOUTH WALES

Depots to be visited will include:- Cardiff Canton, Newport Ebbw Junction, Landore, Margam, Severn Tunnel Junction and all valley stabling points, others as time permits.

Coach will depart as follows:-

Barnoldswick	1700	returns	2100
Nelson	1710	"	2040
Burnley	1720	"	2030
Bury	1800	"	2000
Manchester	1830	"	1930

Coach will depart as follows:-
Cost will be £5.00
Min Deposit £2.00

Please note earlier picking up times for this tour - Sheffield area members - see Committee notes for details of travel arrangements.

Cost will be £5.50
Min Deposit £2.00

TOURS PROGRAMME CONTINUED.

Sunday 3rd April

Tour No 77.07

CREWE WORKS ONLY

Members should make their own way to the works for the 14.30 visit, meeting at 14.20 at the Goddard Street entrance.

On this occasion it will be possible to pay at the gate, No booking is necessary.

Cost will be 25p

Friday/Saturday/Sunday/Monday 8th/9th/10th/11th April

Tour No 77.08

EASTER WEEKEND - GRAND SCOTTISH

On this tour we intend to visit every depot and major stabling point in Scotland. The cost will be £14.00, which includes 2 nights bed & breakfast accommodation, at the same hotel both nights, probably in Edinburgh.

A DEPOSIT OF £5.00 must be paid before the 6th March, to ensure that we have our accommodation.

The coach will depart as follows:-

<u>FRIDAY</u>	from	Barnoldswick	1200	returns	MONDAY	2220
		Nelson	1210	"		2210
		Burnley	1215	"		2200
		Bury	1245	"		2130
		Manchester	1315	"		2100
		Preston	1415	PICK UP ONLY		
		Sheffield		SETTING DOWN ONLY		1930

Members from Sheffield must travel to Manchester on the 11.15, which arrives at Manchester Piccadilly at 1215 and is a through train from Scarborough. The coach WILL NOT await the arrival of any later train from Sheffield. **YOU HAVE BEEN WARNED.**

Saturday/Sunday 23rd/24th April

Tour No 77.09

SWINDON & EASTLEIGH

Depots to be visited will include Oxford, Reading, Basingstoke, Eastleigh, Salisbury Westbury, Swindon, including locomotive Works, Bristol, and Worcester.

Coach will depart as follows:-

Barnoldswick	1800	returns	2100
Nelson	1810	"	2040
Burnley	1815	"	2030
Bury	1845	"	2000
Manchester	1915	"	1930

Cost will be £5.00

Min Deposit £2.00

Travel arrangements for Sheffield Area Members - See Committee notes.

TOURS PROGRAMME CONTINUED

Sunday 8th May

Tours No 77.10

DONCASTER & IMMINGHAM

Depots to be visited will include:- Doncaster, Froddingham, Goole, Immingham, and depots in the Sheffield area as time permits. Also Doncaster Works.

Coach will depart as follows:-

Barnoldswick	0630	returns	2220
Nelson	0640	"	2210
Burnley	0645	"	2200
Bury	0710	"	2100
Winwick	0735	PICK UP ONLY	
Manchester	0800	returns	2100
Sheffield.	0930	"	1930

Cost will be £3.50

Min Deposit £1.00

There will be no places available to visit Doncaster Works only on this date.

The coach will depart as follows:-

FRIDAY from	Barnoldswick	1200	returns	MONDAY	2200
	Nelson	1210	"		2210
	Burnley	1215	"		2200
	Bury	1245	"		2100
	Manchester	1315	"		1930

RAIL NEWS in connection with Tour No.77 03.

Since the publication of our last Allocation Book TEN more "Westerns" have been withdrawn. These are (with the date of withdrawal):- 1001,4-10-76; 1009,10-11-76; 1021,10-8-76; 1028,6-10-76; 1033,17-9-76; 1036,1-11-76; 1051,2-9-76; 1065,1-11-76; 1068,12-10-76; 1072,2-11-76.

This now leaves only 14 remaining in service. If you want to go and see these locos, we are expecting this tour to book up very early, so get your booking off as soon as possible. It will be a case of first come first served.

H. HOWELLS.

Coach will depart as follows:-

Barnoldswick	1800	returns	2100
Nelson	1810	"	2040
Burnley	1815	"	2030
Bury	1845	"	2000
Manchester	1915	"	1930

Cost will be £3.00

Min Deposit £1.00

Travel arrangements for Sheffield Area Members - See Committee notes.

RAIL NEWS

Eastern Region

In the early hours of the morning of 17th /7/76 all class 310xx's were stabled on Stratford Depot. All this class of locos are due to be withdrawn. 18th August 46003, 46010 both LA were seen at York, and 47167, 47314, 4 were seen working specials from the Sheffield area to Scarborough. On 4th September, at Chesterfield were 47273 HA, 47033 LA, 40122 LO, 31234 FP. Class 312 EMU's are now taking over a lot of the runnings out of Liverpool St. Station. On 20th September, units noted were:- 312101/03/04/05/06/07/08/114. On 21st September, a visitor to Leeds City Station was 47470 HA. Withdrawn shunter 08679 was seen working on the 23rd Sept. at the N.C.B. Cudworth Colliery. On the 8th May, 47498 LE, was seen working a freight liner through Claycross Junction. On 26th 47250, was seen on the same working.

Western Region

Seen at Penzance Depot on 21/7/76 was 47249 BS, other Bescot locos in this area on 24/7/76 were 47012, 47107 seen at Truro. The shunter working at Slough on 1/8/76 was 08779, the one at Southall was 08794 both OC. On O.D.C. Depot on the same day HST Power Cars were 253002/008/009/010. Also on August 1st PWM 654 was seen on Gloucester Depot. On the morning of July 3rd, 47514 TO caught fire at Bristol Templ Meads, whilst working the 2100 Newcastle to Newquay. 3 Fire Engines came to the scene to put the fire out, the loco then being moved on to Bristol Depot by 08800. 50028 LA took over and continued with the train at 04.57 well over an hour late. On the same day 31298 TI was noted on Laira Depot. On 18th September 25303 LO paid a visit to Bristol, whilst at Exeter, 9 of the remaining 21 Westerns, were seen working. These being 1005, 1009, 1015, 1023, 1041, 1048, 1056, 1058, 1065. Also on this day, PWM's 650 & 654, were both seen at Bristol Parkway.

Scottish Region

On Haymarket Depot on 24/10/76 were 47108 BS, 47547 YK, 47037 IM, 47518 HO. On the same day, the Berwick-on-Tweed Shunter was 03107. At Perth on 26.10.76, was 25227 still with an LA sticker on although based at Eastfield. At Stranraer on 27.10. were 47210 ED on an overnight sleeper, 25010 as Station Pilot, 27005 stabled. 20109 on a northbound freight 27019 on a freight from Ayr. 37080 TE was noted on an east bound freight passing through Cadder Yard on the same day. Whilst at Aberdeen, 47425 HO, was seen on a passenger train. During the period 27th-30th 10. 40012 SP, was noted working various passenger duties at Perth. A Stranger to Inverness on 28th was 47468 BS, working the southbound Clansman. On 27/10 06007, D, was noted in the small workshop yard at Polmadie. During Sunday 29th August Power was off between Carlisle & Carstairs. This meant Class 47's piloting 'dead' electrics over this section 2 examples being 47427 - 87029, 47053 - 87013. Another interesting working was 40084 YK, on the Manchester - Stirling between Carlisle & Stirling. On 21st September 47339 CD, was seen at Aberdeen (must have got lost !!!)

RAIL NEWS

Southern Region

All Class 7's are now stored, pending a decision on their future. On 24th July, Class 74's all seen as follows:- 74003/4 on the Waterloo - Weymouth Boat Train. 74005 seen at Clapham. 74006/7 under repair at Eastleigh Works. 74001/2/8/9/10 were all on on Eastleigh Depot. On Weymouth Station on 26th July, 47227 CF, was seen, and In Redbridge Yard, 47332 BS was seen. Another stranger to Weymouth on the following day was 47369 CD, and at Eastleigh on 29th 47201 BS passed through. A rare sight at Clapham Junction on the 2nd August was 1021 "Western Cavallier". This loco was withdrawn on the 10th August, also on the 8th at Clapham, was 37102 MR.

RAIL NEWS GENERAL

During the week 24th - 30th October none of the Class 24's were noted working. However stored and withdrawn locos were noted VIZ:- At Carlisle, 24001/007/011/013 24014/066/072/073/090/097/102/105/108/109/148. At Polmadie, 24103/116/121/123. At Eastfield, 24006. At Haymarket, 24065/094/104/110/113/119/120/124/129/130. At Chester, 24047. We have not received notes as to whether there were any at Cockshute or what locos of this class were at Crewe.

For Rail News and Article in this magazine we are indebted to Messrs:- Carpenter, Fawcett, Godley, Greenwood, Hargreaves, Howells, McDonough, Morris, Orregio, Platts, Taylor, Wade.

If you have any rail news or articles you wish to be considered for publication in the next magazine please send them to the Editor by the end of the last week in February.

If you are sending rail news, please keep your sightings as up to date as possible with the date the loco was seen, where it was seen what it was doing, and if possible the code of the parent depot. This will assist us to sort out the unusual locos much faster.

MY RAILROVER

For the first time in many years, I decided I would attempt a weeks Railrover on the Western region, In my ageing years !!!, you must think I was barmy, (I must be to be a train spotter). I kitted myself out as lightly as possible, ie 6 spare pairs of socks, I spair pair of trousers, wet trousers ? and a rucksack to leave my arms free for writing. So on Friday 6th August I set off with 2 friends from Burnley, by 'BUS' to Birmingham. (Some rail rover this is going to be - ED)

On arrival at New St. Station se spent a couple of hours spotting before our train to Bristol arrived, noted of interest there was 24035 'mucking about'.

Our first train to Bristol was at 0030 and we were pulled by 47353 (T0), the only loco seen on the journey was 20055 at Cheltenham. Arriving at Bristol at approx 0380 we saw a crowd of 'spotters' at the end of the platform, armed with cameras and flashguns, taking photos of 1058 "Western Nobleman", which was to take the 0360 to Penzance, which was our destination. So we boarded the train with 20 other Hydraulic fanatics from a school at Ashton. Noted on the station at that unearthly hour was 33030 along with 1048.

The journey behind the Hydraulic was very impressive, noted on the way down were PWM 652 at Taunton, 33011 and 1072 at Newton Abbot.

On arrival at Penzance we noted 12 locos at the depot, all outside, as t'e tracks are up inside the depot. The shunters were 08643, 08840 named locos were 1053 and 47080 plus other class 47's and 45's and 50's. After eating our cereals at the station, and a visit to the supermarket, we caught a train to Par to visit St. Blazey depot. Locos noted here were 25052/170/216/217/220/224, 08377, 08576, and 1070, 1058, 47076, 47119 through the station. We then caught a train to Plymouth and visited Laira Depot. By this time the temperature was in the 80's and carrying our luggage was warm work. Noted at Laira on the Saturday afternoon were 33 locos; Hydraulics in store were 1034/1043, 1049, 1063, 1001, 1051, 1054, 1033. Finally back to the station, we were lucky to be hauled by 1053, to Newton Abbot. This is a very busy station an a Saturday, locos on the depot numbered about 15.

From Newtcn Abbot we made our way to Exeter hauled by 50029 then to Bristol, Hydraulics noted en route were 1065, 1071, 1048. From Bristol we journeyed to Paddington.

By this time we were slightly shattered, and begining to wish we were home in bed. After a wash and shave, a couple of pints, and a meal we made our way to catch the 0100 to Cardiff. It was only 23.30 so we went and sat at the end of the Platford. It was then I received quite a shock, sitting on a platform opposite was a figure with shining white teeth, and big gleaming eyes. Yes youve guessed it, it was fellow N.C.T.S. Committee man, with the best sun tan of any other N.C.T.S. member Derreck Orregio. Derreck was on an all Britain railrover, and as luck had it his plans were the same as ours for the Sunday, ie to visit the S. Wales Depots. As you can imagine we all collapsed when we got on the train and the next thing we knew we had arrived at Cardiff, at 6. 0'clock, Sunday. We visited Canton leaving our luggage at the Station in a locker. Cardiff was to be our base, we had previously booked in at an Hotel for three nights.

Canton was quite full, 47 locos to be exact. 18 Class 47's, 8 Class 45's & 46's, 8 37's, and the others class 25's and 08 shunters, plus 253002.

After our visit here we caught a train to Swansea, pulled by 47151, passing Llantrisant we noted 08580, 37244, en route we passed Margam depot, and Briton Ferry, where there were quite a number of withdrawn Southern Units. At Swansea we visited Landore, where 41 locos were present, inc 1009/41, 23 class 47's and numerous 45's, 37's and 03 and 08 shunters. Sunday morning is always the best time to visit Landore.

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We then had a long walk down to the docks, where 5 class 37's and 6 08 shunters were present. We just managed to catch our train back to Port Talbot, sweat was rolling off us, when we got the train, as many of you know Port Talbot is the nearest town to Margam Depot, which is in the middle of nowhere, but you can catch a B.R. Bus to the depot, if you ask the driver politely. The four of us received permission to do the depot. There were 32 locos on shed, mainly consisting of class 37's.

We arrived back at Margam to find we had missed our connection by 5 mins, and our next train to Newport was in two hours, luckily the time was 12 noon - opening time. Our other two friends went off for a meal, and Derreck and I found a working mens club.

After eating we returned to the Station. On the way we noticed a well known coach firm, B. & J. but alas it was not Barnoldswick based, but a firm from Glamorgan. We met up again with our two friends. Our next stop was Ebbw Junction. This depot again was full of locos, ie 30, mostly class 37's, then we walked up to Pill Docks, where there were 4 08 shunters.

We said goodbye to Derrick, as his next stop was Inverness, and we caught out train back to Cardiff, picked up our luggage, and checked in at our Hotel. After a wash & change, we had a short train ride to Barry Island, locos stabled here were 08352/54, 37277/280, 47229/235 CF and 47282 TI.

The following day we left our luggage at the Hotel and set off for Bristol, noted at Cardiff Station was 37302/4/6 treble header on freight. The run to Bristol is very good for spotters, we were hauled by 45002, you pass Ebbw Junction, and Severn Tunnel Depots, noted were 1028/56 and many class 37's & 45's. At Bristol we were fortunate to get most of the locos on shed, present were 1022 and many class 50's and 47's.

From Bristol we went to Westbury, travelling by units 1110/1126. There were 3 Hydraulics, 2 on shed 1 on the station, these were 1013, 1054, 1041, also working on the station on freight were 33001/14/21/114, the two shunters working were 08414 and 08951. After a couple of hours we moved on to Reading, after seeing another dozen locos inc. 1023. Noted at Reading were PWM 653, Hymeck 7029, Warship 821. The moved on to London, noting on our way 33018 and 1071. Our first stop was Willesden, where there were many electrics, then on to O.O.C. where 47081/89 were the only named ones. After visiting here we went on the Station at Willesden to catch an across London unit, and to our surprise, 1009 came through on freight, in a very "tatty" condition. On our arrival at Liverpool St. Station, 12 locos were noted, ie 31's, 37's, & 47's.. 31006/8 were station pilots. The next stop was Stratford. Noted in store were 31002/3/5/15/17/19 31114 31167, ready to be taken to Doncaster, there were 60 locos on depot inc, 47082 and 45030 in the works.

That night we travelled to Plymouth and back to Reading for 11am as we had permits for Eastleigh Works on Tuesday at 2pm. We travelled from Reading to Eastleigh via Basingstoke pulled by 47487. On the Poole train noted at Basingstoke were 33106, 73123 and 08030. Nobody told us our train didn't stop at Eastleigh (course none of them could read !!!) and we landed at Southampton. Noted here were 08203 and 09025. This run was not included in the railover it cost £2.00 return each from Reading.

Eastleigh Works was a let down, only 13 locos present including 74006/7, withdrawn 2991, 07011 plus class 33's and 73's. On the depot there were approx 25 locos, mainly class 33's & 74's and shunters. Eastleigh depot is best visited on Sunday mornings, when in excess of 40 locos are there.

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Our next stop was Reading again. We stayed for 1½ hours and in that time noted 35 locos through the station inc 1010/36/48 and 6 H.S.T.'s and 37210 LE, plus many 47's. We returned to Cardiff, and our Hotel. Wednesday morning was spent once again on Reading Station. I would advise any spotter to go there. Noted in 2 hours were 46 locos.

We then had our first ride on an H.S.T. 253001. They are Luxurious. The doors open automatically, there were super 'loos' with really comfy seats, air conditioning and sound proofing. Our destination was Swindon Works, again I had booked permits for 2pm. Again it was a red hot day, just right for my camera. There were 35 locos present, including 1003/6/11/12/16/25/26/30/31/35/40/46/47/57/62/63/64/69 also class 24's, 25's and 08 shunters. After a meal we went to Bristol again, many locos were viewed including 1010/37178/196/296. Our next destination was Cardiff. We had the pleasure of travelling by railcar, in the front portion. Through the Severn Tunnel over 36 locos were spotted inc 20130/20208. Canton had a surprise for us with 1056/1071 being on shed. Our next journey was to Carmarthen, via Swansea, passing Llanelli. Noted were 03145/03152, 08819, 08662 and 2 class 37's. At Carmarthen was 08286, 08591 and 2 class 37's. We returned to Cardiff at 3.0 am and passed time away in the waiting room. It was busy until 5.0 am with 28 locos passing through including 1041 37142/241/308 Treble header and 24036 towing 46022 which had failed.

We arrived at Radyr at 5.30am and present were 5 class 08's and the PUM and 12 class 37's. The foreman made us welcome making us a brew, and letting us use his rest room until our train was due.

The Thursday was spent travelling around S. Wales visiting Landore, and a trip to Fishguard where my last S. Wales shunter is 08897, its a long way for 1 loco. After tea we decided to have a last run to Bristol and were pleasantly surprised to be hauled by 1013, running on one engine, as the previous day the same train had been a railcar.

Noted at Bristol was 1009, 1053. We had only planned to stop 1 hour but our train back was 75 mins late, so we had a bonus and arrived back at the Hotel at 10.0pm.

The following day was the last, thank goodness, I was ready for home, back to the wife and kids, you miss them don't you, the meals ready for you, the bathroom, and clean clothes. Our return was via Reading and Oxford, & Banbury, where lucky me copped 08784. Back to Birmingham, and then the bus back to Burnley.

Looking back, I enjoyed travelling behind Hydraulics for the last time, the people we met and the laughter.

ALLAN FAWCETT

JOHN WADE

GENERAL HINTS ON RAILWAY PHOTOGRAPHY PART 1

Help in the Selection of Some Photographic Equipment.

As Railway Enthusiasts I am sure that at one time or another you will have had some ideas about photographing your favourite railway subjects, be it Westerns, Brush Fours or even Stations and Branch Lines. This brief guide may help you with this.

Obviously the first thing you need is a camera. This has to be carefully chosen as it is your most important, and probably most expensive piece of equipment.

I have found that a 35 mm is the most suitable kind of camera. The 35 mm by the way is the size of the film. These films come in two sizes, 20 exposures, and 36 exposures. This is the main reason for choosing this kind of camera, as you get plenty of shots on one film, and what is more important, they are only a few pence dearer per film than an instamatic or similar film. (This is referring to Black & White Films).

Trying to economise drastically on the purchasing of a camera, will in the long run be to your disadvantage in two ways. a You will find you only get a low proportion of successful exposures and b You will become dissatisfied after a while with these results, which will incur further expense in replacing the camera.

The cheapest camera I have found that I consider satisfactory is the ZORKI 4K. These can be purchased for around £20, and in fact they are of a higher standard of Quality than some more expensive cameras.

To work in conjunction with the camera, you will need a light meter, if there isn't one on the camera.

This is a small device for measuring the amount of light present, when you are taking a photograph. Used correctly with the camera, you should take photographs which are not excessively dark or light. Light meters can be purchased for approx £7.00.

I do not want to say much on more expensive cameras as I believe it is up to personal choice and taste, although do shop around before purchasing a camera, and you will be surprised at the difference in prices at different shops.

One of the best ways to find the cheapest camera shop to buy a particular camera is in a magazine such as 'The Amateur Photographer'. These have lists of many different advertisers, and it is not unusual to see a camera £20.00 - £30.00 cheaper in one shop than another.

With the selection of films, it is up to personal choice and taste. My two favourite films, both Black & White, are both Kodak. The one I use most is Kodak Tri-x-pan. This is known as a fast film, and is most suitable for overcast and dull days, although it can also be used in the sun. The other film is Pan F, this is more suitable for sunny days, although it isn't much use on dull days. I choose these two because I find them both less 'grainy'. This basically means that you can get better enlargements from your negatives as they are clearer.

In this article I have covered some points on Fundamental photography but of course there are many more aspects. Some of which I hope to cover in future articles.

JOHN WADE.

CLASS 76 ELECTRIC (Bo-Bo) (BR/METROPOLITAN-VILKERS) (workplates: Oval Plates inscribed "Built Gorton - date")

76001 (E26001)	1008	1950	RS	76031 (76044/E26044)	1051	1952	RS
76002 (E26002)	1009	1950	RS	76032 (E26032)	1039	1951	RS
76003 (E26003)	1010	1950	RS	76033 (E26033)	1040	1952	RS
76004 (E26004)	1011	1950	RS	76034 (E26034)	1041	1952	RS
76006 (E26006)	1013	1950	RS	76035 (76018/E26018)	1025	1951	RS
76007 (E26007)	1014	1950	RS	76036 (E26036)	1043	1952	RS
76008 (E26008)	1015	1951	RS	76037 (E26037)	1044	1952	RS
76009 (E26009)	1016	1951	RS	76038 (E26038)	1045	1952	RS
76010 (E26010)	1017	1951	RS	76039 (E26039)	1046	1952	RS
76011 (E26011)	1018	1951	RS	76040 (E26040)	1047	1952	RS
76012 (E26012)	1019	1951	RS	76041 (E26041)	1048	1952	RS
76013 (E26013)	1020	1951	RS	76043 (E26043)	1050	1952	RS
76014 (E26014)	1021	1951	RS	76046 (E26046)	1053	1952	RS
76015 (E26015)	1022	1951	RS	76047 (E26047)	1054	1952	RS
76016 (E26016)	1023	1951	RS	76048 (E26048)	1055	1952	RS
76020 (E26020)	1027	1951	RS	76049 (E26049)	1056	1952	RS
76021 (E26021)	1028	1951	RS	76050 (E26050)	1057	1952	RS
76022 (E26022)	1029	1951	RS	76051 (E26051)	1058	1952	RS
76023 (E26023)	1030	1951	RS	76052 (E26052)	1059	1952	RS
76024 (E26024)	1031	1951	RS	76053 (E26053)	1060	1952	RS
76025 (E26025)	1039	1951	RS	76054 (E26054)	1061	1952	RS
76026 (E26026)	1033	1951	RS	76055 (E26055)	1062	1952	RS
76027 (E26027)	1034	1951	RS	76056 (E26056)	1063	1952	RS
76028 (E26028)	1035	1951	RS	76057 (E26056)	1064	1952	RS
76029 (E26029)	1036	1951	RS				

Notes

Up to the end of the 60's names were carried by the last 12 of the class although all have now been removed. These were:-

E26046 ARCHIMEDES: E26047 DIOMEDES: E26048 HECTOR: E26049 JASON:
 E26050 STENTOR: E26051 MENTOR: E26052 NESTOR: E26053 PERSEUS:
 E26054 PLUTO: E26055 PROMETHEUS: E26056 TRITON: E26057 ULYSSES:

Workplates

Original plates of E26025 were lost; new ones were made with wrong detail (ie 1039 instead of 1032) and these were put on resulting in both E26025 and E26032 running with identical plates.

- E26005 Withdrawn November 1969 - Cut up at Crewe Works.
- E26017 Taken into store in April 1970 and subsequently withdrawn at cut up at Crewe.
- E26019 Withdrawn December 1971 - Cut up at Crewe Works.
- E26031 Withdrawn December 1971 - " " " " " "
- E26035 Taken into Store February 1970 subsequently withdrawn and cut up at Crewe.
- E26042 Withdrawn May 1970 and cut up at Crewe works.
- E26045 Withdrawn February 1972 - used for spares - cut up at Crewe Works.
- E26037 Now 76037 was withdrawn December 1971 but later reinstated.
- E26003 Now 76003 caught fire January 1972 at Dunford East.
- E26046 Now 76046 also caught fore in January 1972 at Bullhouse, both repaired.
- E26022 Both in collision at Wentworth Junction 2-9-71 both seriously damaged
- E26025 but repaired.

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E26000 TOMMY

Built Doncaster 1940 as L.N.E.R. 6701 Works No 1914 carried the name given by drivers of the Netherlands state Railways to whom it was loaned 1947-1952. It became L.N.E.R.R. No 6000 in 1946 renumbering.

Withdrawn 3/68

Reinstated 7.49

Withdrawn 4/70

compiled by C. CARPENTER (Road Runner) Beep Beep

RAIL NEWS

L.M.R.

A rare sight at Stockport on May 31st was 37016 TE which had worked an oil train from Dringhouses to Warrington.

On 6th June Crewe Diesel Depots visitors were 40056 GD, 40176 HM, 47035 LA, 47044 IM, 47502 LE.

On July 2nd 47011 SF, was seen at Manchester Piccadilly. On 5th September 40024 LO worked the 12.49 Piccadilly - Birmingham, and was diverted via the Trent Valley Line as far as Rugby and then via the Walsall Branch line.

On 3rd May 1023 Western Fusilier was noted on Saltley Depot. On 21st May at 09.10 25202 towing 46229 "Duchess of Hamilton" passed through Repton.

Locos noted on the Manchester Harwich Boat Train since the end of July have been 31173, 37092, 37110, 37128, 40016, 40019, 40036, 40045, 40071, 40090, 40103, 40110, 40124, 40148, 40154, 45009, 45020, 45021, 45040, 45049, 45053, 45054, 45065, 45067, 45070, 45071, 46011, 46018, 46020, 46031, 46033, 46034, 46035, 46040, 46043, 46048, 46049, 46050, 47003, 47013, 47017, 47102, 47115, 47130, 47150, 47163, 47200, 47271, 47289, 47403, 47423, 47466.

On 17th July 47219, 47224 both IM were seen at Manchester Piccadilly. On 24th July 37117 TE, was noted in Birmingham New Street, on the same day whilst working the St. Pancras - Sheffield 47117 caught fire south of Leicester, after firemen had been called to the scene 45023 continued the working.

A rare sight at Cricklewood on the same day was 46008 LA. A visitor to Carlisle depot on 29th August was 47098 CF. On 23rd September, 25012 and 25035 of HA were seen working a freight through Burton on Trent! On 17th July 33029 EH, was seen on Willesden Depot.

Locos of interest noted through Todmorden since August have included:- 2-8-76

40038, 40181, 47076, 3rds:- 40176, 46037, 4th:- 40034, 40140, 40146, 40195, 5th:- 40036, 40159, 40193, 47441, 6th:- 40070, 40159, 40175, 40194, 47447, 47481, 12th 40100, 40137, 13th:- 40009, 40011, 16th:- 25156, 40004, 40124, 47444, 17th:- 40073, 40146, 40178, 18th:- 25060, 40019, 40120, 47052, 19th:- 31142, 40083, 40194 40197, 20th:- 40055, 47052, 47485, 23rds:- 37246, 40086, 40146, 40153, 40195, 24th 40078, 47445, 25th:- 40178, 26th:- 40001, 40038, 27th:- 47447, 28th:- 37131, 40134, September 1st:- 37045, 37245, 2nd:- 37246, 47274, 6th:- 40019, 7th:- 37117, 40020, 40038, 40156, 10th:- 40117, 40193, 14th:- 40065, 20th:- 37132, October 12th:- 25044, 40155, 40199, 14th:- 40196, 17th:- 40023, 21st:- 40007, 47451, 22nd:- 40174, 47449, 26th:- 40002, 40078, 47101, 47455, 27th:- 25294, 40040, 40116, 40151, 47052, 28th:- 40151, 24091, 29th:- 40147, 1st November:- 47407, 40190, 2nd:- 40107, 3rd:- 47448, 4th:- 25054, 8th:- 40092, 9th:- 25205, 47341, 47501, 11th:- 40037,

On July 5th, 47514 (TO) worked the daily 6J38 empty store train from Dewsnap to Bayston Hill Quarry, near Shrewsbury, usually a Longsight class 40 duty. On the same day 40083 (YK), was seen on freight service at Miles Platting, while sister engine 40084 (YK) was stabled at Manchester Victoria. July 6th saw a few notable workings, 45066 (TO), worked 6J33 Tunstead to Thorpes Bridge store train, 25009 (CW) worked 9T28 Dewsnap - Trafford Park trips. 37251 (HM), worked 8M59 Healey Mills - Dewsnap $\frac{1}{2}$. Next day, 37005 (TE) worked 6E46 Glazebrook - Haverton Hill (Middlesborough) oil train past Dewsnap $\frac{1}{2}$.

A trip to Norwich in July 12th provided one or two notable engines 45033 (TO) was stabled at Manchester Piccadilly, while 25124 (TO) was seen at Stoke. Kings Cross sported 40052 (GD), 45032 & 46055 (GD), 47506 (LE) and 2 class 31's with 'deltic' type dots, 31188 & 31248 both FP were standing in the line outside, Stratford Depot all condemned. At Norwich, 4 more condemned engines were seen on the shed, 03020, 03025/50/62 (NR) and its 3 new class 08's 08124/38/250. 47160 (SF) was seen here, fitted with 2 white dots. 47068 (OC) was seen on EC5 duties between Stratford & Liverpool Street, and at Kings Cross again, 47318 (HA) & 31144 (IM) were noted. Another trble header seen at Guide Bridge on July 10th was 40013/87/130 all LO.

On July 13th, 47097 (BR), worked 6E76, 08.20 Dallam - Scunthorpe as far as Dewsnap, returning with 8M34 from Ashburys. Next day, 47464 (ED) worked 6E41 Widnes - Broughton Lane B.O.C. Tanks as far as Dewsnap, and 37008 (TE), passed Dewsnap on 6E46 Glazebrook - Haverton Hill oil train on July 13th and 14th. 47001 (CF), worked 6J32 Tunstead - Collyhurst stone train and return $\frac{1}{2}$ 47166 (CF), was noted on Guide Bridge holding sidings on the same day; 37110 (MR) worked 1E87 Manchester Piccadilly - Harwich boat train also on the 15th.

6E46 (see above) on July 16th was worked by 37080 (TE) past Dewsnap, while 40152 (GD) worked 9H27 from Edge Hill to Partington Power Station (Stockport). July 17th saw 37079 (TE) on 6E46 (again), past Dewsnap. 45077 (TO) worked 6J33 Tunstead - Dean Lane stone hoppers on July 19th, 45106 (TO) worked 9F67, Dewsnap - Ince Moss Tip oil train, and 25219 (CF) worked 9T96 Edge Hill to Partington and return.

46065 (CF) worked 6J33 Tunstead - Thorpes Bridge stone train on July 20th, while 47232 (CF) worked 6E59 MGR from Tiddlers Ferry to Godley, on July 21st. July 23rd saw 46013 (CF), working 9T37 Peak Forest - Dewsnap, returning light to Buxton. 6E46 ex Glazebrook was worked by 37074 (TE), on July 26th, and on the same day 47204 (CW), worked 6E41 Widnes - Broughton Lane as far as Dewsnap, 45068 (TO), worked 9T24 special from Earles to Dewsnap and return to Peak Forest, and 45065 (TO) worked the diverted 15.15 Piccadilly - Harwich boat train past Dewsnap on its way via the Woodhead tunnel. 46013 (CF) appeared again past Dewsnap on 6J33 Tunstead - Thorpes Bridge stone train, returning light to Buxton $\frac{1}{2}$. Then in the evening came light to Dewsnap and worked 9X16 Prefab train to Lenton, Nottingham. On the same day July 27th 37080 (TE), worked 6E46 oils from Glazebrook to Haverton Hill, 47001 (BR) worked 7J27 Blackburn Brewery Freight, and 37064 (HA) worked 8M59 Healey Mills - Northwich. The previous night, July 26th 37064 worked the same train (8M59), and 37042 (HM) worked a special 8Z81 Tees Yard - Hawarden Bridge freight as far as Dewsnap, returning light to Brewery.

July 28th saw 47059 (ED) at Guide Bridge, before working 8P31 Brewery - Carlisle freight. 37098 (HM) worked 6E46 ex Glazebrook, 47204 (CW) worked 6M51 MGR ex Tiddlers Ferry (followed next day by 6E45 ex Tiddlers Ferry) $\frac{1}{2}$ 47170 (IM) worked 6Z10 Ince & Elton - Barton-on-Humber tank train, changing crew at Dewsnap $\frac{1}{2}$ 08628 (AN) arrived at Dewsnap on July 29th ex Brewery, en route to Reddish DED for wheel turning on August 2nd. July 30th saw 37100 (TE) on 6E46 ex Glazebrook, 45068 (TO) on 6J33 stone train, Tunstead to Thorpes Bridge, and 47368 (TI) on 1E87 Harwich boat train from Piccadilly.

8M59 Healey Mills - Northwich was pwered by 37245 (HM) on August 2nd, & 37251 on August 3rd & 5th. 6E46 ex Glazebrook was passed by 37037 (MR) past Dewsnap on August 4th & 5th,

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37007 (TE) on the 6th & 37032 (TE) on the 7th.
5M54 Nunnery - Longsight E.C.5 was powered by 31301 (TI) on August 4th, and on the same day 46036 (GD) worked 9F67 to Ince Moss from Guide Bridge, and 45069 (TO) worked 9X72 Prefab to Lenton from Dewsnap. August 5th saw 47213 (IM) which worked a number of MGR trains, 6E56, 6M29 & 6E30 between Mottram, Godley & Tiddlers Ferry. 46003 (LA) worked the 15.10 Liverpool - Newcastle train on the same day. 08628 (AN) returned from Reddish on August 6th, on its way back to Allerton, via Arpley & Garstang. 47381 (TO), worked an MGR from Tiddlers Ferry to Godley on August 7th, 47538 (BS) "Python" worked 9X04 Dewsnap - Arpley on August 10th, returning with 9X01 on August 11th, 20068/157 (TO) worked 9X80 Prefab from Chirley to Lento. On August 11th, 47365 (TO) worked 7F04 Dewsnap - Arpley Freight & the return 8H01. The following day, 45044 (CW) "Royal Inniskilling Fusilier" worked 6J45 Peak Forest - Hope St. Lime Street Lime train and return empties. One hard working engine on the same day (the 12th) was 47222 (IM), which worked 6Z10 special from Barton to Ince & Etton, then working 8Z13 special from Birkenhead as far as Dewsnap, finally working the return 6Z19 on the 13th. 37069 (TE) worked 6E46 ex Glazebrook past Dewsnap on August 14th. The 16th produced 45104 (TO), the "Royal Warwickshire Fusilier" a 6J33 Tunstead Thorpes Bridge stone train & 6Z30 return empties. This same train worked next day by 45018 (HO). Also on the 16th, was 37098 (HM) on H. Mills - Northwich, which was worked by 37246 (HA) on the 18th. August 15th saw 47500 (LE) on shed at Longsight, and another Landore 47 was seen at Dewsnap working 6E41 Widnes - Broughton Lane tanks, 47502, on August 19th. 45018 returned to Dewsnap on August 18th, to work to Ince Moss with 9F67 spoil train. The same day saw 37128 (TI) working the Manchester - Horwich boat train (1E87). 37009 (TE) worked 6E46 on August 20th past Dewsnap, while 47254 (CF) worked a Tunstead - Thorpes Bridge stone train (6J33 & 6H37 return), and 47318 (CF), worked a number of MGR trains to and from Fiddlers Ferry. August 22nd saw 47156 (SF) on passenger duties at Manchester Piccadilly. Locos seen at Ashford Open Day on the same day included 08380/650, 09008/11, 33058, 71006/7/8/11/13/14, 73127. August 15th saw 47500 (LE) on shed at Longsight, and another Landore engine seen at Dewsnap working 6E41 Widnes - Broughton Lane tanks, 47502, on August 19th. On August 20th 47254 (CF), worked a Tunstead - Thorpes Bridge stone train, and 47318 (CF), worked a number of MGR trains to and from Fiddlers Ferry.

Locos spotted at Kingmoor Open Day on September 4th on display were 47448/351, 08104 08450/1/910, 25107/19/304, 40036/45/097/120, 81006, 84006 & 87006. Other locos noted in and around Carlisle were 25132 (TO), 25213, 25005 & 47141 all ED & 47362 (TE). The day after a special excursion from Paddington to Eastleigh was powered by 1009 "Western Invader" in excellent condition and sporting its own number as headcode. The train was also booked to visit Swindon Open Day but the signal-mens dispute stopped all trains through the town for 24 hours. In addition to the usual exhibits on show at Eastleigh, in September, unusual locos included 47086 "Colossus" (OC), 47501 (BS) 47074 (BS), 47050 (CD), 47200 (TO), 47262 (CC) Included in the special from Paddington was Gresley designed Buffet Car no W1935E. Also seen in the station were 47064 & 47160 both SF on passenger trains.

A weekend trip to Scotland on 23rd 24th October provided some interesting engines, 47479 (BR) was seen at Longsight on the 22nd and at Carlisle on the same night was seen 40165 (HA) & 40048 (HA), 47362 (TE) passed through Irvine, on a tank train on 23rd. Strangers on Eastfield included 25121 (TO), 26041 (IS), 08343 (AY), 26029 (IS) 26038 (IS), 26024 (IS). Noted in St. Rollox Works were 08847/853/, 20095/201/202/203/ 25003/094/233/240, 26031 26032, 27011/018/035/044/107/212.

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Seen at Polmadie were 06007 (DT), 26043 (IS), 40090 (SP), 40125 (KD), & 40194 (HM). Millerhill sported 40047 (GD), on the 24th, along with 10 stored Class 24's viz 24069 24106/107/104/110/112/113/118/129/150. Visitors to Haymarket included:- 26011 (IS) 47547 (YK), 47413 (FP), 47108 (BS), 47037 (IM) & 40080 (YK). 40088 (KD) was seen at Kirkaldy while 47430 (GD) was seen at Carstairs, completing an interesting weekend.

B. McDonough

Didn't we Do Well ? !!!

Over the last 2 years, since January 1975, a separate record has been kept of locos seen on Society tours. This article is intended to show what we have achieved as this project and to give a progress report, along with depot-by-depot lists for members who wish to follow the collection further.

Inevitably there have been weaker areas, on the face of it Bletchley shunters and 19 locos from Wigan and Longsight combined an embarrassment, until one tries clearing any of these depots with only periodic visits as the society is forced to do. Depots such as Ryde, Penzance & Blazey remain untouched because of their geographical location. (Some members will also include Eastleigh here, especially following recent attempts.) The remaining picture is encouraging and a good advertisement for the Society if nothing else. We can boast having cleared O.O.C. Stratford, Tinsley and Thurnaby as well as 'difficult' shunter depots ie. Ashford, Allerton, Colchester, & Selhurst. Many other large depots show only an odd one or two outstanding, and the situation this time next year will no doubt be even better. Many large classes are nearing completion viz- Class 31 - 31181/184/237 Class 20 - 20093/94/106/179 Class 03 - 03064/108 Class 73- 73105/110 Class 37 37031/75/106/214/244/291/ and Peaks 45020/40/133, 46032 whilst 1005, 50036 remain the sole survivors of their respective classes. The following lists details of locos needed in depot order -- depots not included are cleared:-

Bristol	08936, 47137	Holbeck	45020
Bescot	25143, 47013/531	Immingham	45020/40
Bletchley	08011/041/121/629/667/702/808	Inverness	26008/30/32/40
St Blazey	08377/402/576	Kingmoor	40136
Crewe D	25152/159 47267	Knottingley	47376
Crewe E	85020/26	Laira	08954, 50036, 1005
Cardiff	37214/244/291, 47250	Landore	08897
Cricklewood	25176/179	Longsight	08906, 25051/196/199/209 40031/44/118/125, 82008
Dundee	08881	March	37075
Darlington	08063	Neville Hill	08748
Eastfield	06001, 20093/94/106, 25239, 27009/24 27033/35	Penzance	08840
Eastleigh	08202, 33001/12/15/18/23/24/101/106/ 33116/119	Ryde	05001
Finsbury Park	31181/184/237	Stewarts Lane	73105/110
Gateshead	03064/108, 08147, 37106, 46032	Springs Branch	08301/340/624/744/925 25044/285. 40093/141/182
Haymarket	08711, 47270/466	Saltley	08461/467/597
Hither Green	33046/58/209	Toton	25125, 45133, 47348
Healey Mills	08056/163/706, 37031, 40038/192	Willesden	08926, 86031/34/216/224/ 227/228/232/236/241/256
Hamilton	08312	York	40049

Total 129 locos

This list does not include the Class 56's or the HST units, nor stored or withdrawn locos. Also it is intended purely for the interest of members, so please do not write and ask where or when any loco not included was seen. This loco list includes locos seen on all Society tours between January 1975 and November 1976.

by I. Armchair-spotter Collier.