

Northern Counties Transport Society



Magazine Number 42

October, November and December 1981

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PLEASE TELEPHONE OFFICIALS ONLY WHEN ESSESTIAL AND NEVER AFTER 9PM

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

TOURS PROGRAMME

Coach picking-up points

Colne	Bus Station
Nelson	Bus Station
Burnley	Outside 'El Greco' Coffee Bar.
Todmorden	Bus Station
Manchester	Victoria Railway Station (202/203 bus stop).
Sheffield	Railway Station
Preston	Samlesbury (M6 Jnc. with A59).

Members may be picked up at other points, provided that these are on the route of the coach and prior arrangements have been made with the Bookings Secretary. The Society will not be held responsible if a member decides to get off the coach at a depot which has been advertised and the tour does not visit that depot.

Booking for tours

1. Always book as early as possible by sending the required deposit and remember to pay the balance at least 7 days before the tour.
2. Send your membership card and a stamped addressed envelope with all bookings.
3. Cheques and postal orders must be crossed "A/c Payee Only" and made payable to "N.C.T.S.". Do not make cheques payable to Society officials. Always retain postal order counterfoils and never send cash through the post.
4. Late bookings by telephone are accepted at the discretion of the Bookings Secretary.
5. Departure times are strictly adhered to unless a request for the coach to be held has been approved by an official. There will be no refund for non-attendance unless a medical certificate can be produced or your place can be filled by another member.
6. All depots advertised are subject to the availability of permits. The Society has no obligation to inform members beforehand if any depots advertised are to be omitted from a tour.

Sat/Sunday 10th/11th October

Coaching Stock tour

Tour 81.21

Visiting all major installations in the London area plus Basingstoke and others en route as time permits. (A similar tour in August resulted in a total of 2400 nos.).

Coach departs Saturday evening and returns Sunday evening as follows:

Barnoldswick 1650 (2200), Colne 1700 (2150), Nelson 1710 (2140), Burnley 1720 (2130), Todmorden 1740 (2110), Manchester 1830 (2030).

Cost will be £15.00. Minimum deposit £7.00.

PLEASE NOTE THAT THIS TOUR REPLACES THAT ADVERTISED TO THE SOUTH WEST IN LAST MAG.

Sat/Sunday 24th/25th October

South London & Kent

Tour 81.22

Visiting all possible Southern Region installations in London and Kent including Ashford, Tonbridge, Dover, Clapham Junction, Stewarts Lane, Hither Green, Selhurst and Norwood Junction.

Coach departs Saturday evening and returns Sunday evening as follows:

Barnoldswick 1650 (2200), Colne 1700 (2150), Nelson 1710 (2140), Burnley 1720 (2130), Todmorden 1740 (2110), Manchester 1830 (2030), Sheffield 2000 (1900).

Cost will be £14.00. Minimum deposit £7.00.

Tuesday 3rd November

Rail trip to Swindon Works

Tour 81.23

From Manchester Piccadilly by the 08.25 train via Bristol for the 14.15 hrs visit to Swindon Works. Return arrival in Manchester is 21.37.

The cost will be approximately £12.00 for adults and £9.00 for those under 14, subject to there being no increase in rail fares before this date. Min. dep. £5.00.

BOOKINGS FOR THIS TRIP MUST BE RECEIVED BY TUESDAY 13TH OCTOBER, AND THE PARTY WILL BE STRICTLY LIMITED TO THE FIRST 25 BOOKINGS RECEIVED.

Sunday 15th November

Doncaster and Humberside

Tour 81.24

Visiting Doncaster Works and depot, Frodingham, Immingham, Hull Botanic Gardens, Goole, and all possible stabling points in the area.

Coach departs Sunday morning and returns the same evening as follows:

Barnoldswick 0600 (2200), Colne 0610 (2150), Nelson 0620 (2140), Burnley 0630 (2130), Todmorden 0650 (2110), Manchester 0730 (2030), Sheffield 0900 (1900).

Cost will be £7.50. Minimum deposit £3.00.

Sat/Sunday 28th/29th November

East Anglia and North London

Tour 81.25

Visiting Peterborough, March, Cambridge, Ipswich, Colchester, Ripple Lane, Stratford, Old Oak Common, Willesden, Stonebridge Park, Cricklewood and as many other depots, stabling points and main-line stations as possible.

Coach departs Saturday evening and returns Sunday evening as follows:

Barnoldswick 1650 (2200), Colne 1700 (2150), Nelson 1710 (2140), Burnley 1720 (2130), Todmorden 1740 (2110), Manchester 1830 (2030), Sheffield 2000 (1900).

Cost will be £14.00. Minimum deposit £7.00.

ALL DEPOTS ADVERTISED SUBJECT TO THE AVAILABILITY OF PERMITS

Sat/Sunday 12th/13th December

Overnight Midlands

Tour 81.26

Visiting as many installations as possible in the Derbyshire, Nottinghamshire, Leicestershire, Birmingham and Sheffield areas.

Coach departs Saturday evening and returns Sunday evening as follows:

Barnoldswick 1650 (2200), Colne 1700 (2150), Nelson 1710 (2140), Burnley 1720 (2130), Todmorden 1740 (2110), Manchester 1830 (2030), Sheffield 2000 (1900).

Cost will be £12.50. Minimum deposit £7.00.

Sunday 20th December

Crewe Works

Tour 81.27

Meet at Crewe Works entrance for 2.30 p.m. visit. Advance booking is essential as it will NOT be possible to pay at the gate on this occasion.

Cost will be £0.80 for adults and £0.40 for those under 14, payable at the time of booking.

Sunday 17th January 1982

Yorkshire

Tour 82.01

Visiting installations at York, Leeds, Bradford, Healey Mills and Knottingley, plus others in the Sheffield area as time permits.

Coach departs Sunday morning and returns the same evening as follows:

Barnoldswick 0600 (2200), Colne 0610 (2150), Nelson 0620 (2140), Burnley 0630 (2130), Todmorden 0650 (2110), Manchester 0730 (2030), Sheffield 0900 (1900).

Cost will be £7.00. Minimum deposit £3.00.

RAIL NEWS

We should like to thank the few members who have submitted rail news for this magazine, for their regular and plentiful contributions. A considerable amount of news was received after the closing date and as much as possible has been included subject to space limitations. In order to ensure publication dates are adhered to, we ask correspondents to please send as much information as possible before 20th November for inclusion in the next magazine.

The following information was received late, hence it's separation from the main "Rail News" section: Thanks go to H. Needle and P. Taylor for this information.

London Midland Region

St. Pancras:	29.05.81: 25062 (LO).	Rugby:	05.07.81: 25247 (ED).
Guide Bridge:	06.06.81: 56065 (TO).	Blackpool:	03.08.81: 47074 (CF).
Crewe:	06.06.81: 45077 (TO).	Warrington:	04.08.81: 40007 (HM).
Manchester Picc:	06.06.81: 47086 (CF).		47142 (BR).

Willesden: 20.06.81: 25054 (BS)/080 (LO)/138 (SP).
 02.08.81: 25218 (KD)/234 (ED).
 Cricklewood: 20.06.81: 25218 (KD)/286 (SP). 02.08.81: 47177 (BS)/231 (CF).
 Preston: 03.08.81: 47106 (CF)/113 (BR)/511 (OC). 05.08.81: 45017 (TI).
 06.08.81: 37143 (IM), 47002 (CF)/709 (HA).
 Carlisle: 04.08.81: 25282 (BS). 30.08.81: 31205 (MR), 37171 (MR),
 40064 (HA)/197 (TE), 47123 (CF)/424 (ED)/431 (YK)/467 (IS)/
 575 (LA).
 Reddish: 29.07.81: 47009 (SF) under repair. 03.08.81: 25321 (TO).
 10.08.81: 25324 (CW).
 Stockport: 31.07.81: 47094 (CF) on eastbound freight. 03.08.81: 37194
 (TE) on eastbound freight, 16.08.81: 47035 (LA)/106 (CF) on
 Manchester-Birmingham services.
 Newton Heath: 03.08.81: 25179 (CW).
 Longsight: 03.08.81: 25251 (CW), 47077 (CF). 09.08.81: 25254 (BS),
 37113 (HM).
 Heaton Norris Jnc: 09.08.81: 25208 (BS)/213 (CW) on Chartex special, 40065 (KD)
 light engine, 47095 (BR) on 11.08 Piccadilly-Reading, 47416
 (GD) on 08.30 Birmingham-Piccadilly.
 Buxton: 14.08.81: 25308 (TO), 37163 (TE). 31.08.81: 25189 (CW)/235
 (TO), 37098 (TE)/128 (TI), 45073 (TO).
 Springs Branch: 45007 (TI) which had suffered a burnt-out engine whilst
 working a special to Blackpool, on 19th July.
 Lime Street: 17.08.81: 45049 (CW)/134 (TO).

Eastern Region

Finsbury Park: 23.06.81: 40020 (KD), Hull: 28.06.81: 31236 (MR),
 11.07.81: 40130 (SP). 40145 (LO).
 Ripple Lane: 05.07.81: 37163 (TE). Ipswich: 29.07.81: 47374 (TI).
 Huddersfield: 18.07.81: 47268 (HA). Bradford: 22.08.81: 25154 (BS).
 Healey Mills: 06.06.81: 40180 (SP). Doncaster: 29.07.81: 40044 (LO)/141 (SP).
 Lincoln: 22.07.81: 40194 (HA). 23.07.81: 47257 (CF).
 Sheffield: 30.05.81: 37215 (SF). 21.06.81: 47083 (BR).
 York: 17.08.81: 31253/293 (MR), 45132 (TO), 47061 (OC).
 Peterborough: 11.07.81: 25080 (LO)/084 (KD), 47272 (HA). 29.07.81: 25075
 (BS), 47158 (SF).
 Kings Cross: 11.07.81: 47146 (LE). 23.07.81: 46014/016 (GD).
 March: 28.05.81: 40177 (SP). 29.07.81: 40014 (LO), 47373 (HM).
 Scarborough: 07.06.81: 45017 (TI), 46014 (GD), 47157 (LE)/219 (IM).
 Holbeck: 20.06.81: 25209 (BS), 40027 (LO).
 Leeds: 05.07.81: 40035 (LO). 18.07.81: 31259 (OC), 40150 (KD), 47086
 (CF). 25.07.81: 47116 (SF)/508 (OC). 15.08.81: 25306 (CD),
 40025 (LO), 47078 (CF)/240 (CF)/480 (TO). 22.08.81: 47444 (TO).
 Stratford: 31.05.81: 03397 (NR), 55007 (YK). 12.06.81: 37158 (BR), 40153
 (TE). 19.06.81: 56077 (TO). 23.07.81: 40006 (HM). 26.07.81:
 46008 (GD). 05.08.81: 46011 (GD), 47289 (TE)/448 (CD), 56030
 (TI). 10.08.81: 47098 (CF), 55009 (YK).

APPEAL

We have been asked to appeal for information of any sightings of carriage number M14026 in recent months. Please send details to the magazine editor. Appeals for sightings of last locos/coaches etc can be included in the magazine if requested - send details to the magazine editor by 20th November to guarantee inclusion.

TOURS REPORTS

The following lists show the locomotives seen on recent Society tours. In a number of cases, where permits were not available, the lists were obtained from other sources, e.g. foreman's lists, binoculars and other spotters' notes.

Glasgow and Edinburgh : 4/5 July 1981

Carlisle New Yard: 20135, 25041/083/135/180/214/260/282, 37028/095/195,
40087/106/145, 47269/337/451/552/709, 83013, 86216,
87025/030/035.
Dumfries: 08601, 20185, 27209.
Ayr: 08344/345/430/448/730/827, 20039/146/179/184, 25076/146/239,
27025/036/040/103.
Hamilton: 08192.
Motherwell: 08321/326/343/723/726/731/732/883, 20086/089/099/114/117,
25229/240/292, 27030/208, 37018/039/050/056/129/133/137/139/
144/145/148/150/237, 40167/178, 47053/141/207/270/711, 968021.
Mosscend Yard: 83006/012, 86005/008/010/028/315.
Polmadie: 06008, 08437/693/853/882/952, PO 1, 20027/083/125/215,
25050/059/213, 26038, 27011/101, 37010/125/147/148/150/152/
154/156/195, 40164, 47136/550, 85028, 86014/236.
Shields Road: 20116, 81003/013/015/020, 85017/036, 86035/101/327, 87019.
Corkerhill: 08852, 20049, 27016, 47421.
Eastfield: 08196/402/442/621/727/735/736/754/764/851, 20078/118/156/
191/201, 25037/227/230/231/233/237/244, 26035, 27001/018/
022/024/027/033/034/038/043/110/111/112/207, 37011/021/027/
033/035/037/043/051/081/112/114/151, 40006/159, 47051/102/
149/206/210/271/403/424/461/706.
Cowlairs: 08938, 26031.
St. Rollox Works: 08077/314/718/721, 20120/138/153/207/219/224, 25068,
26001/004/022/030/046, 27007/009/023/028/044/106/202/203/206.
Remains of: 08566, 25008/009/022/108, 26016, 27201.
Haymarket: 08565/717/720/763, 20090/100/202/221/224, 25064/072/082/109,
26012/018, 27026/102, 37253, 40061/064/165/183, 47108/272/274/
406/417/428/488/544/574/703/704/706/707/710/712, 55015.
Waverley Station: 08571/575.
Millerhill: 08286/564, 20109, 25028/046/049, 26002/003/005/010/014,
27002/037/104, 37124, 40049/058.
Carstairs: 20124/218, 37195, 40173, 47012.

Doncaster and Immingham : 19 July 1981

Manchester Victoria: 08676, 46002.
Longsight: 25271.
Sheffield Midland: 40069, 45129, 47107/482.
Doncaster Works: 03063/064/078/158, 08076/331/459/734, 31109/117/137/223/266,
37020/024/091/103/122/153/169/211/216/228/244/267/292,
50008/031/033/039/040/041/045, 55005/006/012, 56014/024/
039/058. Under construction: 56094 to 56103.

Doncaster depot: 08008/031/114/115/136/177/420/444/745/776, 31236/246/250,
 37067/131, 40009/057, 46051, 47219/220/221/291/414,
 55016, 56016.

Goole: 08061/253/567, 37040/249.

Hull Botanic Gdns: 03073, 08168, 31115/149/168/189/190/404.

Hull Paragon Stn: 03112.

King George Dock: 08166/777.

Hessle Yard: 08099/248/317.

Immingham Docks: 08386/436/439/478, 31247.

Immingham: 08388/508/537/751, 20144/145, 31101/106/113/132/174/180/
 192/195/202/233/238/242/320/323, 37126/132/143/160/168/201/
 202/221/252, 47074/213/215/222/296/312/314/370/376/524/
 542/544.

Grimsby Town Stn: 08743.

Barnetby: 08514, 20052.

Frodingham: 08391/397/445/499, 20009/011/015/051/053/076/094/107/154,
 31107/141/143/281/302, 37096/179/258, 40035/149, 45006,
 46056, 47297/480.

Normanby Park: 08392.

Scunthorpe Stn: 08401.

Mexborough: 20005/019/105/130/211/228, 47042.

Wath: 08050/051/434/492/870/879, 37019, 45001/023/305/319/374,
 56002/006/008/028/062.

Rotherham Road: 08782.

Tinsley: 08022/024/209/244/287/510/523/678/866, 13001/002/003,
 20003/006/008/010/022/026/029/031/032/055/057/058/059/061/
 066/067/092/093/098/103/106/127/128/131/132/133/168/190/
 208/213/214, 25081, 31102/175/183/188/235/261/315/316,
 37070/094/105/226, 40004/069/167, 45002/012/013/014/016/
 026/072/123/138, 46033/046/055, 47101/162/278/301/304/307/
 316/341/371/372/567, 56001/005/011/020/076/077/080/089.

Sheffield Midland: 37001, 45147, 46011, 47512.

Swindon Rail trip : 4 August 1981

Manchester Picc: 47144, 83010, 85025, 86007/207/228/235/245, 87019/027.

Stockport: 40117, 85035.

Crewe: 25038/071/212/214/245/291, 33023, 40129, 47205/265/346/
 437/453/471/473/476, 85030, 86009.

Stafford: 08473, 25105, 86214.

Wolverhampton: 20072/182, 47331/503, 86222/229, 87034.

Birmingham New St: 08919, 47110/553, 86209/315.

Kings Norton: 25138/308, 47466.

Bromsgrove: 37096/303.

Gloucester: 08489/826, 37135.

Westerly Jnc: 46031.

Bristol Parkway: 31216.

Stapleton Road: 37232.

Lawrence Hill: 08584.

Bristol Bath Rd: 08643/756/821/942, 31257/294/296/420, 33012, 37179/278/
 279, 45044/059/139, 47001/008/101/140/143/185/233/244/
 246/254/256, 50015/044.
 Temple Meads Stn: 08238, 31423, 33014/031, 37135/179, 45009/012/257/264/429,
 50002.
 Swindon Works: Repair: 03119, 08198/218/245/656/688/689/705/720/850/874/
 953, 25065, 31103, 97653, D818, D1015, D2139.
 In store (Works and North Yard): 03061/062/081, 08015/027/
 049/055/059/076/084/105/109/124/126/128/133/139/169/172/
 182/184/194/207/213/216/230/231/247/280/281/282/294/336/353/
 366/368/378/405/435/453/503/505/545/572/574/628/636/671/766/
 785/862/863/908/909, 20030/048/050/069/097, 25006/007/023/
 039/040/053/055/061/063/070/074/100/103/107/110/112/116/122/
 116/122/127/137/155/162/163/183/197/203/216/222/232/238/241/
 246/263/264/273/293/305, 31004/017/019/122/139/167/193/194/
 211/212/228/264/265/269/274/280/298/305/309/326, 40017/026/
 032/038/066/071/109/110/112/114/119/137/146/147/151,
 45008/018/021/024/027/028/029/032/039, 46001/006/007/010/
 013/015/017/018/019/020/021/022/025/030/034/037/038/040/041/
 042/043/050/054.
 Swindon station: 08411/487/494/823, 31259, 33028, 47103/558.
 Temple Meads Stn: 08185/238/584/756/942/950, 31128/423, 33020/021, 37272/290,
 45012/055/068, 47008/042/264/508/513, 50003/029.
 Gloucester: 08778/796/836, 45034/046/075/150, 46014/051, 47081/223.
 Cheltenham: 45017/118.
 Birmingham New St: 50004, 85014/021/025.
 Wolverhampton: 08783, 25085/262.
 Crewe: 08913, 25038/071/130/210/245/291, 47227, 82003/006, 85006/
 007/035, 86006/030/033.
 Manchester Picc: 25042, 85021, 86214/261.

London Stockbash : 8/9 August 1981

Red Bank: 08676.
 Manchester Picc: 08914.
 Longsight: 08283/399/477/599/789/820/891/915, 25027/221, 37113,
 40009/016/023/139/171, 47074/086/095, 86039/256.
 Stockport: 08604.
 Derby RTC: 84003, 97201.
 Nottingham CS: 08610/858, 20077/082, 45107, 47306, 56051.
 Grantham: 08183, 31247.
 Peterborough: 45070, 55016.
 March: 08052/406/493, 20161, 31243/418, 37075/219.
 Ely: 08100.
 Cambridge: 08529.
 Cricklewood: 47540.
 Euston Station: 81006, 83012, 86003/208/211/239, 87016.
 Euston CS: 87013.
 Primrose Hill: 08681.
 Kings Cross: 31171/408, 40056, 46027.
 York Way: 08551/859.
 Ferme Park: 08873, 31162/411, 55021.

Bounds Green: 08558.
 Stratford : 03161/397, 08413/519/521/541/547/550/554, 31112/161/199/
 234, 40067, 47005/007/205/207/404/409/557/571/577/581.
 Thornton Fields: 08531/957, 37049, 47116, 968000.
 Channelsea: 08422.
 Liverpool Street: 08930, 37044/102, 47016/116/566/569/581.
 Waterloo: 09001, 50017/024.
 Clapham Junc: 08760, 73002.
 Old Oak Common: 08630/651/793/798/825/936/944/947/948, 31263/414/415/419/
 421, 47056/063/068/200/246/352/433/459/536/551, 50004/011/
 018/028/030/032/034/037/040, 56060.
 Stonebridge Park: 08533/680/683, 25051/069/113/129/173/189/193/205, 81009,
 85018, 86312.
 Aylesbury: 08011, 25115.
 Northampton: 25057/181/276.
 Bescot: 20183/150/167/262, 47188/228/318/327/337.

Grand Scottish : 28-31 August 1981

Dumfries: 08396, 20080.
 Ayr: 08446/730, 20027/039/116/146, 25226/247, 27210.
 Ayr Harbour: 08430.
 Falkland Junc: 08433/827, 40063.
 Irvine: 08449, 20099.
 Ardrossan Hbr: 08344/442/476.
 Fort William: 08443, 20002, 37014/112.
 Inverness: 08620/725, 20124/156, 25233, 26015/021/023/024/026/027/
 028/029/032/036/042/043/044, 27008/021/102/205/211, 37117,
 47138/269/472/546/562/570.
 Aberdeen CS: 08515/855, 47562.
 Ferryhill: 08710/728/828, 20085/110, 25049/079/229/230/244, 26031,
 27007/012, 40006, 47268/273.
 Dundee: 06002/005/006, 08424/428/761/762, 20199, 25064, 26010/038,
 27040/042/111, 40015/181, 47148/268.
 Dundee NCL: In store: 20007/028/171/198, 27027.
 Perth: 08712/753, 26040, 27030/103/108, 40078, 47160.
 Thornton Junc: 08341, 20102/109/119/218/221/223/225/226, 26033.
 Kirkcaldy: 08570.
 Bowhill Colliery: 08346.
 Haymarket: 08565/755, 20100/205/222, 25078, 26008/019, 40160, 46035,
 47013/102/108/116/217/274/378/411/418/541/564/567/707/711/
 712, 55008/014/022.
 St. Rollox Works: 08314/402/736/738, 20076/120/153/219, 25068, 26001/004/
 030, 27009/023/026/037/044/202/203.
 Cowlairs: 08938.
 Eastfield: 08447/733/754/764/851/853, 20083/125/149/179/191/201, 25227,
 26035/041/046, 27004/010/017/019/020/024/025/029/038/043/
 104/106/110/204/206/207/209, 37011/021/022/025/026/027/035/
 039/081/108/112, 47029/210.
 Polmadie: 06008, 08319/345/448/568/621/721/727/817/952, PO 1,

20099/114/118/126/138/175/207, 25041, 26018, 27011/109,
 37144/147/150/196, 40030/058/061/173, 47149/710, 81008/015,
 85035.
 Corkerhill: 08348/852, 47202/445.
 Queen Street Stn: 47712.
 Central Station: 37028/056/129, 47710, 81015, 85035.
 Salkeld Street NCL: 08693.
 Hamilton: 08312.
 Motherwell: 08192/321/343/437/563/723/726/735/882/883, 25228, 26027,
 27016/022/032/208, 37018/036/050/133/137/139/146/148/151/
 152/154/156/237, 40050/103/168/178, 47209/363/417/550.
 Mossend Yard: 26007, 81022, 85010/016, 86001/005/008/034.
 Falkirk: 20049/078, 37120, 47702.
 Grangemouth: 08246/722, 20020/101/115/121, 25231/237, 27018,
 37149/155/157/253.
 Stirling: 08347, 47107.
 Comrie Colliery: 08719.
 Townhill: 08175/227/271/279/425/441, 20104/108/204/215/216/220/224/227,
 26012.
 Haymarket: 08565/755, 20100/202/205/217/222, 25078, 26019, 27014,
 40101/160/167, 46023, 47108/148/541/564/701/704/706/707/
 711/712, 55021/022.
 Millerhill: 08286/564/714/717/718, 20090/184/206, 25028/046/072/076/
 082/260/299, 26003/005/006/008, 37117/124, 40002/135,
 47013/705/708.
 Haymarket: 08755, 20202/217, 25078/260, 26019, 40101/160/167,
 47418/458/565/701/702/704/707/711, 55007.
 Waverley Station: 08571/763.
 Leith: 08575.
 Craigentenny: 08711/881, 26002.
 Millerhill: 08286/564/714/718, 20090/206/222, 25037/260, 26002/006,
 27034, 37117/124, 40135/158, 47013.
 Carstairs: 20111, 25292, 47517/705/708.
 Carlisle New Yard: 08105/106/601/910, 25056/059/060/075/080/086/149/158/191/
 206/207, 27033, 37171, 40064/131/175/195, 45037/064,
 47029/056/419/424/432, 81017, 86002/242/259, 87018.
 Kingmoor: 08107/419/450/732, 25125/146/218/239, 31205, 40082/122,
 47123/347/467, 81003, 83015, 85037, 87017.
 Preston: 08744, 25321, 47474/532.

South Wales : 12/13 September 1981

Manchester Victoria: 40075, 45002, 46039.
 Worcester: 08338, 31307, 37208/258.
 Hereford: 37287, 47089/290.
 Aberdare: 08351, 37227/270/278.
 Maerdy Colliery: D9530.
 Pantyffynnon: 08592/637, 37181/254.
 Llanelli: 03120/141/142/144/145/382, 37256, 47205/343.
 Landore: 03121/151, 08578/587/649, 37178/179/182/185/190/192/286/
 301/303/307, 46004, 47473/487.

Maliphant CS: 08897.
 Swansea Station: 47148/466/476.
 Swansea East Dock: 08360/577/591/659/663, 37135/184/236.
 Kings Dock Junc: 08799.
 Margam: 08361/362/367/896/898, 25234, 37213/231/282, 47081/082/
 097/147/236/280/361, 56035/037/038/041.
 Stored vans: S1087, 1102, 1106, 1255, 1257, 1270, 1291,
 1297, 1327, 1342, 1378, 1392, 1431, 1433, 1435, 1442, 1443,
 1442, 1443, 1449, 1458, 1467, 1477, 1479, 1481, 1485, 1493,
 1507, 1508, 1518, 1531, 1536, 1540, 1541, 1545, 1560, 1567,
 1568, 1587, 1591, 1601, 1612, 1616, 1636, 1637, 1641, 1670,
 1701, 1709, 1726, 1733, 1735, 1737, 1751, 1784, 1790, 1802,
 1807, 1819, 1837, 1843, 1844, 1849, 1858, 1865, 1867, 1868,
 1874, 1898, 1910, 1925, 1930, 1932, 1940, 1943, 1986, 2017,
 2078, 2081, 2086, 2088, 2118, 2121, 2123, 2141, 2148, 2154,
 2169, 2239, 2506, 94217/236/293/887/903.
 Llantrisant: 08484.
 Radyr: 08191/593/779/835, 37162/217, 97651.
 Barry: 08188/787, 37205/210/234/244/255/275/277/279/280/289/298/
 300, 47186/198.
 Vans for scrap: S1191, 1286, 1302, 1307, 1315, 1322, 1330,
 1411, 1418, 1450, 1468, 1502, 1553, 1556, 1611, 1625, 1693,
 1700, 1875, 1888, 1891, 1936, 1961, 2176, 2504, 2544,
 94172/194/202/207/224/275/276/280/299/354/389/394/422/451/
 471/473/479/483/488/546/586/685/715/743/757/758/807/813/
 855/862/865/906/910.
 Cardiff Canton: 03152, 08195/364, 37177/188, 45040, 47119.
 Newport Ebbw Junc: 08349/359/582/646/780/781/801/822/848, 37223/230/290/293/
 296, 47901.
 Severn Tunnel Jnc: 08594/652/654/786/791/940, 31231/258/424, 37243/285/288/
 302, 45016/036/048/051/064, 46001/047, 47002/069/112/235/
 250/282/560.
 Gloucester: 08486/878/826/836/849/924/927, 25188, 37158/211, 45007/026,
 46035, 47140/249.
 Bescot: 08327/466/474/489/585/610/614/700/783/788/832/841/901,
 20006/072/161/181/182/186/188/189/192, 25032/054/056/073/
 139/154/160/161/167/190/236/272, 40080, 45077, 47113/166/
 201/212/229/258/335/337/344/503.

STORED AND WITHDRAWN LOCOS

23 July: Reddish: 40144/179. Bescot: 25073/162. Saltley: 08134/182, 25039.
 Tyseley: 08613/674, 25261. 9 August: Reddish: 40050/091/096, also 40004/140/143
 awaiting decision. Longsight: 40016/023. 16 August: Springs Branch: 08299/302,
 40010/134. 23 August: Bescot: 25073/169/272. Cardiff: 08364. 29 August: Dundee:
 06002/005/006. Dundee NCL: 20007/028/171/198, 27027. Perth: 40078. 30 August:
 St. Rollox Works: 08314, 25068, 27009/044. Eastfield: 27043. Polmadie: 06008,
 08319, 25041, 27011/109, 40030/061. Motherwell: 40103. Grangemouth: 25237.
 Townhill: 08175/279. Millerhill: 25028/046/076, 40002. Carlisle: 25059/075/
 149/158, 40131/175. 6 September: Springs Branch: 08624, 25086, 40113/128 awaiting
 decision.

DOCTOR WHO AND THE TRAINSPOTTERS

"August 4th 1981 A.D." was the date showing on the Electronometer, "Location : Earth", "Precise position: Manchester Piccadilly Station, Platform 5, Relative time 08.15 hours." "Let's take a look outside" said the Doctor, brushing speckles of Dalek rust off his coat, "the people here can't be any worse than those we've encountered on our travels." He spoke too soon. The sight which met him as he emerged from the Tardis stopped him in his tracks. Nineteen sleep-starved beings approached him. "I've heard about these" he whispered to his assistant "they're.....TRAINSPOTTERS, a fearless breed of men who lived in England in the twentieth century. Caring nothing for sleep, food or sanitation they relentlessly travelled the length of their country looking at railway engines and writing fervently in little books until they were full of numbers. Then they would start all over again (often up to six times over) or even write down numbers of what they called 'stock' - a respectable word for passenger carriages and would you believe it, even parcel vans!" The Doctor hid in his Tardis but need have feared nothing - the group passed him by without seeming to notice his presence, and on seeing the blue and yellow rectangle at the front of the train dutifully wrote in their little books: "86207 City of Lichfield - haulage." They then proceeded to a carriage which had little white labels on the windows which read "Reserved for Northern Counties Transport Society", and they all promptly climbed on board. Seeing a potential adventure, the Doctor decided to join the party to see where they were going. He knew, however, that to allay suspicion he had to avoid being recognised, so he swiftly hit one of the group on the back of the head and bundled him into a toilet. Two minutes later he emerged from the toilet wearing a Boy-Scout's tie and speaking with a Barnoldswick accent. The disguise worked - nobody suspected anything as the train sped southwards, leaving the real Allan Fawcett to explain to angry railway officials why he was lying dazed next to a police-phonebox on platform 5 of Piccadilly Station, without a platform ticket.

At Crewe, the Doctor was unimpressed at seeing 33023 which had arrived on a train from Cardiff. However, as everyone else thought it exciting, he leapt from his seat and scribbled furiously in his notebook to avoid any suspicion. The remainder of the journey was uneventful, except that someone with a tape recorder reminded him of the unfortunate journey he once made to the most unpleasant location imaginable - a Motorhead concert. This was the only time he could ever remember being frightened in his life. Fortunately calm was restored as the band of outlaws changed trains at Birmingham New Street - a station where the staff actually pay to watch films showing the sun and daylight scenes, as they never get chance to see either in the course of their daily work. The role of Allan Fawcett was brilliantly played, as the Doctor, keeping a straight face, called out numbers of locos as they passed by their moving train, at combined speeds in excess of 120 m.p.h. Nothing whatsoever was missed on the journey! The biggest test was yet to come, however. He had put this ordeal off up to now but the time had now come to eat one of Allan's sandwiches. They were assumed to be quite old as the "sell-by" dates were carved on the crusts in Roman numerals. He tried to throw the crust out of the window but it was caught by a passing magpie, who, on realising what it was, threw it promptly back. It hit the table and knocked over a plastic cup of B.R. coffee which instantly burnt a hole in the table and evaporated in a toxic brown mist.

On arrival at Bristol the party dispersed and the Doctor radioed back to his assistant. He reported that he could not understand why the entire group had ignored the buffet and bar, preferring to stand at the end of the platform and look through strange black double-telescope devices at an engine shed, calling out numbers which others promptly wrote down in their little books. This was indeed a strange group of

people, the likes of whom he'd never met before. It was getting increasingly difficult to keep up the pretence but he knew he had to persevere. As the train which had brought them here departed for Plymouth behind 47553 they prepared themselves for the next stage of the journey. The train they caught was one of the hideous yellow banana-shaped High Speed Trains. The Doctor reflected on the time he had visited Earth in the year 1988 when, due to wind erosion, these trains had become blunt at the ends and were rendered incapable of reaching the required 125 m.p.h. They were consequently stored until the year 1990 when HST-sharpening plants were installed at the depots. Here the power cars were lifted from their bogies and rotated, like a giant pencil sharpener, until their pointed fronts were restored.

Soon enough the final destination was reached and after a long walk in the unexpected heat the group were taken to see a hundred stored and condemned engines at Swindon Works. The Doctor was surprised to find that after an hour of this, the party eagerly walked a further half mile to a coal yard where it was alleged there were about another seventy engines to be seen. Being Allan Fawcett, the Doctor had to convince everybody they could see everything. Others who weren't so convinced could be seen returning to the comparative sanity of the Station on a passing bus.

There was excitement in the air as the return train, albeit 20 minutes late, arrived in Bristol behind 50029, a grimy machine which seemed to have been recently used to demonstrate a powerful paint stripper. The Doctor soon realised why the Western Region timetable 1981 was the number one best-seller under "fiction" in the Inter-galactic popularity poll for books, and a further 15 minutes were lost at Gloucester. This was due to the immense problem of 50029 off one end of the train and putting 46051 on the other end. As this ancient locomotive struggled up Lickey Bank, our heroes played cards to while away the time which was progressively being lost until an equally old but much more sprightly class 85 locomotive took over at Birmingham. The Doctor then decided it was time to liven things up a bit. Using his super vibration-inducer (as fitted to most B.R. diesel multiple-units) he soon woke the N.C.T.S. party by causing their specially reserved carriage to shudder violently at speeds of around 80-90 m.p.h. It was so bad that even the N.C.T.S. officials decided to take action and went in search of the guard. Some time later he was finally located (asleep in a first-class compartment) and taken to the allegedly defective carriage. To make the N.C.T.S. officials look silly (not difficult) the Doctor reduced the vibration, but under pressure, the guard pulled the communication cord and the train slowly came to a halt, but not before one member of the party had leaned out of the window and had been duly relieved of an expensive new pair of spectacles. Everyone had their own theory but only "Allan Fawcett" really knew what had happened. Everyone else thought that it was mere coincidence that the N.C.T.S. reserved coach was at the back of the train, and furthermore, was otherwise completely deserted. At Crewe the C & W Inspector was called out and rather reluctantly, having been unreasonably disturbed during working hours, examined the bogie but found nothing. He allowed the train to continue, now a full hour late, but everyone was greatly reassured by the fact that the carriage now carried a little white label which read "M4869 - for inspection at Longsight".

The Doctor had had his fun but then he suddenly remembered he had forgotten to put a battery in his vibration-inducer! The following day he flew his Tardis to Longsight to find out the real cause of the vibration. It was then that he discovered that one of Allan Fawcett's sandwiches had got stuck between the brake shoes of the carriage causing the entire braking mechanism to disintegrate. The sandwich was later recovered intact - M4869 is now condemned!

The End.

On holiday at Eastbourne in Summer 1980, I managed to persuade my Dad to travel to see and photograph the 05 shunter. After a hearty breakfast at the hotel, we arrived at the station and purchased the tickets, including ferry fare from Portsmouth to Ryde (Pier Head). Reaching Brighton 73119/139 and 33063 (HG) were working around, and the latter picked up a maintenance train towards London. Continuing we passed 73127 heading a coal train at Chichester. Fratton was quite packed but I could only see 73002/112/125. Also on the point near the station was 33020 (EH) and departmental unit 023, and behind them an 09 and a class 73.

Reaching Portsmouth I noticed it was on two levels : Both were packed with units and ours was another addition. Whipping across to join the ferry we left the harbour watching naval personnel servicing three submarines and assorted naval craft. We dived in the local 'Wimpy' and carried on down the line to Shanklin, then returned to Ryde (St. John's Road) and dismounted to visit the shed. One of the two men fixing a car showed us in and 'Nuclear Fred' 05001 was there in pristine condition. On return, at Fratton were 33057/113 (EH) and 73119. Passing a gas works was a shunter No. 11390-40 of the Southern Gas Board, and in Brighton were 09005 (SU) and 73107. We arrived back very fatigued but happy.

THE FINAL FORTYby Stuart Emery (Big Nesbitt)

Most spotters will tell you about their last loco of a certain class. Ask Pete Trotter about his last '25' (25311) and he'll tell you of the many times it has avoided him. My last class 40 had eluded me many times, twice on N.C.T.S. trips. I thought that my next chance at seeing it would be the Grand Scottish in August. And so on the night of 16th July I was at home watching Depeche Mode on 'Top of the Pops' when the 'phone rang. I was expecting a call but no-one like this. It was from another 'Counties' member, Ian, who works as a guard at Newton Heath. He told me that my last '40' was on shed. I quickly thanked him and checked my watch : It was 7.42 p.m. I quickly ran into the living room and woke my Dad who was dozing on the settee. He reluctantly agreed to give me a lift, but he said it would take five minutes for him to wake up. My brother (Joey) was at his friends so he couldn't make it but my friend Allen managed to prise himself from watching Bad Manners on the 'telly' to come with us.

We set off at 7.52 p.m. My Dad then informed me we needed petrol. We called into a petrol station near my house but unfortunately the pumps were off for ten minutes. My Dad said that he would wait. But I wasn't going to sit there for ten minutes while my '40' sped away back to Scotland, so I persuaded him to drive on. We arrived at Newton Heath at 8.12 p.m. with absolutely no petrol. My Dad then went to fill up the car as we went into the depot. As we walked across the front of the sheds I spotted a '40' with a headcode box. I was sure that was it, and as I reached it my hands went into the air as that most brilliant of '40's', 40158 stood quiet in it's grime before me. After 10 minutes we did the rest of the shed. On shed were 08129/569, 25120/139/149/253, 40099/107/120/125/133/158/180. As I returned I couldn't help thinking that just 100 yards away from my last '40' were two more (40120/135) bound for Swindon and I wondered how long it would be before 40158 joined he sisters with only the cutter's torch to look forward to.

I started organising my '81 railrover in January, by booking hotels and arranging our timetable with the help of Graham Barlow. Of course, it wasn't just going to be a 7-day railrover - we were going to have our couple of days 'car-bashing' with GB.

I set off on Friday June 19th with Graham picking me up at my front door. 3 lads accompanied me, just a nice car load (It is if you're sitting in the front seat - Ed). There was Richard from Nelson and two from Todmorden, called Dave and Ian. We picked them up and set off for Lincoln. The journey was quite uneventful except for running over a cat just outside 'Tod'. On arrival at Lincoln we found the shed empty except for 03026, 08102, 08183 and 08242. Next stop was Grantham, where 08060 was stabled and 'Deltic' 55022 was in the station with a passenger train. Peterborough was our next call. 11 locos were on the depot including 47119 (CF). We had a couple of pints here while the lads went on the station, and then it was on to Graham's house at Bishop's Stortford to stay the night.

Our route for Saturday was planned for Eastleigh Works and depot. So off we set at 7 a.m. on a sunny morning down to London, which is around 30 miles. First stop was Stewarts Lane - not many on - 73001/002/005/123/133 and 09024. A brief look in at Clapham Junction brought us 09002 and 09020, then on to Woking - a busy place this - 09005/006, 33012/017/019, 73117/118/140 were stabled and 73102 flew through. Basingstoke was next, with 08929, 33022/106, 37121 (SF), 73106/139 scattered around the yards and 33061 seen on an express. We arrived at Eastleigh around mid-day with the temperature in the 70's, so first order was a meal and a pint, and then a visit round the depot, which is one of the best on the Southern Region. There were 34 on shed and for a summer Saturday this is good. 16 of these were class 33's with an assortment of 08's, 47's and 73's. Then it was up the road for the works at 2 p.m. Eastleigh Works mainly caters for units, but locos present were 2991, 08030/150, 09016, 33025/026/115/119, 73102/112 and 30828 (steam). We were told that this works has been the only one to make a profit of late. We then proceeded to Portsmouth to do Fratton for the other Eastleigh '08's'. Present were 08650/993, 33020/113 and 47202. It was now tea-time, so we began the long journey back to GB's house where we were staying the night.

The following day we were off again at 7 a.m. to do all East Anglia. Cambridge station was first where 08083/108/889, 31148/239/270, 47158/162 were present. At the depot were 08100/240/529 plus railcars. Next was Chesterton p.w. depot - 08496 and 08553. Then Ely station - 08716. Then up to March station, where e.m.u.'s from the Eastern Region were stored together with 31243/293/314 awaiting duties. The depot at March had 26 locos on including 03175 and 45046 "Western Fusilier". Also present were the usual 08's, 31's and 37's. The foreman said that they had recently lost 20 of their locos to other depots. Kings Lynn was next, which brought us 03017/154, 08096/539 and 47156. By dinner we were at Norwich and after Kentucky Fried Chicken, and yes, a pint or two, we did the depot. 30 were on shed, with 31's, 37's and 47's in plentiful supply. Then we went out to the coast to Yarmouth to see 03084 and ADB968013/015 (the old 310XX series off Stratford). Also present were 31410 and 47134. Lowestoft had 08529 - the last time I was there the shunter was an '03'. At Ipswich 15 were present with 03162/179/399 all still working. At Parkeston Quay we couldn't get the locos in the yard - all we saw were 08228/530/752 and 47150. Colchester, although being only a small depot, had 15 on.

Shunters on were 08256/261/407/708 (ex-GD), and 08956. After our evening meal on a pleasant sunny night we arrived at Ripple Lane. There were 23 on shed - mostly 37's and 47's off Stratford.

After that lot it was time to start out on our railrover! So bidding our farewells to Graham we boarded the midnight train to Penzance. In the hour that we were at Paddington we got 17 locos including 6 class 50's. I needed 3 class 50's for this time round - 50039 was in Doncaster Works and I copped 50014 on Paddington so now I only needed 50019. Our first haulage was disappointing - 47532 - I had expected a '50'. The next thing I knew we were at Bristol and to my surprise 31145 came on to join the 'Brush 4'. This pair hauled us to Plymouth, where the 2 locos came off, and 50043 came on for the last leg of the journey. We arrived at Par at 6.15 a.m. - our first detination - to do the St. Blazey depot. 08113/945 and 37207 were on, plus 08488 down the yard. 37374 and 37299 had worked off but we saw them on the way back. The other Laira class 37's were all on the depot later in the day. Anyhow, at 7.15 we went down to Penzance by HST, where 08641/644 were pilots and aside of the station were 50020/038/043/047. After a hearty breakfast outside the station it was back on the 9 a.m. train to Plymouth, a bit of a boring journey as you pass very little. Anyway at Plymouth at dinner time we got a taxi out to Laira. 10 class 50's were on the depot, including 50050 with it's engine out. Only 24 locos were on, which was rather disappointing I thought. We were then pulled to Exeter by 47502. A good place for 'spotting' this as you get the Waterloo - Exeter class 50's working in. Here I copped 08584, the Meldon Quarry shunter which had been transferred to Bristol. The loco at Meldon now is 08668 ex-Bristol. In an hour at Exeter we saw a '33', 3 class 50's, 31's, 45's, 46's, 47's and 5 class 08's. From Exeter we were hauled by 46051 to Bristol. Noted on the way were 33003 at Tiverton, and 97650/652 at Taunton with 08322. Bristol was reached at tea-time. 33 locos were on shed there. What surprised me was the number of class 33's which work into Bristol on Portsmouth Harbour trains. Then it was down to Cardiff hauled by 37158 on the 7.05 p.m. train, where our hotels were booked. En route we passed Severn Tunnel Junction (13 on) and Newport (usual 37's etc). The lads said "Let's do Canton before we go to the hotel". Reluctantly I agreed as I was beggard. On the shed I saw my first class 56 'namer', 56038 "Western Mail". There were 28 on shed - mostly 37's and 47's and a couple of class 33's. We then got a taxi to Newport Road, checked in, had a good wash and meal and a few pints (licenced hotel of course) and watched Wimbledon.

Tuesday was the day I was most looking forward to - Swindon Works on the 10.45 a.m. visit. We had our breakfast and got a taxi in time for the 7.50 a.m. train to Bristol - 31422 was the haulage. I noticed Severn Tunnel Junction was swarming with locos. The journey from Bristol to Swindon was by HST and arrival was at 10 a.m. - in plenty of time. After checking in two security men took us round. There were only eight of us - the other 12 didn't turn up on time. What a graveyard this place is - lines and lines of locos for cutting up or stored! Lines of '40's' which we are used to in Lancashire under the welder's torch - bits here, there and everywhere! There is also North Yard, which you are not taken to on the visit - you have to catch a train to Gloucester and get off at the first station. In the works themselves there were 08's, 20's under repair and also 97653, also condemned locos being stripped for spares. At Swindon Works, on the North Yard and on the stabling point we saw 215 locos in all. It was then on to Reading for half an hour. Noted here was 97804 (ex-06003) on the depot. Then it was on to Westbury for the Bristol shunters 08935/950. We changed here. It's off the main line and plenty of freight uses it. Noted here were 33010/011/012/013/030, 37231 plus 6 class 47's in an hour.

It was then by d.m.u. to Salisbury. Here was 08845, 33103/114. We then caught the Exeter-Waterloo service hauled by 50005. The drivers on this service have one speed - very fast. It was a great run and good for numbers as it stops at Basingstoke and Woking and we saw plenty of 33's and 73's en route including 73142 "Broadlands" at Waterloo.

We then travelled overnight into South Wales from Paddington and Wednesday was planned to do South Wales and London at night. 47466 hauled us to Swansea and 37175 to Llanelli, where we saw the 03's and a few 37's. After breakfast it was back to Swansea to do Landore where we saw 37180 "Sir Daffyd", my first 'named' class 37. Then we went on to Margam and Cardiff, Llantrisant, Radyr (97653 present), Barry Island, Severn Tunnel and Bristol, seeing over 250 locos. Then it was down to London to meet GB in the car again. With Graham we did Norwood Junction, Selhurst, Hither Green, New Cross Gate, Bricklayers Arms, Liverpool Street and Kings Cross, seeing another 200 locos.

We then boarded our sleeper (50037 haulage to Penzance) at Paddington to spend another day, Thursday, in the South West. The sleeper was well worth the money with coffee and biscuits for supper and breakfast. I got a good 8 hours sleep that night. Our route on Thursday was Penzance, Plymouth, Newton Abbot, Exeter for two hours, Salisbury, then to Bristol via Westbury with 33102 haulage. We carried on through Newport to Cardiff, by which time we had seen another 300 locos. And so to another night in the hotel after a few more pints!

Friday's departure time was 9.15 from Cardiff up to Bristol, where there were 24 on the depot. Then it was up to Gloucester behind 50012. On Gloucester depot there were 15 locos including 50027. From here we did another route we hadn't done before - to Cardiff via Chepstow and Severn Tunnel Junction - again plenty on here. From Cardiff we took an HST to Reading for 3 hours spotting. Here we saw 47449 hauling the Royal Train with the Queen on board (I waved). Then down to London, a good meal and back to Bristol for a bit of night spotting.

We then caught the 1.20 a.m. Saturday morning train to Milford Haven, hauled by 37180 "Sir Dyfed - County of Dyfed" to Swansea. 37179 took it to Milford. We then went back to Cardiff and on to Bristol. We spent 3 hours on Temple Meads and 50 locos came through, plus all those HST sets. We then went on to London to meet GB again to do North London and have another night's sleep in a bed! First call was Old Oak Common - 30 locos here including 7 class 50's. Then on to Willesden (35 locos), Stonebridge Park (26 locos including 33055 and 33046 - my last one for the 4th time round), and Cricklewood (33 on, mostly 25's and 45's).

On our last day we passed Harlow and saw 08520, unofficially named "Duchess of Harlow" at Harlow Mill NCL depot. Then we did Stratford (64 on), Finsbury Park (20), Euston (12 electrics) before going on to Paddington, for our 11 a.m. train to Oxford. 50025 hauled us which was young Ian's last class 50. David needed one in Doncaster Works, the same one as myself and Richard had cleared his. We saw every one of this class except those in the works. Before we set off the lads 'cabbed' the loco, and the driver told them that the refurbished ones are great but those which haven't been through the works are in a sorry state. Arrival at Oxford was on time and noted at the depot were 08803, 31231, and 50038. 47070 hauled us on our last leg to Birmingham, passing Banbury where 08784, 25299, 45068, 47100/329 were present. We reached Birmingham at 2 p.m. which is the northern limit for Western Region railrovers. So we caught the 3 p.m. bus back to Nelson, which we had pre-booked. I was in the bath for 7 - great to be home, but I had really enjoyed my nine days. I copped 185 to bring me down to 279 (6th time round), Ian copped just under 33, and David and Richard around 200.

A TRIP TO LONDON

As the 07.21 Wakefield Westgate to Kings Cross pulled in I thought of what promise the day held, a trip to London. It was not long before Doncaster was in sight and as we had an hour before the 08.44 loco-hauled service to Kings Cross it was decided that we (two friends and I) would visit the works. At the works we could see 03078 (my last GD loco), 08099, 37014, 50008 and 56039. 50008 I also copped and as the day was primarily to cop class 50's I was off to a good start.

47561 took us down and for much of the way kept up a considerable speed. Arrival at Kings Cross was only two minutes late and then we proceeded to our first call, St. Pancras. On St. Pancras were 45114 and 45146. Then it was onto the Underground where we bought a Central Tube Rover for £1.10 (a real money saver) and went on to Waterloo. On arrival I immediately copped 50004 (new livery) and 50026 and 73128. Other locos noted were 33101/109/113, 73121 and shunter 08760. After an hour at Waterloo it was on to Paddington - this turned out to be an excellent stop as I copped 50022 and 50044 and two of my last three '253's'. Also there were 31118/121, 47138, 50034/042 and an assortment of '253's'.

After that it was on to Stratford Open Day. Stratford was full of surprises, e.g. 33056, 73109, 47158 named 'Henry Ford' and 47583 in some kind of new livery only Stratford could have dreamed of. Also on were 50036 and, as expected, a 'Deltic' and an HST. I only copped one but as the next stop was Old Oak Common I was not too disappointed. Liverpool Street was empty, but the next station we visited, Euston, was not, with several class 85's, 86's and 87's in evidence and also a couple of 25's. We got off the train at Willesden and proceeded to Old Oak. The first loco we saw was 50027 on the turntable. We walked on round the depot and came across a piece of metal which used to be 31254. On Old Oak there were only 4 class 50's, but the numbers were made up by 31's and 47's including 'namers' 47083/511/513.

Willessden was also empty so it was on to Waterloo for a second visit. Different locos on were 33015, 50018 and 50035. Then to Paddington for a second time. Locomotives noted there were 08936, 47054 and 47475. The trip was almost complete and so we proceeded to Kings Cross for the 20.50 to Leeds. But at Kings Cross we ran into an unexpected problem - the 20.50 does not run on Saturdays! A quick revision of the timetable suggested we take the 21.00 to Edinburgh and get off at Doncaster. The loco which worked this train was also a surprise, 47146 of Landore.

A great cop at Finsbury Park was 40130 leaving me with one '40' needed. But soon we ran into trouble and we had to have a loco change at Peterborough due to a boiler failure. 47146 was exchanged for 47272 and it was not long before we arrived at Doncaster. It had been a good trip and I had got my Class 50's down from 10 to 3.

....by Paul Woodcock
(with assistance from John Chapman and
Tim Lovell)

A decade ago the Society produced, under the auspices of Viva Transport Publications, allocations books etc., but these were of quarto size, i.e. the size of this magazine, as, in general, railway societies did not consider it their function to produce regularly updated pocket-sized books as a means of raising funds. So, in order that members could update their annually-published Ian Allan locoshed books, we reported depot re-allocations in our quarterly magazine, just as we do today. Two things, however, would strike the modern-day enthusiast from these lists:

Firstly, locomotive numbers did not all have 5 digits, as they have today: The vast majority had four, whilst "Warships" (8XX) and English Electric Type 4's (2XX and 3XX) had three digits, and "Peaks" had one, two or three, as they were numbered 1 to 193. Thus 44001 "Scafell Pike" once just bore the number "1". It is curious how this class of locomotives came to be generally known as "Peaks", as only numbers 1 to 10 were named after mountains, other members being named after regiments. But how much more romantic it was when classes had a name which was generally accepted, rather than just a number. Such is progress.

The second difference was in the depot codes, which, instead of two letters, consisted of one or two numbers, followed by a letter. This had an advantage to spotters in that the region to which a locomotive was allocated was obvious from the code, as individual regions had their own numeric series. For example, if you didn't know that 52A was Gateshead, you at least knew that a locomotive bearing that shedplate (and I mean shedplate, not shedsticker!) came from the Eastern Region (North) as all codes in the "fifties" were of that region. L.M.R. main-line locomotives were allocated, not to depots, but to divisions, such as D08 Liverpool Division, in which the chief shed was 8F Wigan Springs Branch.

COMPETITION WINNER

The winner of the competition in the last magazine was Michael Hocking, member number 4260 from Worsley Mesnes, near Wigan. Michael managed to cover 513 miles in the allotted time, albeit almost completely between Doncaster and York and back! Congratulations, Michael. Here is his winning entry:

<u>From</u>	<u>To</u>	<u>Depart</u>	<u>Arrive</u>	<u>Mls</u>	<u>From</u>	<u>To</u>	<u>Depart</u>	<u>Arrive</u>	<u>Mls</u>
Wakefield	Doncaster	09.01	09.25	15	York	Doncaster	15.36	16.08	35
Doncaster	York	09.28	09.55	35	Doncaster	York	16.27	17.01	35
York	Doncaster	10.05	10.37	35	York	Doncaster	17.02	17.34	35
Doncaster	York	10.47	11.14	35	Doncaster	Wakefield	17.35	17.54	15
York	Doncaster	11.36	12.08	35	Wakefield	Doncaster	18.11	18.40	15
Doncaster	York	12.18	12.49	35	Doncaster	York	18.41	19.08	35
York	Leeds	12.50	13.18	24	York	Doncaster	20.05	20.37	35
Leeds	Doncaster	13.45	14.24	24	Doncaster	York	20.43	21.10	35
Doncaster	York	14.30	15.03	35					

This itinerary is possible only on Saturdays between 10th October and 18th May.

COMPETITION

Last time we had a competition with a Yorkshire bias, so this time it is about railways in Greater Manchester. The prize for the first correct entry received is a free overnight tour, or, if preferred, a free day tour. The points for each question appear in brackets, the more difficult or those requiring multiple answers earning more points. The maximum number of points is 40, but if you cannot answer all the questions just answer as many as you can, as, if no fully correct entry is received, the member scoring the highest number of points will be the winner. Entries to the Magazine Editor please, by 31st October 1981. Answers in next magazine.

1. Which is the only station in Greater Manchester which is a terminus? (1)
2. What is the name of the curve along which there have been proposals to link Piccadilly and Victoria stations? (1)
3. In which town was Plodder Lane shed? (1)
4. Apart from Piccadilly and Victoria, name the 3 stations closest to the city centre. (3)
5. Name 5 other city centre stations, now closed to passenger traffic. (5)
6. Why is Manchester Victoria's platform 11 famous? (1)
7. What is unique about the 07.33 Piccadilly-Euston and the 17.20 return, along with the 07.56 Euston-Piccadilly and 16.42 return? (1)
8. Which Manchester area depot consisted of 2 sheds in an 'L' shape? (1)
9. Which is the furthest point which can be reached from a Greater Manchester station without changing trains? (1)
10. Name the 6 stations in Greater Manchester served by loco-hauled trains. (6)
11. a) Which two stations have a loco-hauled service which does not originate or terminate at either Piccadilly or Victoria? (2)
b) By which service are these two stations served (name originating station, departure time therefrom, and ultimate destination)? (1)
12. Where can E26020 be seen? (1)
13. What is the name of the B.R.E.L. workshops in Greater Manchester? (1)
14. What was the name of the locomotive works in Manchester, now closed? (1)
15. What was the previous name of Manchester Piccadilly station? (1)
16. Name Greater Manchester's 2 freightliner terminals. (2)
17. Which were the last 3 Manchester area sheds to close to steam? (3)
18. What service does Manchester Victoria not have that all other 'Inter-City' stations boast? (2)
19. What is unique about Manchester Piccadilly's loco-hauled services amongst all the stations on the network? (2)
20. Between which 2 stations in Greater Manchester is there a non-stop d.m.u. service for fare-paying passengers which is not advertised in any timetable? (3)

RAIL NEWS

LONDON MIDLAND REGION

Acton Bridge: 03.08.81: 25125 (TO) on mineral train.
10.08.81: 25093 (CW) on m.g.r. working.
11.08.81: 40083 (HM), 47413 (GD).

Birmingham New Street

A summer Saturday here on 1st August produced 63 different diesel locomotives between 09.45 and 16.45. When the numerous class 81-87 electrics are included, the total was well over 100, and for collectors of coaching stock, the estimated number seen was 750-800 (after taking duplications into account). A full list of diesel locos seen (all on passenger workings) is as follows:

08919 - Station pilot, 25268 (KD)/296 (SP) (double-headed), 31161 (SF), 31227 (TI), 31257/296 (BR)(double-headed), 31321 (MR) and 31410 (MR), 33023 (EH) on Weymouth-Wolvehampton relief, 45013/019/020/037/051/059/061/064/068/114/117/136/150, 46009/036, 47029/064/098/125/135/137/152/157/193/201/204/212/236/248/252/265/312/335/341/354/359/361/369/409/457/466/507/509/511/518/522/526/529/534/538/552, 50005/029.

On the coaching stock scene the biggest surprise was a Glasgow (Cowlairs) based rake comprising SC35403, 4387, 4191, 4104, 4153, 4205, 4223, 4553, 4207, 35401 on a Euston-based relief train. This completed the sighting of coaches from all B.R. regions, as 33023 (mentioned above) had previously arrived with S3843, 4055, 13390, 21268, 25916, 3749 and 4066.

Timekeeping suffered as the day went on, with most holiday trains being approximately 30 minutes late on average during the afternoon. First prize, however, was definitely awarded to the Aberdeen/Glasgow-Birmingham train due to arrive at 14.05. Due to "operating difficulties in the Warrington area" it finally arrived 2 hours 15 minutes late at 16.20 hrs., behind 87034.

Carlisle: 02.07.81: 27016 (ED), 37088 (MR), 40078 (YK), 40092 (TE), 45010 (TI) stabled in Kingmoor yard.

Crewe: 03.08.81: 25139 (TO), 33018 (EH), 47493 (LE).
04.08.81: 25120 (CW) on oil train, 25302/322 (KD), 31222 (YK), 47002 (CF), 45149 (TO) on parcel trains, 47426 (YK) on passenger.
08.08.81: 25038/071 stored at depot, 25210/265 (CW), 47232 (CF), 47245 (BR), 47268 (HA), 47287 (TE), 33025 (EH) recently named "Spartan".

Derby: 08.08.81: 31275 (TE) on stabling point.
Noted through the Station in addition to the usual L.M.R. class 45's and 47's were: 40015 (SP), 46028/029/049/052 (GD), 47054 (OC)/112 (CF)/134 (LE)/171 (CF)/231 (CF)/408 (GD)/426 (YK)/478 (LA)/482 (LE)/484 (LA)/518 (IM)/559 (LA). The summer Saturday Skegness train which is rostered for a pair of class 20's arrived at 3.35 p.m. behind 20063/071.

Manchester

Saturday afternoon has always been the best time to visit Manchester depots and Saturday 10th July was no exception. Newton Heath held 19 locos including 47079 "G.J.Churchward" and 40120/125 in store awaiting their final trip - to Swindon.

Sister locos 40016/023/031 awaited a similar fate at Longsight. 35 locos were stabled at Guide Bridge including "foreigners" 25133 (TO)/142 (KD)/180 (CW), 37219 (MR), 47318 (CF)/381 (BS) and 56063 (TO).

This week-end saw the end of the class 76's, as the Woodhead freight line finally closed. The situation on the Saturday afternoon was as follows:

Guide Bridge: 76006/007/010/012/014/016/022/025/026/027/031/032/034/035/054, all with pantographs down.

Reddish: Previously withdrawn: 76001-004/036/041/046-049/052/053/055.
Also: 76008/009/011/013/015/021/023/024/029/030/033/037-040/051, all with pantographs down. Only 76040 had pantographs raised and was outside the maintenance depot itself - the remainder were all lined up in the sidings behind the depot, obviously awaiting their fate.

The only class 76 not accounted for was 76028. Can any member throw any light on the whereabouts of this locomotive on Saturday 18th July?

Piccadilly: 05.07.81: 47155 (SF)/286 (BR), 56063 (TO).

Victoria: 05.07.81: 47215 (IM).
28.06.81: 25058 (BS), 45050 (CW), 46011 (GD).

Guide Bridge: Since early March 56065 has stabled here, and on 18.06.81 56075 (TI) joined it. May 30/31 saw class 37's 37113/119 and on 30th May 37016 went through light engine. At the end of April 47001 arrived on a mixed freight and LEV 1 passed over the Denton Junction - Ashton Moss freight line.

Wrexham: 20.06.81: 08078, 47086 (CF)/090 (CF).
29.06.81: 08153, 25075 (BS)/125 (TO)/302 (TO), 47249 (BR).
26.06.81: RDB 975874 (LEV 1) Experimental d.m.u.

EASTERN REGION

Burton Salmon (near Castleford)

27.07.81: 37067 on p.w. train, 40006.

28.07.81: 20187/190 (TO), 31155/406 hauling 1 d.m.u. car, 31177/222, 37015/161 (TE), 46009, 47543.

10/11.08.81: 25033/315, 31120/148/220/265/409, 40020/030/036/135/150/158/195, 45036/042/050/070/074/076/142, 46049, 47032/124/163/249/280/373/449/484/497/508/529/536, 56021/027/034/046/092 (new livery).

12.08.81: 37065, 40063/183/199, 47076/087/431/486/500/532/556.

Castleford: 16.07.81: 31226, 37059, 40122/157, 46026.

18.07.81: 31209/257 on passenger train.

Doncaster: 05.07.81 Depot: 08506 (DN).

Works: 03158 being completely overhauled, and 37228 (previously stored u/s) also being repaired. Withdrawn 40070 is stored here representing a class not usually seen in Doncaster Works.

A week later on 12th July, 55013 was in the erecting shop presumably receiving minor repairs. 55005/012 were in the yards, and 55006 was being cut up in the scrapyard. On the same date an excursion train was noted through the station being hauled by 47135 (SF).

Healey Mills

It is reported that a week-day evening freight train works into here hauled by a double-headed class 20.

Knottingley

Latest class 56 noted here is 56093 on 23.07.81.

Selby: 04.07.81: 40007 on passenger train.

05.07.81: 47026 on passenger train.

SCOTTISH REGION

Glasgow Central: 25327 (BS).

Glasgow Queen Street: 26015 (IS) on 12.44 Queen St.-Dundee.

WESTERN REGION

Bristol

Class 33's are now regular on Cardiff/Bristol to Portsmouth and Weymouth trains.

Noted on 3/4 July were 33002/005/008/013/016/022/023/024/032/052/060/061/102.

unusual power for a Cardiff - Weymouth train arrived at Bristol in the shape of

37239 (CF). 31255 (MR) and 31132 (OC) later double-headed this service between

Bristol and Weymouth, the train having been hauled from Cardiff by 47201 (CW).

Whilst class 33's have increased in numbers at Bristol, class 50's seem to have become less common. Over this week-end only nos. 50003/016/021/023/024 were noted.

COACHING STOCK

Doncaster Works - 12th July

15945/997, 16216/224, 25734/839/855/919, 34672, 80730/769/858, 81302/319/361/407/
408/434/530, 86108/189/194/203/211/250/290/333/358/378/400/420/439/476/500/506/568/
599/608/650/653/716/931, W1019/31, W1328. Withdrawn: 4274, 16149, 26055, 34045,
80963.

Derby (Litchurch Lane) Open Day - 8th August

3072, 3199, 3241, 3317, 4428, 4779, 4847/60, 4922, 5244, 5447/50/52/66/72/76/84,
5750/84, 5969, 6105, 6506/11, 9422, 9531, 11029/51, 12070/81/87/94/104/108/136/
158/163, 13514/553, 14025/063, 16130/207/225, 21034, 25408/795/813/905/963/975,
34530/551/660/675, 35180, 80541/615/947, 81036/189/225/260/553, 86861. Withdrawn:
3847, 4365, 13176/414, 21128, 24443, 34544, M31231.

Wolverton Works Open Day - 22nd August

M501/503, 1508/58, 1657/58/79, 1707, 1851/58/67, 1966/71, 2002/21/22/48, 2109,
2401/5/22/27/49, 2500, 2614/91, 2825/29/32, 3261/62/99, 3436, 3727, 4827, 5075/84,
5521, 5667/95, 5737, 5849/64/75, 5984, 6072/86, 6134/49, 13562/564/600, 14037/140,
80325/353/369/381/395/403/437/451/455, 80669/856/885, 81247/251/476, 99204.
Withdrawn: 1726, 2045, 13408.

LOCOMOTIVE STOCK ALTERATIONS

April 1981

Withdrawn: 08028/109/149/279/336, 40066/098, 97020.
Stored serviceable: 08736 (previously u/s), 20007/020/080/085/100/108-110/119/126.
Stored u/s: 25246/305.
Renumbered: 86019 to 86319, 06003 to 97804.
Transfers: 03022/069 - GD, 08200/288 - SW, 08410 - LA, 08657 - YK,
08708 - CW, 20028/078/171/197-199 - ED, 25093/101/115/153/299 -
CW, 37024 - CF (on loan), 37127/134/135 - CF, 47051/102 - ED,
47229 - TO, 47565/567/575 - LA.

May 1981

Withdrawn: 03121, 08049/180/233/553/559/560, 25038/039/041/082/162/241/291,
31101/122/139/167/193/194/211/228/269/280/298/305/309/326,
40016/023/031/120/125/134/175, 45011/025/027/031/035, 46033/055,
55012.
Re-instated: 20042 - HA.
Transfers: 08363 - RG, 08646 - EJ, 08656 - BS, 08726/728 - AB, 08789 - LO,
08792 - CF, 08898 - LE, 20090/100-102/104/108/109/120/121/215 -
HA, 20086/111/152/156/175/179/184/191/201 - ED, 25050/085/268 -
KD, 25106/178 - BS, 25214/258/279 - SP, 25320 - LO,
31113/189-192/195/202/217 - IM, 31115/225/226/249/252/270/297/
303/306 - MR, 31130/218-220/222/402-409/411 - YK, 31143/144/
146/281 - TI, 31266/287/319 - GD, 31278 - SF, 37011/025/035 -
HM, 37017/023/034/038/041/047/049/050/052 - SF, 37059/063/068/
073/076 - TE, 37091/103/115 - IM, 37138 - CF, 37292 - ED,
40003/073 - HM, 40050/080/094/103/139 - LO, 40060/150/158 - KD,
45034/036/040/041/043 - TO, 47012/013/108/461 - HA, 47029/033/
143-145 - LA, 47041/052/255 - TE, 47042/162/549/572/573 - SF,
47212/216/218 - HM, 47422 - IM, 47423/425/426/428-431/457/458 -
YK, 47444 - TO, 47465 - CD, 47553 - LE, 55007/009/015/018 - YK,
56087-090 - HM.

June 1981

Withdrawn: 03064, 08184/231/302, 13002, 20061/127, 25066/071/305, 40070/178.
New locos: 56091-093 - TI.
Stored u/s: 20139.
Transfers: 08472 - SP, 08584 - BR, 08668 - NA, 08736 - ED, 20110 - HA,
25144 - BS, 37011/025/035 - ED, 37013/046/238 - HM, 37050 - IM,
37115 - SF, 47009/363 - TE, 47041/255 - SF, 47160/163/209 - HA,
47461 - ED, 56033/045/046/075 - HM, 56087-090 - TI.

July 1981

Withdrawn: 08093/353, 40067/165.
Transfers: 08359 - EJ, 08386 - BG, 08440 - SF, 08489 - BS, 08705 - MR,
08804 - CF, 20003/019 - IM, 20009/011 - TI, 31114 - MR, 31130/
155/234/240 - IM, 31175 - YK, 31219 - TI,

37001/019/070/074/077 - TI, 37050 - ED, 37076/078 - TE,
37127/134/135 - BR, 37153 - IM, 37119/141/166 - SF, 37289/290/
294 - CF, 40162 - KD, 47009/093 - SF, 47212/221 - TE,
56092/093 - HM.

We regret that LMR information was not received at the time of publication.

STOP PRESS

Locomotive Stock Alterations - August 1981

Withdrawn: 03067/107/168, 08174/252/864, 20003/029, 40037/078/149/176.
New locos: 56094/095.
Stored (u/s): 27207.
Re-instated: 08559 - SF.
Transfers: 08026 - CA, 08064/096 - YK, 08150/383 - TE, 08260/266 - SB,
08309 - KY, 08442 - AY, 08501 - YK, 08516 - HS, 08718/725 - HA,
08730 - ML, 08782 - TI, 08785 - SW, 08823 - CD, 25226 - ED,
56075 - TI.

Coaching Stock Withdrawn/Stored

1064/5, 1626/29/69, 1726/73, 11849, 2045, 2107, 2407/29, 3707/37/47/52/62/77, 3853/56,
4144/67/71/89, 4282, 4616, 4729, 13327/397/406, 21200/259, 24719, 25325/338,
26055/210, 34045/643/644/971/990/991, 35348, 80502/594/715/787/800/869/913,
81063/325, 87942/990, 88000, 30993, 31048/49/54/136/141/142/168/237/241/300/336/350/
388/907/909/918.

Unfortunately space does not permit full listing as "S vans" reported stored and condemned, and in view of the rapid rate of withdrawal of these vehicles it would be impossible to provide an accurate list.

Recent sightings include:

Bristol CS: 24719, 80715, 94277/358/377/472/593/602/632/860, S1515, S2520,
30993, 31168/237.
Weston-super-Mare: 94642/922, S1285, 1311/13/47/54, 1419/88, 1520/38/42/48/72/
84/86, 1608/44/45/64/94, 1744/93, 1803/16/18/20/30/96,
1904/33/42/67/80/82/91, 2091, 2100, 2238, 2516/18.
Leeds (Stourton): 94205/341/345/363/443/506/564/612/624/645/656/660/663/670/
724/769/804/827/876, S1288, 1301/98.

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14th September 1981.