

JOHN

Northern Counties Transport Society



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PLEASE DO NOT TELEPHONE OFFICIALS AFTER

9 PM

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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.

NOTES FROM THE COMMITTEE

Members will note that this magazine is much smaller than is usual. This is because only seven members have bothered to send in any rail news and articles. Considering we have nearly 500 members, it would seem that many of you, either don't go spotting, or can not find the time or the inclination to put pen to paper and write. I hope that the next magazine which is due out in August, will be something like our usual issues, and full of interesting items. Please try to put a little effort into 'pen pushing' (the kind you use for 'ale swilling') remember 'its what your right arms' for.

On a recent visit to Crewe Works, having booked a permit for 25 (-as usual), we somehow aquired almost 70 'members' who wished to accompany our party. We have in the past allowed members to turn up on 'speck' for all our works visits at Crewe, however if this is the kind of turnout we can expect, we will have to make booking compulsory. Please therefore if you wish to go round the Works on the 19th June send your booking to Mr. Collier. We are not limited to the number of members we can take round, but we must in future, be sure to have a permit for the correct number. Whilst on the subject of Crewe, you may be interested to know that George Reid, the Guide, is to retire in November, it is proposed in the next magazine to make an appeal for donations for a retirement gift. I am sure you will support us in this venture, as we have much to thank George for over the past few years.

During the summer months many of you will be going on 'Rail Rovers' or 'Car Bashes'. We now have a handout consisting of an 'introductory letter, membership form, tours programme, and sales list. Please, if you think you could hand out these leaflets to fellow spotters on your travels, either write to Mr. Howells, or ask an official on the coach tours, and we will provide you with as many as you think you can distribute.

As Easter will be over by the time many of you receive this magazine I can only say I hope you enjoyed it.

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.

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

On Saturday 19th March the "armchair trainspotter" rose from his favourite resting position (Horizontal) at the previously undiscovered hour of 5.30am. Was the house on fire? - No. Was there a gas leak? - No. Was he too drunk to sleep? - No. He was going to do some real trainspotting. Tired of all the accurate rumours that he was becoming a cabbage, stealing from other peoples note books and feeling slightly guilty about retiring from public life still needing 14 locos for his second set (well some committee members haven't finished their first set yet) he decided to treat his body and soul to a day on the rails. Being a typical N.C.T.S. Official, and being accompanied by another (I can't say who because Graham asked me not to), the object was to go as far as possible, for the minimum financial outlay. 1200 miles of rail travel for £7.00 seemed reasonable, so with the help of a very loud alarm clock, and a No. 57 bus, the A.C.S. along with G.B. and A.S. boarded the 07.00 from M.P. to L.E. The train was hauled by 86235, but as this is not particularly interesting, I have decided not to mention it. Interesting locos not noted at Longsight were 08840 (PZ), 01002 (HD) and 7 (VR) having its engine repaired. 08959 was absent on this occasion, as it doesn't exist - it probably wasn't working at Guide Bridge on that particular day.

Noted on Cockshute depot were 47059 (CF) & 47229 (BS), along with 24091, one of the last surviving class 24's. Also seen stabled outside the station was 24035, the very loco which was "mucking about" at Birmingham New Street, when Alan Fawcett did his railrover last year (see magazine number 26). This proves that a Class 24 can "muck" at least 50 miles in six months. 47303 (IM) was seen at Nuneaton, along with 08807 (SY), and the following Bletchley shunters were noted at Rugby: 08629/808, Northampton 08684/702, and at Bletchley Station. 08667.

Arrival at Euston was at 09.40 which left us 20 minutes to get to Kings Cross to catch the 10.00 "Flying Scotsman" to Edinburgh. With total disregard for all obstacles living or dead, we made it with minutes to spare, as our departure behind 55001 "St. Paddy" was dead on time. Because of engineering work in connection with suburban electrification, there were no locos whatsoever stabled at Kings Cross Point. The only loco in sight was 08709 on an engineering train. In contrast, Finsbury Park depot was loaded with at least 20 assorted locos stabled outside. The new depots at Hornsey and Wood Green looked impressive, with the brand new EMU's and the only "real" loco amongst them 08544, looked really out of place. The sight of a Class 31 pulling 8 non corridor coaches seems about to become a thing of the past (for all except those who had to travel on them perhaps)? On the Northbound journey, several unusual locos were sighted including 47029 (LA) at Peterborough and 40065 (HA) at Doncaster. By this time we had been travelling for about 5½ hours and were all of 50 miles from home. It seemed a very long winded way of getting to Doncaster as we had probably done about 400 miles. However, a few meat paste butties, slightly squashed and flavoured with the essence of old age, having been hastily assembled 7 hours earlier, plus a cup of inter-city coffee, soon has us back on our backs again, looking forward to crossing the international date line, to take us into the northern sector of this glorious country.

By the time we reached York we had mastered the art of communal spotting to ensure the maximum number of locos noted, from a moving train. 17 were noted on the stabling point, but the success of this experiment is best demonstrated by quoting from the note book. York:- 25321687, 53802, 317221, 0300058, and 6213 to name but five. From then on it was back to every man for himself! As certain small rooms on trains have opaque windows, I missed Darlington but was able to sit more comfortably for the journey to Newcastle and able to admire the outstanding view from the viaduct at Durham, which must surely be the most spectacular sight from a train window.

continued from overleaf

Unfortunately the sun was in the wrong direction for a photograph. The first real stop from Kings Cross was Newcastle, where again our attempts to take photographs of "St. Paddy" were thwarted by a wrongly positioned sun. Class 03's are still used as Station Pilots, as 03059 & 03064 were both noted. "Sister Loco" (the epitome of a well-worn cliché) 03079 was outside Gateshead Depot along with 4033 (LO) & 47456 (GD).

Most of the remaining journey to Edinburgh was spent asleep, so 03056 at Berwick may have been a dream -- I don't need it anyway, so who cares.

Arrival at Waverley was 10 minutes early so we got our chance to photograph the "Deltic" before catching the train to Haymarket, pulled by 27202 and pushed by 27209. As we arrived at Haymarket, a train arrived from the opposite direction. A double-headed by Inverness locos 26021/24. Another 26 no 26032 was on shed, but otherwise, there was very little of interest. Since Inverness lost its allocation of Sulzers', the possibility of being hauled by a Sulzer must now be remote, through-out the country. However we had the honour (?) of being hauled from Haymarket to Glasgow by 25028, as the train was on an unscheduled Rugby Special. Also, to avoid interference with scheduled services, our train was diverted into Glasgow Queen Street Low Level Station. This route takes unsuspecting travellers by surprise as it takes in the parts of Glasgow which makes the worst areas of Manchester seem like utopia in comparison. Toilet rolls on wasting lines, padlocked dustbins, and evidence of partly eaten animals caught the eye, as we sped through at about 10 miles per hour. We now had to cross Glasgow (which nobody does in groups of less than four) to Central Station for the last leg of the journey to Manchester behind 87013.

20036 & 20116 were noted acting as Station Pilots and 45030 was stabled in the Station. Falling darkness & waning enthusiasm precluded any further spotting after Polmadie. Locomotives are now stabled on both sides of the main line here, as the sight of the old Steam Depot is now being re-developed and a new depot is being planned for this site.

Withdrawn loco no 24131 was noted here, being the only Scottish class 24 we had seen all day. At this stage the old faithful note book was laid to rest and the cards and beer were substituted. At Preston our last locomotive took over for the final run into Manchester. This was 47446, which meant that we had been hauled by 6 different classes of locomotive during the day. A long, but interesting day; 15 hours, 1200 miles, 5 different trains and examples of 18 different classes of loco seen. Finally I would like to congratulate the organisers of this tour for a very interesting and rewarding day, which was certainly enjoyed by the three of us who took part.

I. COLLIER.

Please remember, if you have any Rail News, or could write an interesting or funny article, for our next magazine, please send it to the Editor by the end of the 2nd week in July.

Please remember when writing to an Official about any matter, you must enclose a stamp or a self-addressed envelope, complete with stamp. We must, with ever increasing postal & paper costs, economise in every way, and postage is our biggest outlay.

TOURS PROGRAMME

WILL MEMBERS PLEASE NOTE THAT IF A COACH IS RETURNING LATE, DUE TO BREAKDOWN, BAD WEATHER ETC., PARENTS CAN CONTACT MRS. P. HOWELLS FOR IMFORMATION, PHONE NUMBER IS INSIDE THE FRONT COVER. Visits to Depots advertised are subject to the availability of permits.

Sunday 15th May

Tour 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	06.30	returns	2220
Nelson	0640	"	2210
Burnley	0645	"	2200
Bury	0710	"	2130
Winwick	0735	PICK UP ONLY	
Manchester	0800	returns	2100
Sheffield	0930	"	1930

Cost will be £3.50
Minimum Deposit £1.00

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

MAY WE REMIND MEMBERS OF THE ALTERATION TO THE DATE OF THIS TOUR.

Sat/Sun 28th/29th May

EAST ANGLIA

Tour No. 77.11

Depots to be visited will include:- Peterborough, March, Cambridge, Harwich, Ipswich, Colchester, Norwich, Kings Lynn, Grantham and East Anglia Stabling Points, 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

Cost will be £5.00
Min Deposit £2.00

DUE TO THIS TOUR RUNNING VERY SOON AFTER PUBLICATION OF THE MAGAZINE, IT IS ESSENTIAL YOU BOOK STRAIGHT AWAY, IF YOU WANT THIS TOUR TO RUN, IF YOU CAN NOT AFFORD THE £2.00 DEPOSIT, SEND £1.00, BUT SEND IT SOON. THIS APPLIES TO THIS TRIP ONLY.

Sunday 12th June

SOUTH YORKSHIRE

Tour No. 77.12

Depots to be visited will include:- Bradford, Healey Mills, Leeds, Holbeck, Neville, Hill, Wath, and Tinsley, any time left over will be used to visit Tinsley Stabling Points.

Barnoldswick	06.30	Returns	2220
Nelson	06.40	"	2210
Burnley	06.45	"	2200
Bury	70.10	"	2130
Winwick	0735	PICK UP ONLY	
Manchester	0800	"	2100
Sheffield	0930	"	1930

Cost will be £3.00
Min Deposit £1.00

Sunday 19th June

CREWE WORKS ONLY

Tour No. 77.13

Members should make their own way to the works for the 14.30 visit, meeting at 14.20 at the West Street entrance (outside B.R.E.L. House)

FOR ALL FUTURE TRIPS TO CREWE WORKS, INCLUDING THIS ONE, ALL MEMBERS INTENDING TO VISIT THE WORKS, MUST INFORM MR. COLLIER, IN WRITING. MEMBERS NAMES WILL THEN BE ENTERED ONTO OUR BOOKINGS SHEET. ON ARRIVAL AT THE WORKS, MEMBERS MUST PRODUCE THEIR MEMBERSHIP CARDS, AND 25p VISIT FEE. MEMBERS FAILING TO INFORM MR. COLLIER OF THEIR INTENTION TO VISIT THE WORKS, AND WHO JUST 'TURN UP' - WILL NOT BE ALLOWED TO GO ROUND THE WORKS. MR. HOWELLS WILL BE ON HAND AT THE WORKS TO SEE THAT THIS NEW RULE IS STRICTLY ADHERED TO,

Sat/Sun 25th/26th June

LONDON

Tour No. 77.14

Depots to be visited will include:- Hitchin, HORNSEY, Cricklewood, Willesden, Old Oak Common, Finsbury Park, Stratford, Hither Green, Stewarts Lane, Selhurst, and others as time permits. Members will also be given the opportunity to travel by rail between Clapham Junc & Waterloo at their own expense, a 'MUST' for Southern Region EMU spotters.

Coach will depart as follows:-

Barnoldswick	1800	return	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

Friday/saturday 8th/9th July

MIDLANDS & LIVERPOOL

Tour No. 77.15

Depots to be visited will include: - Tyseley, Saltley, Bescot, Leicester, Burton, Coalville, Toton, Nottingham, Stoke, Chester, Birkenhead, Allerton, Wigan, and DERBY WORKS, and other stabling points as time permits.

Coach will depart as follows:-

Barnoldswick	1800	return	2150
Nelson	1810	"	2140
Burnley	1815	"	2130
Bury	1845	"	2100
Manchester	1915	"	2030
Sheffield	2045	PICK UP ONLY	

Cost will be £5.00

Min Deposit £2.00

DO NOT FORGET THAT THIS IS A FRIDAY/SATURDAY TOUR -

Cost will be £3.00
Min Deposit £1.00

TOURS PROGRAMME (Continued)

Saturday/Sunday 23rd/24th July

GLASGOW & EDINBURGH

Tour No. 77.16

Depots to be visited will include:- Carlisle, Ayr, Motherwell, Hamilton, Eastfield, Polmadie, Shields Road, Grangemouth, Haymarket, Millerhill, & St. Rollox Works.

Coach Departs 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

Saturday 6th August

BRISTOL

Tour No. 77.17

This is your opportunity to spend a summer Saturday on Temple Meads Station, watching the abundance of holiday trains, high speed trains, and movements at Bristol Depot, or alternatively, you will have ample time, to take a train journey to Newport/Cardiff, Taunton, Westbury, or Swindon etc AT YOUR OWN EXPENSE. We will also visit some of the depots that are en route, either on the outward or return journey.

Coach will depart as follows:-

Barnoldswick	0630	return	2150
Nelson	0640	"	2140
Burnley	0645	"	2130
Bury	0715	"	2100
Manchester	0745	"	2030

Cost will be £3.50

Min Deposit £1.00

Friday/Saturday/Sunday 19th/20th/21st August

Tour No. 77.18

SOUTHERN REGION

Depots to be visited will include:- Redhill, Ashford, Chart leacon, Dover, Tonbridge, Brighton, Fratton, Eastleigh, Southampton Docks, Salisbury, Basingstoke, Woking, Southern Region Depots & Stabling Points in London. The cost of this tour is £10.00 which is inclusive of 1 nights Bed & Breakfast, hopefully in the Portsmouth/Southsea area so that members who wish to travel across to the Isle of Wight for the Shunter, may do so at THEIR OWN EXPENSE.

A deposit of £5.00 must be paid before the 16th July. If however you have not booked by this date and find later that you can go, ask an official if there are any places still available.

Coach will depart as follows:- FRIDAY

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

Friday/Saturday 9th/10th September

NEWCASTLE & HULL

Tour No. 77.19

Depots to be visited will include:- Gateshead area, Thornaby, Darlington, Hull, etc.

Coach departure & return times are as Tour No. 77.11 (East Anglia)

Complete details of this tour in next magazine!

Cost will be £5.00

Min Deposit £2.00

RAIL NEWS

The Following Information was recorded by J.R. Platts 2886

Locos noted on Newton Heath:-

25085 (HA)	12th Oct,	47225 (CF)	18th Oct,	31185 (FP)	22nd Oct,	37242 (GD)	12th Nov
47360 (TE)	15th Nov,	46020 (CF)	17th Nov,	25270 (TO)	14th Dec,	37168 (TI)	15th Dec
47363 (TE)	8th Jan,	47268 (TE)	13th Jan,	25309 (CW)	14th Jan,	25125 (TO)	17th Jan
40069 (GD)	24th Jan,	25125 (TO)	26th Jan,				

46026 (CF) at Crewe Diesel Depot on 8th Jan.

In severe weather of week beginning 10-1-77 -

09.40 Cardiff to Manchester Piccadilly ran as follows, 81009 rescued 81019 - 95 mins late at Piccadilly.

47468 (BS), brought the train into Manchester 11-177.

81014 rescued 85009 - 65 minutes late into Manchester 11-177.

47235 (CF) at Stockport - 15-1-77

37182 (LE) at Crewe - 16-1-77

47083 (CF) at Northampton on a freightliner - 29-1-77.

25137 (SP) at Stonebridge Park - 29-1-77.

ER.

47045 (ED) at York - 13-11-76.

46030 (GD), at Finsbury Park - 11-12-76.

25084 (HA), at York, 25213 (TO), at Peterborough, 47033 (LA), at Huntingdon - all on 8-1-77.

WR.

25273 towing D1036 and D1065 to Swindon from Bristol - 22-11-76.

31325 (MR) at Bristol - 22-11-76.

47043 (IM) at Reading - 22-11-76.

31325 (FP) at Worcester - 22-11-76.

47448 (CD), 31194 (IM), 31109 (MR), all at Reading 8-1-77.

31110 (TI), at Didcot - 8-1-77.

31323 (IM), at Oxford - 8-1-77.

Ballast trains on 16-1-77, seen as follows:-

25170/215 at Par Station, 25219/080 at Bristol.

D1022 seen working on passenger duties - 16-1-77 - On 23-1-77 seen at (OC) minus number and nameplates withdrawn from service.

ScR

47410 (FP) at Carstairs 17-12-76.

SR.

47188 (CD) at Clapham Junction - 29-1-77.

Assorted 47's at Eastleigh on 19-2-77, were 47048 (CD), 47121 (CF), 47144 (CF), 47320 (TO), 47348 (TO), 47492 (BS), 47500/9 (both LE).

Also at Eastleigh on 19-2-77, was D1013 "Western Ranger" refuelling whilst working an enthusiasts special from Waterloo to Weymouth & return.

Cost will be £3.00
Min Deposit £3.00

Complete details of this tour in next magazine!

The following list of locos was received from C. G. Schampier of Plymouth

Noted at Plymouth Laira 4-1-77

08091, 08489, 08895, 08937, 08954, 24142, 45031, 46002, 46005, 46009, 46010, 46021, 46049, 50011, 50021, 50023, 50024, 50032, 50034, 50035, 1013, 1023.

Noted at Plymouth Laira 7-1-77

08091, 08394, 08488, 08945, 24142, 25216, 46005, 46010, 46011, 46022, 47020, 47024, 47159, 47217, 50011, 50013, 50016, 50020, 50028.

Noted at Plymouth Laira 8-1-77

08091, 08488, 08895, 08954, 24142, 25223, 45060, 45073, 46005, 46006, 46007, 46010, 46016, 46022, 47024, 47029, 47031, 50006, 50007, 50010, 50011, 50013, 50016, 50022, 50028, 50044, 50046.

Plymouth Laira 9-1-77

08091, 08488, 08489, 08895, 08945, 08954, 24142, 25223, 45016, 46005, 46007, 46010, 46022, 47024, 47029, 47097, 47129, 50006, 50007, 50012, 50013, 50020, 50022, 50028, 50029, 50032, 50034.

Plymouth Laira 10-1-77

08091, 08394, 08489, 08937, 08954, 08945, 24142, 25224, 45040, 45077, 46005, 46010, 46015, 47024, 47031, 47086, 47108, 47129, 47347, 50007, 50013, 50014, 50019, 50025, 50027, 50032, 50050, 1022, 1041.

Plymouth Laira 12-1-77

08091, 08488, 08489, 08945, 08954, 24142, 25170, 25216, 31229, 45025, 46005, 47028, 47031, 47145, 47478, 50007, 50014, 50017, 50018, 50026, 50028, 50032, 50034, 50044, 50045, 1041. North Road Plymouth Station:- 08895, 1010.

Plymouth Laira 14-1-77

08091, 08488, 08489, 08937, 08945, 08954, 24142, 25216, 25233, 25225, 31229, 46005, 46014, 46017, 47030, 47145, 50007, 50013, 50014, 50021, 50025, 50029, 50032, 50039, 1023. North Road Station:- 08895, 47031, 50003, 50027.

There are only 3 withdrawn "Westerns" left in the sidings at Laira, one of these 1033 which is the carriage heating unit, has been fitted with an anti-theft device on all doors and windows, and has a direct line to the foremans office and the local police. As to what is happening to the other two 1009/70 I am unable to provide any information.

There are only 7 "Westerns" left in service, these being:- 1010, 1013, 1022, 1023, 1041, 1048, 1058. I have seen the first 5 of these at Plymouth since the 1st Jan. and I have been informed that the other two are "around". One thing of note is that 1023 is going to retain the new type headcode fitted to her prior to doing the special from Kings Cross to York. 1041 seen inside the shed at Laira on 12th Feb. is in a deplorable state, with bare metal showing in places.

BRISTOL & CARDIFF 11-12-76

On December 11th I set off for Bristol & Cardiff with three friends. Due to waiting for a "scout Special" the 08.27 to Crewe left 5 minutes late, with the result that we missed our connection for Birmingham, so we had to get back on the same train until Stafford, still on the back of 86222. Passing Crewe Diesel Depot, we saw 84001, 46028, (CF), 25094 (HA), 47222 (IM), The Class 24's were 24025/33/34/47/80/134.

At Stafford, we joined a Class 304 EMU, 25275(BS), was just South of the Station. During the 20 minute wait at Birmingham 312 units 312201/3/4 came in, while 47288 (TE), stood at the head of another train to the West Country, 31422 (CW), was in front of a mail train and 08908 (SY), was doing nothing. On the journey 37274 (LE) and 37292 (CF) passed us as well as a few 45's, At Gloucester 50001 and 50002 (both LA), 47092 (BS), 47186 (CF), and 08796/826 (Both GL), 37298 (CF), and 45070 (TO) were on shed. 45042 then disconnected and 46043 (GD) joined the other end and thus took us through the shed again.

At Bristol 50007 took a passenger train South, followed by 50042, 50014 (LA), 020 (LA), and 043 (BR), were in Bath Road, with Westerns 1048 "Western Lady" and 1072 "Western Glory"

Also in were 46022 (CF), and 46054 (GD), 08821 (NA), 31318 (MR), H.S.T. Unit No 253 007 pulled us to Cardiff (and it was the smoothest ride I have ever had).

Severn Tunnel Junction had Cf & LE 37's, 31123(OC), 47207 (HA), 47013/473 (both BS) 08140 (LA).

Ebbw Junction held 25196 (LO), 37143 (CF), 192/210 (LE), 214/22/3/5/7/51 (CF) 08579 (WJ).

253 005 left Cardiff Station shortly after we arrived.

On Canton were 25074 (TO), 25213 (ED), 31309 (BR), 37265 (SF), 37305 LE, 45011 (HO) 46026 "The Leicestershire and Derbyshire Yeomanry" (CF), 47040 (CD), 47078 "Sir Daniel Gooch" 47079 "George Jackson Churchward" 47080 "Titan", 47089 "Amazon" with the AMA part of one nameplate missing, 47094 (CD), 47145 (BS), 47230 (TO).

H.S.T. Unit 253 011 took us to Newport, where our luck started to fail us. We left Newport only a few minutes late and we thought we would catch up the lost time and no doubt we would have, but, we, or at least, 46005 failed at Gloucester. 30 minutes later we resumed our journey behind a more trustworthy 45070 but the damage had been done, and we arrived back in Wigan at 11.45, four hours late, after a 6½ hour journey.

But I think it was worth it, 200 locos, 4 brush namers, 3 Peak namers, 2 Westerns, 6 H.S.T.'s, and 2 H.S.T. pull-bys.

Who ever "I" was we are unable to say, as the author omitted to send us his name.

Remember to send S.A.E. or Stamp, when ever you write to an Official and want a reply. If you don't include return postage, your reply will be sent without a stamp, and you could find yourself having to pay double charges to the P.O.

Rail News of Guide Bridge from Mark Turner

Locos seen working the Glazebrook - Haverton Hill run

37015, 37072, 37074, 37025, 37009, 37090, 37245, 37114, 40075, 37161, 37009, 37200, 37119, 37037, 37070,

December 29th saw 46007 (LA) on the Peak Forest-Brewery Train, later on the same day 31225 (FP) worked into Guide Bridge and ran to Sheffield light engine.

4th January saw the arrival of 47066 (BR) on the holding sidings, 6th January 45061 (HO) passed through, 7th January 46039 (GD) also 40086 (GD) 47363 (TE), were all seen on various freight passing through. January 12th 47235 (CF) was seen on depot, 47482 (BS) passed through bound for Dewsnap.

In a letter from G. Tatler (S.O.T.) He mentions that on 17th/18th March 24073 (sup posedly withdrawn) was seen working double-headed with 24023 on coal trains on the Stoke - Colwich line at Stone. Other pairs noted working this train have been, 24035/133, 24033/25190, 25193/25195.

In a letter from J. Orlowski who presumably spent a day (12th February) on Warrington Bank Quay Station, notable locos seen passing through were, 47231 (CF), light engine, 47078 "Sir Daniel Gooch" worked a freightliner,

Michael Roger 3227 sends us the following Rail News:- On Longsight depot 2-1-77 46007 (LA), was seen, also on 6-2-77 47255 (SF) was present.

On a visit to Eastleigh Depot 19-2-77, the following locos were present:-

07002, 07003, 07005, 07007, 07009, 07010, 07012, 08028, 08030, 08031, 08150, 08151, 08201, 08203, 08323, 08387, 08845, 09025, 31296 (BR), 33002/006/009/012/018/019 33028/030/035/062/108/114/118/119, 47048 (CD), 47090 (OC), 47121 (CF), 47144 (BS) 47223 (IM), 47232 (CF), 47234 (CF), 47320 (TO), 47348 (TO), 47500 (LE), 73128 (SL), 74001/002/004/007/008/009/010. On the same day 1013 "Western Ranger" worked a special entitled "Southern Belle" the loco came on depot and then worked back to Waterloo with the same special.

Noted at Manchester Piccadilly on 23-2-77 was 31196/238 both (IM), on the Harwich Boat Train.

RAIL NEWS WORKSHOPS

DONCASTER 6-2-77

03091, 03173, 03180, 08006, 08049, 08051, 08057, 08114, 08210, 08239,
08251, 08262, 08409, 08521, 08527, 08611, 08627, 08638, 08747, 24010,
24017, 24097, 24127, 31195, 31143, 31151, 31199, 31211, 31221, 31231,
31237, 31262, 31285, 31401, 31416, 31420, 37015, 37019, 37043, 37086,
37156, 37167, 37195, 37199, 37218, 37284, 37307, 47101, 47480, 50048,
55001, 55004, 55006, 55008, 55009, 55012, 56003, 56005, 56009, 56011,
56031, 56032, 56034, 56035, 56036, 56037.

DERBY 2-4-77

08068, 08103, 08174, 08221, 08503, 08583, 08741, 08907, 08910, 08915,
08931, 20013, 20044, 20047, 20062, 20063, 20067, 20139, 20158, 20187,
25030, 25041, 25045, 25107, 25120, 25121, 25126, 25145, 25174, 25179,
25183, 25201, 25246, 25254, 25322, 40038, 40040, 40112, 45011, 45013,
45018, 45022, 45028, 45037, 45039, 45055, 45077, 45107, 45109, 45115,
45134, 45142, 45150, 46011, 46038, 46044, 46046, 46050.

CREWE 3-4-77

08123, 08289, 08473, 40041, 40043, 40067, 40076, 40089, 40103, 40113,
40136, 40163, 40169, 40185, 43048/253 041, 43051, 43052, 43053, 4700,
47009, 47015, 47027, 47063, 47068, 47076, 47083, 47097, 47122, 47129,
47135, 47143, 47180, 47184, 47185, 47209, 47236, 47237, 47266, 47268,
47289, 47298, 47307, 47312, 47315, 47319, 47332, 47335, 47342, 47379,
47402, 47406, 47408, 47415, 47431, 47433, 47435, 47439, 47440, 47442,
47450, 47453, 47460, 47462, 47468, 47472, 47489, 47511, 47512, 47515,
47518, 47528, 47533, 47549, 253024.
76025, 76032, 76036, 76050, 81009, 81015, 82001, 82004, 84005, 85017,
85023, 85026, 86001, 86018, 86021, 86025, 86028, 86102, 86103, 86225,
86227, 87004, 87021.

There are no lists available for

Stratford Works.

ST. ROLLOX 10-4-77

08443, 08855, 20089, 20094, 20101, 20204, 24079, 25022, 25077, 25079,
25188, 25237, 26033, 26034, 27010, 27027, 27034, 27207, 27212.

Scrap Lines Etc

2866, D3045, 20038, 20074, 24002, 24004, 24011, 25003, 25022, 25024,
26016, 27006, 27013, 27035, 27039.