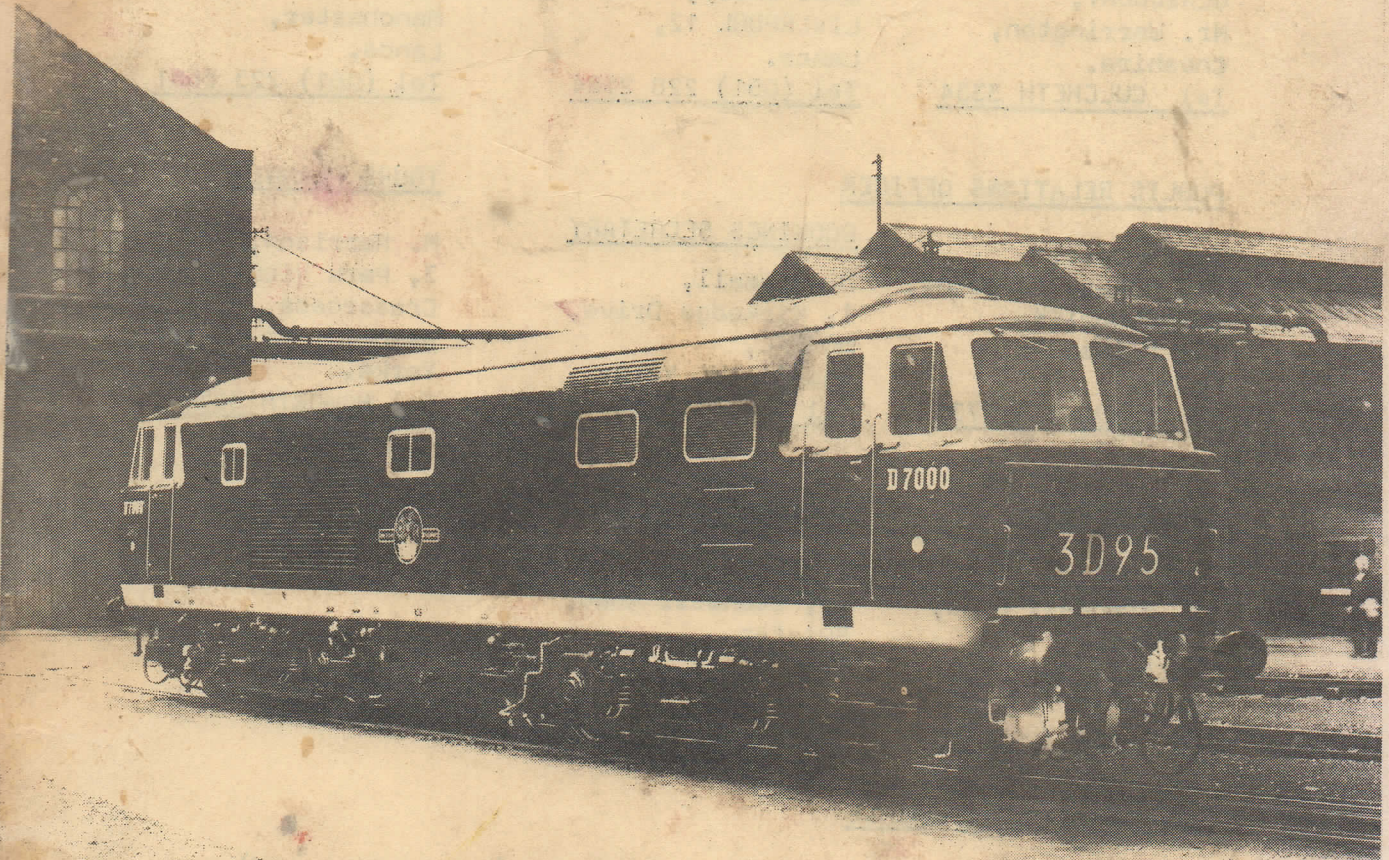


# NORTHERN COUNTIES TRANSPORT SOCIETY



NORTHERN COUNTIES TRANSPORT SOCIETY

MAGAZINE NUMBER 2020

TREASURER

G. Barlow,  
1, Grove Park,  
Harborough Grove,  
SALE, Cheshire  
Tel (061) 962-6489

MAGAZINE EDITOR

P. Gasgarth,  
41, Greenwood Avenue,  
Marton,  
BLACKPOOL, Lancs.  
Tel (0253) 64272

ASSISTANT MAG EDITOR

D. Lewis,  
66, Lansbury Road,  
ECKINGTON,  
Nr. Sheffield,  
YORKS.

MEMBERSHIP SECRETARY

W. R. Hendry,  
209, Warrington Rd.,  
GLAZEBURY,  
Nr. Warrington,  
Cheshire.  
Tel CULCHETH 3334

PUBLIC RELATIONS OFFICER

(with BR)  
D. J. Carville,  
82, Alvanley Road,  
West Derby,  
LIVERPOOL 12,  
Lancs.  
Tel (051) 228 2564

NAVIGATOR

P. Dever,  
9, Birbridge Street,  
BESWICK,  
Manchester,  
Lancs.  
Tel (061) 223 6661

PUBLIC RELATIONS OFFICER

A. Fawcett,  
34, Conway Crescent,  
BARNOLDSWICK,  
Via Colne,  
Lancs.  
Tel (0282-81) 2735

BOOKINGS SECRETARY

D. Bramall,  
1, Kirkedge Drive,  
WORRAL,  
Sheffield, Yorks  
Tel OUGHTIBRIDGE 2506

TOURS PLANNER

M. Harrison,  
3, Park View Avenue,  
Crossroads,  
HAWORTH, Nr. Keighly,  
Yorks.  
Tel HAWORTH 3654

SALES OFFICER

H. Howells,  
44, Stanwell Road,  
Swinton,  
MANCHESTER,  
Lancs.  
Tel (061) 794 8831

PERSONNAL SECRETARY

P. Howells,  
44, Stanwell Road,  
Swinton,  
MANCHESTER,  
Lancs.  
Tel (061) 794 8831

Coach Picking up Points

SHEFFIELD  
MANCHESTER  
DERBY  
ASHTON

Midland Station Forecourt (across the road)  
Victoria Railway Station (202/203 Bus Stop)  
Siddals Road, Works Entrance  
Swimming Baths

Various Points en route :-

PROVIDED PRIOR ARRANGEMENTS HAVE BEEN MADE WITH THE BOOKINGS SECRETARY.

NOTES FROM THE COMMITTEE

The Committee would like to take this opportunity to wish all our members a very merry Christmas, and a prosperous New Year, and to express our thanks for the support provided during the last twelve months.

Congratulations to our Public Relations Officer (BR), Des Carville, who was married on Saturday 16th November; we wish himself and his wife all the best for the future together.

As members will no doubt realise when they turn to the Tours Programme, we have reluctantly had to increase the cost of tours. This has been unavoidable, due to the ever increasing price of diesel. However, our tours are still to be run at a very reasonable price, considering the cost one has to pay for everything these days.

Once again we are proposing to visit the Southern Region, London and East Anglia next Easter, and as usual the tour will begin on Good Friday and return on Easter Monday. We are anticipating that this tour will book up very quickly, so anyone wishing to go is advised to book as soon as possible as this is always a very popular tour.

We are also endeavouring to visit the depots in North Wales plus others in the Liverpool area on a tour. The Society has never run a tour to North Wales, as they never fill up sufficiently to enable it to be carried out. So come on, lets have a good response this time so the only area the Society has never been to can be 'copped'.

Will any members who are intending to submit rail news for the next edition of the magazine, please do so to enable it to reach the editor no later than the end of the first week in March.

In the last magazine we asked members who had complaints regarding the running of the Society, to write to any member of the Committee expressing their complaints. There has been a good response to our request, the letters we received were read out at the last meeting, and letters were sent to the members answering their questions. It is only by voicing your complaints, we are able to do something about them. If you have any constructive criticisms to make, put them in writing, this way we can improve things for you when ever possible.

N.C.T.S. Allocation Books, DMU/EMU Books, Stabling Point Books, Society and loco badges, P.V.C. Covers, Industrial Loco Books are available on all Society Tours. Please remember that if you are intending to purchase any of these things, you will save yourselves two amounts of postage by buying them on the coach, instead of sending for them. All of these items are available by post however, from the Sales Officer, address inside front cover. (a full sales list appears in mag).

## NOTICES

### STAMPED ADDRESSED ENVELOPES

You must always enclose an S.A.E. with all correspondence to Society Officials when you require a reply. Failure to do so will only result in having to increase prices so PLEASE DON'T FORGET

### POSTAL ORDERS/CHEQUES

These must be crossed A/C payee only and made payable to Northern Counties Transport Society or N.C.T.S. and must not be made payable to Society Officials or Individuals. Although we mention this in every magazine, there are still some members who do not adhere to this rule. If you are not sure how to fill in a Postal Order correctly, leave it blank. If the bank returns any that have been filled in incorrectly then your booking will be cancelled.

### MEMBERSHIP CARDS

These must be used as directed. You must send yours with every booking for a tour, and must present it as a receipt on every tour that you attend, no membership card on a tour and you will not receive a token towards our voucher rebate scheme. Remember this also must be valid for the tour for which you are booking otherwise it will be rejected.

### MEMBERSHIP NUMBER

The number which appears on your membership card MUST be quoted on all correspondence to officials.

### BOOKINGS FOR TOURS

When you book for a tour, follow the directions on the membership card, and send the necessary booking form. If you find that at the last minute you are unable to attend a tour PLEASE let an official know as it may be possible to find someone to fill your place. If your place is not filled, you will not have your money refunded unless medical evidence can be produced. Also please note that when you have paid the deposit for a tour the balance of the outstanding money must be paid in full at least seven days before the intended tour. Failure to do so may result in you losing your place, and will also mean that you will not get a voucher.

### TELEPHONE BOOKINGS CAN NOT BE ACCEPTED

### ATTENDING TOURS

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

### VOUCHER REBATE SCHEME

If you have paid all the money for a tour 7 days preceding the date of that tour you will receive a voucher towards our scheme. When you have collected a total of 10 points you should send them along with your membership card to G. Barlow and you will receive a credit note worth £1.00 towards a future tour. For day tours you get 1 point, overnight tours 2 points, and for 4 day tours 4 points. Remember that these vouchers are valid for 12 months only.

CONDITIONS OF VISITS Will members please note that all visits to depots advertised are subject to permits being available. ER sometimes impose conditions at short notice sometimes. Also BR are raising high levies for permits for depots now and if there are insufficient persons on tours a small extra levie may have to be made.

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

## THE LANCASHIRE, DERBYSHIRE & EAST COAST RAILWAY

The L.D. & E.C.R. as was the case with many of the lines at the time had its origins in coal. Its father William Arkwright owned a number of productive coal mines, East of Chesterfield, at Sutton Scarsdale, but he needed a direct means of transporting his coal to the east coasts to make these profitable. Roundabout routes were available, via the Midland or the Manchester, Sheffield and Lincolnshire, but he realised in 1889 he needed a line separate from all the others, which would be forced to make its own traffic to remain successful.

Arkwright thought of a coast to coast railway, giving him access to docks on both sides of the country and just to see if this was possible he contacted Eliot Carter a civil engineer, to attempt to survey him a route for such a line. Elliot Carter planned a route from Warrington (on the Manchester Ship Canal), through Macclesfield and Buxton to Chesterfield, then on to Lincoln and finally to a new dock complex at Sutton on Sea. Arkwright believed this to be an excellent route and after careful planning, made the plans for the line public in November 1890. By February the next year, thirty-one parties were against the building of the line, most of which were dealt with quickly until the M.S. & L.R. was alone in opposition, saying that the new line would offer a faster journey-time from Kings Cross to Manchester than their already existing route.

Despite this complaint, the Bill for the line was passed by parliament in July and was given Royal Assent in August. Work quickly started on the section from Chesterfield to Pyewipe Junction (near Lincoln), but it stopped even more quickly in 1894 when the workmen downed tools demanding more wages, (times don't change). At that moment in time the company was very short of money and had no option but to ask financial aid of the Great Eastern. The G.E.R. agreed to a loan of £1 $\frac{1}{4}$  million provided all work on the line west of Chesterfield was abandoned and the docks at Sutton on Sea were forgotten. The L.D. & E.C.R. agreed, very reluctantly and the work again accelerated, with the first passenger train being run on the 15th December 1896 from Lincoln to Edwinstowe and the 22nd February from Chester - field to Edwinstowe and Lincoln.

Even with the line complete the L.D. & E.C.R. wasn't satisfied. Colliery branches were built from the main line, but more important was the building of the Beighton Branch connecting with the Midland at Beighton and the Langwith Junction to Shirebrookcurve joining the main Nottingham-Worksop line. Also of note was the Sheffield District Line, which left the Beighton Branch at Barlborough and ran to a goods stn. in Sheffield. Proposed but rejected were, running powers over the M.S. & L.R. to Sheffield Victoria from this goods station. Luckily for all concerned the Midland gave running powers to the L.D. & E.C.R. to Sheffield Midland, which made everyone happy, except the M.S. & L.R.

The first engines to be built for the L.D. & E.C.R. were the class "A" 0-6-2T delivered from Kitson & Co. in 1895 and numbered 1-8. The next engines to be ordered, arrived in 1897 and were the class "B" 0-6-0T numbered 9-12 which were shunting engines only. Now the line awaited the arrival of their six 0-4-4T passenger engines, the class "C"'s numbered 13-18. These engines worked all the passenger trains on this line and were highly successful, as were the class "A"'s and because of this ten more were ordered, to be delivered by 1900 numbered 19-28. Also in 1900, the L.D. & E.C.R. gained running powers on the G.C.R.'s line from Lincoln to Grimsby. To cope with the increased traffic five class "D"'s were ordered from Kitson & Co. These large engines (0-6-4T) numbered 29-34, were the mainstay of the coal traffic east of Lincoln, and because of their success three more were ordered, but before they could be delivered, the G.C.R. had all but taken over the line and they came into service numbered G.C.R. 1145-7.

continued:-

From the day of the opening the LD & ECR had been a coal carrying line and very little was done to promote the passenger service. In 1897 there were only four trains each day a way on the main line and two on the Clowne - Langwith branch, with no service on Sundays. Very soon the main line was down to two trains each way a day. It was inevitable that the line would be taken over and this happened on 1st January 1907 by the GCR. They improved the service to three trains each way a day on the main line and from having only four freight trains a day at the opening the line now had to cope with 75 on the main line alone.

From this point in time things did not change very much at all, right up to the close of the line to passenger traffic in 1955 except that a service was begun between Nottingham and Allerton via Mansfield using the Shirebrook to Langwith curve, but it was never a success and it was withdrawn on 2nd January 1956. Nowadays only the freight traffic continues, the lines original purpose, the fancy trimmings of the passenger services are gone but the line still does a job of work in getting coal to the coast fast.

P. Hennan,  
12, Belvedere Close,  
Somersall,  
Chesterfield,  
Derbyshire.  
Mem. No. 2582.

#### HOW THE SYSTEM HAS CHANGED

Between 1950 & 64 British Railways steam locomotives stock fell from 19,598 to 4,973 and the diesel locomotive stock increased from 125 to 4,467 and a further 479 diesel main line locos were on order, together with 49 electro-diesels for the Southern Region. During the same 14 years the stock of diesel multiple units had grown to 2,300 power cars and 1800 complementary trailers. Nine years later the steam locomotives were all gone, except for the private collection owned by Societies. The British Railways diesel fleet is now down to 3,972 including electric locos. Multiple unit fleets are growing bigger, and the Hydraulic era is nearly at a close, except for the Westerns still running from Plymouth. The British Railway system is changing all the time as you can see. Take for instance the motive power situation. 16 years ago, there was altogether 344 steam loco depots, 116 LMR, 50 ER, 31 NER, 45 SCR, 38 SR, 63 WR compared with 85 diesel - electric depots of today.

What will the situation be in another 15 years, it will be most interesting, probably all main line workings will be electric loco and A.P.T. worked, the diesel loco fleet will probably be halved and probably there will be a new type of diesel shunter, or even an A.F.T. design for freight work on the main lines, what a horrible thought.

Philip Dever,  
N.C.T.S.

## RAIL NEWS

### LONDON MIDLAND REGION

A five day spotting expedition at a caravan and camping site near Hest Bank from the lunch time of September 10th to the same time on September 15th produced approx 140 engines. The bulk of trains were electrically hauled but there were quite a few diesels to be seen, the most notable being 31.142 (YK), 31.270 (YK), 31.310 (HO).

Recent Motive Power visitations to Leicester have included 31.228 (FP), 31.292 (TE), 37.302 (LE), 40.056 (YK), 40.072 (YK), 40.189 (SP), and 47.512 (LE).

When ever Toton is visited these days there always seems to be a strange class 37 on depot. The Societys last two visits have proved no exception, 37.126 (TI), being noted on 22nd September, and a few weeks earlier on 11th August 37.001 (TE) and 37.240 (HM) were both on shed

The Birmingham area always has a varied selection of foreign locos. On 2nd Sep. 20.127 (TI) and 31.254 (OC) were both stabled in Bescot marshalling yard and on the same day Saltley MPD was host to 1588 (CF), 47.064 (BR) and 31.326 (MR). Later in the same month on 30th September, electric 86.026 was on Tyseley Depot, for wheel tunning. Also on depot was 25.045 (TI), and Bescot shed that day, had Toton engines 20.063/64/81, 20.147 and 44.005, the later having worked a goods train from Toton. 37.127 (TI), 25.013 (TI) 25.060 (LO) and 40.095 (KM), an oil train from Stanlow to Rowley Regis, were all either on depot or in the yard on the same day.

The Locomotive 74 exhibition opened at Bamforth on Sunday 11th August. BR locos on show were 40.099 and 85.022 and steam locos on show were 4472 "Flying Scotsman", 4771 "Green Arrow", 6960 "Raveningham Hall", 61306 "Mayflower", 35005 "Canadian Pacific" 44871, 44932, 45407, 5643 (GWR), 6441, the French Pacific were there plus the resident industrial locos. A surprise visitor that received as much attention as the "Flying Scotsman" was the LNWR 790 "Hardwick" from Clapham Museum. This loco is to be retubed and steamed for 1975 celebrations in the North East.

Strangers seen at Crewe during August included 40.002 (HM) on the 26th, 25.156 and 25.170 (both CF) on the 28th and on the 30th 31.313 (MR) was noted dragging 25.064 (TI) and 40.037 (HM) to the works.

Luton, on the main line out of St. Pancras, always seems to get more than its fair share of unusual locos. Noted recently have been Westerns 1005/44/46/51/59/66/67, BRCW's 33.032/35/41 and 33.212 (all HG) and 40.072 (YK) on a Tartan arrow liner train on 16th August. On 26th October, 33.059 (HG) was stabled here for the daily cement working to the Southern Region.

The 18.00 Derby to St. Pancras, hauled by 47.489 (BS) failed at Kettering on 26th October, and had to be rescued by Peak 44.001 (TO) which took it to its destination. On the same day at Glendon South Junction, between Market Harborough and Kettering 40.156 (HM) was an extremely unusual sight, running light engine on the down goods line.

On 26th August, Shrewsbury had its usual collection of shunters and class 24's and was also host to strangers 25.212 (TO) and 47.042 (IM). Engines are no longer stabled at the site of the old shed here, but are usually to be found on a line up the side of the shed.

Derby Research Centre has now acquired two withdrawn Hymeks 7075 and 7076. It also appears that 7096 has gone to Derby, as it has been seen there recently in the research sidings, on 27th October, along with 31.319 (HO) and the usual protegee of engines. Ex-Works engines on Derby shed that day were 08.819 (LE), 08.868 (BH), 24.087 (CD) and 45.139 (TO). On 21-September 37.299 and another unidentified member of the same class were both in evidence at Derby.

LMR CONTINUED

Even with the bulk of trains through Preston being hauled by electrics, it still seems a fair number of unusual diesels. On 7th August 37.055 (IM) and 37.171 (IM) were stabled on the South Yard for most of the day and 25.299 (TO) was on the North Yard stabling point at the same time. A month later, on 11th September 31.104 (HO) was seen working an oil train (6E30), which is usually worked by a pair of Immingham Class 37's. On 15th September, stabled at Preston were 25.121/36 (both TO) and 40.157 (HA).

An unusual Class 47 in Carlisle New Yard on 26th August was unrenumbered 1505 (CF) a long way from home. The 4M13 parcels arrived in the yard on 18th October behind 31.207 (GD). Members of this class from Gateshead and Holbeck now work into the new yard regularly on freight trains. On 14th September 37.045 (GD) was in the yard having presumably worked a freight train there, and on the same day 25.295 (WN) was stabled there.

For members who do not know, the two Barclay shunters based at Holyhead 2954/55 01.001/2) are used for working on the breakwater line. This line runs from the end of the west breakwater to a quarry, and seems to be primarily used for maintenance of the breakwater, although some stone from the quarry is shipped away. However the main claim to fame of this line is that it is not physically connected to the BR railway system, the locomotives being transferred by road as necessary. The two shunters are housed in a large shed beyond the west end of the promenade and a short way up the hill towards the quarry.

On 27th August, 25.036/68 (both WN) were seen at Alsager, a small station on the main line from Crewe to Stoke-on-Trent.

During the early hours of September 28th, Scottish specials seen passing through Blackburn en route to Blackpool were as follows:- 27.008 and 27.027 (both ED) from Gourock, 40.164 (HA) from Dundee and Perth, 27.025 and 27.040 (both ED) from Falkirk and Larbert, 47.455 (CD) from Kilmarnock, 27.010 and 27.047 (Both ED) from Stirling 50.008 (CD) from Glasgow and 50.048 (BR) also from Glasgow. The trains all returned on Monday afternoon, hauled by Kingmoor Class 40's.

Further unusual sightings at Crewe recently have included 46.006 (LA) on 9th Sept. 31.147 (YK) and 31.329 (IM) the following day and March engines 31.237, 31.179 and 31.109 were seen on the Peterborough to Crewe parcels train on 20th October, 27th October and 3rd November respectively.

On 9th September the following locos were all noted at various points on the West Coast Main line:- 73.139 (SL) in Willesden Yard, 1026 (LA) and 31.416 (OC) at Wolverhampton and at Nuneaton 44.005 (TO) was seen on a Westbound coal train. Another ton oak 44.003, was seen on the main line on 7th November, this time pulling a southbound freight through Rugby.

Strangers noted in the Liverpool area during August were 47.015/262 (Both BS) and 47.256 (CF) on Birkenhead Depot on the 5th, 45.005 (TO) on Edge Hill on the 6th and the next day 37.300 (LE) passed through Runcorn on empty coal wagon train heading N. Eastern Engines on Burton shed on 4th September were 20.025/65 (both TI), 31.266 (MR) and 37.094 (IM).

Warrington like Preston, although electrified, still sees a fair number of unusual diesels. Peaks 50 (HO) was noted on 7th September, 46.008 (BR), On 13th September, 45.015 (HO) on 18th September and 75 (TO) on 10th November. Class 37's have also started to appear quite regularly every Sunday since the re-opening of British Steel Corporations Sidings. The Steel trains run right through the wack but it is only the Sunday workings which produces the Eastern Region locos.

Engines noted have included 37.096 (IM) on 29th September, 37.104 (TI) on 6th and 20th October, 37.094 (IM) on 27th October, 37.226 (TI) on 3rd November.

Brush 47's seen in Derby lately have been 47.298 (GD) on a Newcastle to Plymouth train and 47.091 (LE) on an Edinburgh to Bristol train both on 4th August.



TOURS PROGRAMME

ALL VISITS TO DEPOTS ADVERTISED ARE SUBJECT TO PER ITS BEING AVAILABLE

WILL MEMBERS PLEASE NOTE THAT THEIR PARENTS CAN RING MRS. P. HOWELLS ANY TIME THE COACH IS MORE THAN AN HOUR LATER IN RETURNING THAN THE TIME ADVERTISED, FOR ANY INFORMATION REGARDING THE NEW RETURN TIME. PHONE NO IS INSIDE THE FRONT COVER.

Sunday 12th January 1975

Tour No. 75-1

MIDLANDS DAY TRIP

Depots to be visited will include:- STOURBRIDGE, LICKEY INCLINE, BESCOT, TYSLEY, WORCESTER, GLOUCESTER, SALTLEY, STOKE, and other as time permits.

Coach departs Sunday morning

SHEFFIELD	6.45am	returns	8.50pm
HEMSWORTH	7.15am	"	PICK UP ONLY.
BARNLEY	7.30am	"	PICK UP ONLY.
MANCHESTER	9.00am	"	7.20pm

Cost will be £1.75p

Minimum Deposit 0.75p

Sat/Sun 25th/26th January

Tour No. 75-2

EAST ANGLIA

Depots to be visited will include:- PETERBOROUGH, MARCH, NORWICH, KINGS LYNN, IPSWICH, CAMBRIDGE, COLCHESTER, PARKESTON QUAY, LINCOLN, DONCASTER, and others as time permits.

Coach departs Saturday night

BARNOLDSWICK	6.00pm	returns	10.00pm
NELSON	6.15pm	"	9.35pm
BURNLEY	6.20pm	"	9.30pm
BURY	6.50pm	"	9.00pm
MANCHESTER	7.30pm	"	8.30pm
SHEFFIELD	9.00pm	"	7.00pm

Cost will be £3.75p

Minimum Deposit £1.00

Sat/Sun 8th/9th February

Tour No. 75.3

NORTH & SOUTH WALES

Depots to be visited will include:- CAERMARTHON, LANELLI, LANDORE, SWANSEA, EAST DOCK, MARGAM, RADYR, BARRY SHED ONLY, CANTON, NEWPORT, EBBW & PILL, SEVERN TUNNEL JUNC, HOLYHEAD, DANGOR, LLANDUDNO JUNC, and others as time permits.

Coach departs Saturday night

SHEFFIELD	5.00pm	returns	8.50pm
MANCHESTER	6.30pm	"	7.20pm

Please note departure time of this tour is 1 hour earlier than usual.

Cost will be £4.00

Minimum Deposit £1.00

TOURS PROGRAMME CONTINUED

Sunday 23rd February

Tour No. 75-4

NORTH MIDLANDS

Depots to be visited will include:- NOTTINGHAM, TONN, WESTHOUSES, TINSLEY, DERBY WORKS, BARROW HILL, SHIREBROOK, ROTHERWOOD, and others as time permits.

Coach departs Sunday morning

BARNOLDSWICK	6.15am	RETURNS	10.00pm
NELSON	6.25am	"	9.40pm
BURNLEY	6.35am	"	9.30pm
BURY	6.50am	"	9.00pm
MANCHESTER	7.45am	"	8.30pm
SHEFFIELD	9.15am	"	7.00pm

Cost will be £2.00  
Minimum deposit £1.00

Sat/Sun 8th/9th March

Tour No. 75.5

GLASGOW & AYR

Depots to be visited will include:- AYR, ARDROSSAN, HAMILTON, MOTHERWELL, POLMADIE, ST. ROLLOX WORKS, EASTFIELD, CARSTAIRS, BEATOCK, CARLISLE YARD, and others as time permits.

Coach departs Saturday night

SHEFFIELD	6.00pm	Returns	8.50pm
MANCHESTER	7.30pm	"	7.20pm

Cost will be £3.75  
Minimum Deposit £1.00

Fri/Sat/Sun/Mon 28th/29th/30th/31st March

Tour No. 75.6

EASTER

LONDON & SOUTHERN AREA

Depots to be visited will include:- OLD OAK COMMON, FINSBURY PARK, STRATFORD, STEWARTS LANE, HITHER GREEN, ASHFORD, DOVER, TONBRIDGE, EASTLEIGH, WEYMOUTH, SHEPHERDSWELL, BOURNEMOUTH, SOUTHAMPTON DOCKS, RIPPLE LANE, FAVERSHAM, OXFORD, BRIGHTON, and others as time permits.

Coach departs friday dinner time

	<u>FRIDAY DINNER</u>		<u>MONDAY NIGHT</u>
BARNOLDSWICK	12.00pm	returns	9.30pm
BURNLEY	12.25pm	"	8.45pm
MANCHESTER	1.30pm	"	7.45pm
SHEFFIELD	3.00pm	"	6.15pm

Cost will be £11.50  
Minimum Deposit £4.00

The price of this tour includes two nights hotel accomodation in London (not the same place as last year).

SPECIAL NOTE

The deposit is for the Hotel accomodation which we have to pay for in advance

TOURS PROGRAMME CONT

Sunday 13th April

Tour No. 75.7

MANCHESTER & LIVERPOOL

Depots to be visited will include:- NEWTON HEATH, REDDISH, LONGSIGHT, BIRKENHEAD, EDGE HILL, GARSTON DOCK, SPRINGS BRANCH, FAZACKERLEY, WARRINGTON and others as time permits.

Coach departs Sunday morning:-

SHEFFIELD	6.45am	returns	8.50pm
HEMSWORTH	7.15am	PICK UP ONLY.	
BARNLEY	7.30am	PICK UP ONLY.	
MANCHESTER	9.00am	returns	7.20pm

Cost will be £1.75

Minimum Depoist 0.75p

Sat/Sun 26th/27th April

Tour No. 75.8

EDINBURGH & DUNDEE

Depots to be visited will include:- MILLERHILL, HAYMARKET, SOUTH LEITH, PERTH, DUNDEE, GRANGEMOUTH, THORNTON YARDS, MARKINCH, METHIL, TOWNHILL, THORNABY, DARLINGTON, BERWICK upon TWEED and others as time permits.

Coach departs

SHEFFIELD	6.00pm	returns	8.50pm
MANCHESTER	7.30pm	"	7.20pm

Cost will be £3.75

Minimum deposit £1.00

Sunday 11th May

Tour No. 75.9

LINCOLNSHIRE DAY TRIP

Depots to be visited will include:- TINSLEY, MEXBOROUGH, DONCASTER SHED, DONCASTER WORKS, FRODDINGHAM, IMMINGHAM, SHIREBROOK, WORKSOP, and others as time permits.

Coach departs Sunday morning

BARNOLDSWICK	6.15am	returns	10.00pm
BURNLEY	6.25am	"	9.20pm
MANCHESTER	7.45am	"	8.30pm
SHEFFIELD	9.15am	"	7.00pm

Cost will be £2.00

Minimum Deposit £1.00

Will members please remember the increase when paying for tours. This increase has been unavoidable due to the ever increasing cost of Diesel Fuel and coach prices. The N.C.T.S. has absorbed costs for a long time now, and we have regretably had to pass these increases on to you,

LIST OF BADGES FOR SALE

'Pendennis Castle'	'Britannia'	'City of London'	'The Great Bear'
'Burton-Agnes-Hall'	'Lightning'	'Mons Meg'	'Clun Castle'
'Great Western'	'Western Star'	'Empire of India'	'Cookham Manor'
'King George V'	'Coronation'	'Great Northern'	'G.J. Churchward'
'Caerphilly Castle'	'Queen Mary'	'Lode Star'	'City of Truro'

The Price of these emblems is 16p each

RAILWAY COAT OF ARMS

B.R. PULLMAN EMBLEM

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THE MANCHESTER SOUTH JUNCTION AND ALTRINCHAM RAILWAY

Until quite recently (1971), the stock on this line was the stock that was first introduced when the line was electrified in 1931. The M.S.J.A.R. was nominally an independent concern until 1947. The line was owned jointly by the LMS and LNER and became the first line in the country to be converted to the overhead system of 1500 v.A.C. The carriages for the electric services were built in the standard style of the LMS, but all three varieties of coach (motor brake third, composite trailer, and driving trailer third) were constructed on 58ft underframes - the only LMS ones of this length. The coaches were built by Metro-Cammell, and the equipment was Metro-Vick. The coaches had the orthodox appearance of period II non-corridor coaches, except for the lowered roof, where the pantographs were fixed. In all, twenty two 3 car sets were made, plus two spare motors. All the motor cars were equipped with four 330hp traction motors. All of the stock was given special MSJAR numbers and livery, and in addition bore the MSJAR monogram and coat of arms. In 1948 however, the coaches were numbered in the LMS 1932/3 block series. In 1939 a decision was made to increase the length of some peak-period trains to seven cars, and consequently eight trailer thirds were acquired. Two of these were built at Wolverton, five came from Liverpool-Southport line, and the other one came from the London suburban area. The style of these matched the original MSJAR stock but they were a foot shorter (57ft), and they were repainted and renumbered in the MSJAR series. The plan was unsuccessful and the eight coaches had a mixed history. Number seventy four was converted into a driving trailer to replace number fifty seven, which was damaged in an accident. Six of the remaining seven were stored out of use for a long time, while the seventh acted as a spare coach. In 1954 six were converted into locomotive hauled coaches, renumbered and then transferred to serve away from MSJA area. One of the latter even turned up on a Euston-Blotchley-Northampton local set for a time. In 1963 a driving motor (20575) and a composite trailer (29664) were withdrawn following a collision, but apart from these the stock remained virtually unchanged. However in 1966 the number of 3 car sets was reduced to only 16. These remained in service right up until their withdrawal and gave the railway enthusiast his last chance to ride regularly in pure pre-war LMS type compartment stock. Incidentally the Yorkshire Dales Railway owns one of these old MSJA coaches. There are eleven stations on the line including Altrincham and Oxford Rd., the two original terminuses of the MSJAR. At Altrincham the tracks that used to form the "depot" where the stock was stored have been pulled up, and platform one and two are now used to house the stock. The coaches now, as many members will probably know are the AM4s and these operate on the overhead system of 25KV a.c., which is the same as the main line electrification between Manchester and London etc. The change now allows services to be run right through to Alderley Edge and Crewe. Occasionally AM10s work the Manchester to Altrincham line, but this still remains a rarity and despite the diesel multiple unit service between Manchester Oxford Road and Chester the AM4s are the only passenger stock. The line still proves to be used a lot by commuters travelling to and from work. Another form of revenue is the amount of people that the line carries to and from the football and cricket grounds at Old Trafford. The cricket ground is situated right next to Warwick Road Station which is probably one of the reasons why the line will always have people willing to travel on it.

Brian Hall (Mem No. 2442)  
41, Oak Road,  
Sale Moor,  
Sale  
CHESHIRE.

## EASTERN REGION

Barrow Hill Open Day, on 22nd September, was attended by a crowd of about 12,000 people. Engines on show were 4472 'Flying Scotsman', 03.129, 03.189, 08.871, 20.033, 25.026, 31.307, 37.106, 47.311, 55.015, and 76.054. 'Flying Scotsman' arrived in the early hours of the morning after working two specials between Leeds and Carnforth and left the Open Day at 19.00 that evening. An unusual engine stabled in the south sidings on the same day was 25.171 (CF) and on the 25th Oct. another foreign loco of the same class, 25.107 (SP), was on the depot. Steam locos made a welcome return through Chesterfield recently. On 26th September 4498 'Sir Nigel Gresley' on 4th October, 5690 'Leander' and on 5th October 532, 'Blue Peter' all passed through heading towards Birmingham, and they were all in steam. Unusual locos to pass through Chesterfield in recent months have included, 31.213, (SF), 25.152 (CF), 31.260 (OC), 31.217 (FP) and 37.074 (TE), during August 47.512 (LE), 47.359 (ED), 40.028 (LO) during September, and in October (14th) 47.381 (TO) was seen double headed with 40.110 (LO) light engines and later that month on the 26th, a down morning freight was headed by 24.026 and 24.047 (both CD) Excursion trains to arrive at Skegness during August were noted behind 47.177 (IM) on 1st and 25.081, 25.121/32, 25.211 (all TO), 31.220/22 (both FP), 37.094 (IM) and Springs Branch loco 40.143 on the 3rd. An excursion train from Sheffield to London (St. Pancras) on the 26th October was headed by 47.285 (TI). However, for the return journey, Cricklewood provided 47.091 (LE) which had arrived earlier on another excursion. Locomotives in Tinsley depot for overhaul during September were as follows:- 25.142/93, 25.264/69/70, 31.254, 31.321, 37.026, 37.283, 40.134, 45.003, 45.112/21/29/32, 46.021/32/53, 47.005/77, 47.251, 47.338, 47.406/54. On 11th August Peaks 38 46 (both CW), and 46.022 (BR), were seen on Tinsley Depot. An interesting sighting at Crofton Steel Works on 11th August was 03.111 off York. Also seen were 03.166 (HM) and 40.148 (HM). 47.232 (CF) was on Doncaster M.P.D. on 11th August, and on 14th September withdrawn shunters 3037, 3069 and 12083 were all present on the shed. A spate of failures occurred on the 10th October, when a Kings Cross - Newcastle train limped through Doncaster with 31.225 (FP) hauling failed Deltic 55.009 (FP) and its train. Later the same day, another train arrived behind 31.227 (TI) and 47.470 (HA), again hauling a failed Deltic, this time 55.017 (GD), on a down Kings Cross express. Also seen leaving for Kings Cross were 31.131 (IM), and 31.410 (HO), the latter engine to provide train heating. Other notable visitors the same day were, 40.031, (LO), 40.121 (LO), 40.158 (HA), 47.443 (CD), 47.547 (CD), and 47.553 (BS). South Gosforth nearly always contains one or two diesels as well as its usual mammoth collection of DMU's. On the 8th September, 03.058 (GD), and 31.297 (TE), were standing just outside the depot and on 20th October 03.094 (GD), 08.758 (GD), and 31.124 (TE) were all present. Unusual motive power noted at Tyne Yard recently have been 31.186 (FP), on 8th Sep. 20.017 (HA) on 20th October and 40.065 (HA) and 40.185 (SP), on 8th November, the latter two engines being seen on a southbound and northbound freight train respectively. Visitors through York lately have been 31.279 (BR), on a ballast train on 2nd Aug. and on 8th November 47.179 (SF), worked a southbound Royal Train, 47.268 (HA) was noted on a southbound express and 47.471 (ED), headed the 09.42 train to Kings Cross. On the same day 31.121 (OC) worked a northbound freight and 31.115/200/216 all (FP) and 46.006 (LA) were all stabled in the North Yard or in the shed. On the 6th October 47.046 (TI) was noted in York Shed Yard, partly obscured by a tarpaulin. It had been involved in an accident near Newcastle and had sustained a great deal of damage to its cab-ends and the sides of the loco. Locomotives shown at an Open Day at Immingham recently were 08.001, 20.031, (cont)

## ER Continued

31.156, 31.321, 31.201, 47.218, 47.411, 55.003 and 76.054. A special hauled train from Luton to Scarborough on the 10th August was pulled by Peak 54 (CW), to York, where 40.048 (HM), took over for the run to Scarborough. Buses were then provided for a trip to the North Yorkshire Moors Railway where 62.005 was to be seen resplendent in its apple-green livery which it recently acquired at Thornaby MPD. Also noted here were 1247, 5428, 63395 and 2392, all ex BR locos. On the return journey 40.048 took the train to York where 47.123 took over to Luton.

A good selection of motive power is always to be found at Leeds Holbeck Shed, as visitors, 31.412 (OC) and 31.279 (BR) on 11th August and on 8th September, 37.266 (SF) and 47.074 (CF) were on depot. 47.078 was noted on the 16.36 Leeds City to Cardiff train on the 6th August.

Healey Mills was host to 25.196 (LO), 40.188 (SP), and 40.031 (LO), on the 11th August and the following month another Springs Branch engine 40.076 was on the yard. A Haymarket engine a long way from home was 20.017, noted on shed at York on 16th October.

## SHEFFIELD AND CHESTERFIELD RAILWAY

The Sheffield & Rotherham railway was opened in 1838, the North Midland followed in 1840, taking over the former in 1844 when it became part of the Midland Railway.

Travellers from Derby & beyond went north the Rotherham and then went south-west to Sheffield. In 1849 the route was improved. The Manchester Sheffield & Lincolnshire line, with its station at Bridgehouse near the Wicker (Sheffield) was linked to the Midland railway at Beighton Junction, affording a transfer at Eckington and from 1856 through trains ran this way from Sheffield Victoria (opened 1851) to London, which was out done in 1857 by a faster quicker route, via Retford & The Great Northern Railway.

In 1843 a direct line was proposed from Chesterfield to Sheffield via Dronfield. This idea was rejected by parliament, until a company (Manchester, Sheffield & Midland Junction Railway) was formed in 1845. Their idea was to build a line via the Drone and Sneaf valleys.

This is roughly how the Chesterfield to Sheffield line started.

After going through parliament three times the plans were finally accepted in 1864. A year later work began at Bradway which was considered starting at the most difficult place. By early summer the seven shafts of Bradway had been staked out ready for workmen to start. In 1866 work had been started on the Midland Station and building a bridge over Tinsley canal. Bradway tunnel had been got well started. On 5th January 1867 one quarter of Bradway tunnel had been completed and on 3rd June over one-half had been done.

Stations at Keely, Eccleshall, Abley Houses (renamed Beauchief on April 1st 1870), and Unstone had been started during 1868. Work went on like wildfire and on 27th January 1870 a special train travelled the distance between Chesterfield and Sheffield depositing both furniture and officials at stations en route. Those put down at Dronfield were a Station Master, Booking Clerk, Signalman, and two porters. On Tuesday February 1st 1870 the Chesterfield & Sheffield line of the Midland Railway was finally opened.

The first timetable listed ten through trains on weekdays from Sheffield to London, plus four stopping at the local stations to Chesterfield or points beyond. The fastest express took 4 hours 10 mins. compared with the 3 hours 55 mins by the M.S. & L.R. and G.N.R. according to their advertisements. Fares were 28/- first class, single and 46/9d return, 21/- second single, and 35/- return, (cont)

## SHEFFIELD & CHESTERFIELD RAILWAY (cont)

13/1d third class single only and restricted to two trains.

The total costs of building the railway were £1,180,000. Some of the money was for the sale of buildings materials from demolished property, and for rents.

P. R. Hodgkiss,  
30, McMahan Ave.,  
Staveley,  
Chesterfield,  
Derbys.

Mem No. 2021

## RAIL NEWS SCOTTISH REGION

Wigan allocated class 25's almost ran riot in Scotland in early September. Newly air braked 25.057 entered Scotland on the Euston-Stranraer train on the night of the 11th, and was on Ayr depot early the next morning. By the 17th, it had worked up to Aberdeen depot and was seen coupled to Haymarket based engine 24.066.

Meanwhile, 25.249 made the return trip. On the 13th it was seen on a train of sleepers at Keith Junction. It had reached Motherwell stabling point by the next evening. Also 25.317 was inside Millerhill servicing shed on the 15th.

Withdrawn shunter 3089 (ex Wigan) was sent to Polmadie some months ago to be used for spares, but it has inadvertently been renumbered 08.074. It is still officially withdrawn.

Thornton Yard on 3rd of August contained 40.077 (YK), and a rare visitor to Carstairs recently was 46.038 (GD) which probably worked an Edinburgh portion of a Euston train.

A mystery excursion from Glasgow (Queen Street) was headed by 40.148 (HM) through-out to its destination, Whittley Bay on 19th October.

The "Kyle Line Sleeper" from the 4th to the 6th October, was a special sleeping excursion train from Sheffield to Inverness and Kyle of Lochalsh 46.032 (GD), took the train, which comprised of 15 coaches, from Sheffield to Newcastle, 40.077, (YK) from Newcastle to Perth and 47.212 (IM), from Perth to Inverness. 26.041 (IS) took part of the train, the five 'day' coaches to Kyle of Lochalsh and back. On the return journey 47.212 worked as far as Perth and then 40.077 surprisingly took the train throughout to Sheffield. Due to engineering works and diversions arrival at Sheffield was about two hours late on the Sunday morning.

Inverness depot appears to have acquired, on long term loan, 20.114 (ED), as it was first seen there in early August, mid September, and it was still hanging around in early October. Also seen here during September were 20.034 and 20.118 (both ED), double heading the Stanlow-Invergordon oil-train. Other strangers noted here have been 40.075 (YK) on 17th September and 25.056 (SP) and 40.059 (YK) on 5th October.

A relatively uncommon sight on 19th October was 47.235 (CF) working the 16.23 Aberdeen-York as far as Edinburgh, where it was replaced by the more usual Peak, on this occasion being 129 (HO). The Brush 47 was then removed to Haymarket. On 12th October 47.275 (TI) worked the 'Two Bridges Express' throughout from Chesterfield to Dundee, calling at Edinburgh. The train travelled via the Forth and Tay Bridges (hence the train name) and in the good Tinsley tradition the loco carried a headboard bearing the name.

An eventful journey occurred on 26th August when an excursion from Manchester to Largs was pulled by no less than 4 locos 85.010 took the train to Carlisle, (via Crewe) where 40.004 (LD) took over. The class 40 managed to take the train to Menzies where it failed with a burst water-pipe. Class 20, 20.103 (ED) came from Townhill Junc. and took the dead locomotive and train to Newton-on-Ayr, where (cont)



## ScR (Continued)

both locos were removed. 24.002 (ED) then took charge for the rest of the journey to Largs where the excursion arrived one hour late. The return journey was less eventful, 27.030 (ED) taking the train to Carlisle and 85.010 seeing it home from there.

Healey Mills based 40.068 was seen at Forres on a Whisky train on 18th September.

Unusual engines seen on the Society's Grand Scottish Tour on the August Bank Holiday weekend were as follows:-

40.118 (LO) at Motherwell, 44 (HO), 47.006 (GD) and 47.046 (TI) on Polmadie, 40.076 (SP) at Grangemouth, 40.080 (YK) and 47.278 (TI) at Perth, 40.069 (YK) at Inverness, 40.051 (HM), 40.176 (GD), 47.284 (TI), 47.409 (FP) and 47.461 (HO) on Aberdeen (Ferryhill), 47.219 (IM) on Dundee, 40.032 (LO), 40.083 (YK), 40.085 (YK) 40.195 (YK), 40.198 (HM) and 37.057 (TE) on Millerhill and last but by no means least on Haymarket depot were 47.265 (IM), 40.086 (YK), 46.040 (GD) and 47.120 (BS).

## RAIL NEWS SOUTHERN REGION

Central and South Eastern diagrams have been integrated, one result of this is the 'slimlines' Hastings gauge (6586-97) now seen more widely on Central division, these have included 33.211 on a Victoria-Brighton express, 33.209 on a Crowborough to London bridge, and 33.204 on an East Grimstead - London Bridge.

Unusual visitors Oxted line in late August were Brush 2's 31.206 and 31.251 (MR) with army cadet specials from Lowestoft & Norwich to Crowborough.

The Windsor line was again host to a Western class diesel when 1028 'Western Hussar' passed by on empty stock.

Peak class D114 caused much delay at Clapham Junction on 27th August when it failed across the junction with empty stock, the train eventually was hauled back into the station by 09.002 and D114 detached, later limped off light to Stewarts Lane. Electro Diesel 73128 took the train forward some three hours later.

Noted here on 5th October were new 'Rep' units Nos. 3012 and 3013 working Waterloo to Bournemouth, whilst 3014 was in Selhurst yard.

English electric class 40 No. 40.120 (LO) was noted passing Basingstoke on what appeared to be a Banbury-Eastleigh freight, in late August, also noted here were 73141, 73121, 73006, 47.134 and 33.031, station pilot being 08.929.

During September, 47.203 (CW) worked through to the coast with a Bedford-Margate special (1219) Also 47.035 (LE) worked through from Ealing with special (1204)

Brush 47's are becoming increasingly common at Eastleigh, the depot being host to 22 of the class on 21st September and about the rarest of them was 47.274 (HA).

Selhurst depot contained five shunters and two main line diesels on 26th October. Also present was new unit 3014 (minus buffet) being fitted with shoe gear prior to service on the Bournemouth line, and a new instruction unit to replace 053 on instructional duties. This new unit was formerly 4367, but it is at present un-renumbered and painted grey.

Stratford engine 47.165 (SF), together with 73.119 (SL), were both to be seen in Acton Yard on the 7th November.

## RAIL NEWS WESTERN REGION

Brush Type 4 workings into Plymouth is the result of a combination of circumstances ie. poor availability of the 'Westerns' or Laird men Laird men who are trained on them for the Clayliner trains, and Old Oak men who work them anyway.

The London men work trains from Paddington, returning with ex Plymouth trains.

These workings vary over summer weekends when there are additional trains to both Newton Abbot & Plymouth, of which advantage is taken when Hydraulics are short.

(continued)

## WR RAIL NEWS (Cont)

During August there were two failures in the up direction on the Cornwall, one on a Penzance-Liverpool, the second being the "Cornish Riviera Express" The latter passed Exeter 15 mins late.

Also on 16th August 1022 was rescued by 1054 after running into trouble with the Plymouth-Penzance at Truro.

During Summer months it is not unusual to see the Bradford-Paignton "Devonian" terminate at Newton Abbot, this is to avoid congestion on the Torquay line, passengers are put on a local train for their destination.

On 26th September class 33 No.33.212 (HG) worked through Tiverton Junction, Exeter with a train of empty stock, this class is not unusual here as oil trains from Fawley are so worked, an example being in the hands of 33.021, 33.023 on the 23rd. On 14th September the Paddington-Plymouth was delayed by a broken rail here, the train eventually passed Dawlish 60 mins late.

An interesting working at Taunton same day was an up West of England train, piloted by 50.025 and 31.257 (BR) how far this combination went is unknown.

On 17th August 61 passenger trains were noted through Exeter in a 6 hour period between 09.00 and 15.00, heading into or from the West Country. There was a notable lack of Westerns, only 11 were seen in this period, but they still out numbered class 50's. 47.375 (KY) was a visitor seen that day through the station.

Withdrawn Westerns seen on 26th October were 1003/8 on Plymouth-Laira, 1061 on Newton Abbot and outside Swindon were 1014, 1002, 1073 and many more.

Exhibits at Swindon works open day were 818, 7093 and 40.076, Hymek 7093 was providing rides in the yard.

Early morning on the 14th August saw 20.143 (TO) hauling Western 1025 into Gloucester from the Birmingham direction en route to Reading.

The Bankers at Bromsgrove for the Lickey Incline on 21st September were 37.227 (CF), 37.303 and 37.307 (both LE) all awaiting their turn,

On 1st August two S.R. Diesel Electric Multiple Units Nos. 1101 and 1127, were noted working through Bristol Temple Meads Station and later the same month PWM 654 was seen at Worcester, having a new engine fitted.

Tinsley engine 37.140 was a notable visitor to Cardiff on 26th August, when it was on Canton Depot together with 47.411 (GD), Another foreign Brush 47 seen in South Wales the same day was 47.135 (IM) which was at Llanelli.

Dawlish Warren has always been a good vantage point for spotting on the Western Region. On 1st August, 31.257 (BR) was seen hauling a failed Western 1011, and its train, and the same day 33.005 (EH) was seen on a freight train heading for Exeter. During that week 449 engines were seen to pass through Dawlish Warren, including 41 Westerns and strangers 129 (HO), 45.106 (TO), 46.027 (GD), 47.151 (CF) and 47.459 (CD).

Unusual engines seen around the London area on the 7th November were 47.459 (CD), at Paddington Station on the 10.00 to Swansea, 47.344 (CD), stabled at Old Oak Common Depot and Hymek 7017 (OC) was shunting at Southall. On the same day 31.001 (SF) was noted passing Reading Station light engine heading in a Westerly direction.

For rail news and other articles in this edition of the magazine we are indebted to Messrs:- Bramall, Crawley, Dever, Godley, Hall, Haydock, Heath, Hodgkiss, Kennan, Lewis, Massey, Morris, Perry, Raby, Sparks, Talbot and Taylor.

If anyone is interested in exchanging B.R. working timetables, would they please write to Dave Haydock, at 06 05 Lawrence Tower, Aston University, Costa Green Birmingham B4.

(continued)

"See more of Britain by Railrovers" proclaimed the B.R. leaflet and that is exactly what we did. My brother and I decided to have an All - Line Railover for our weeks holiday in September (7th - 13th).

Before attempting our marathon on rails we had to plan a route which gave us relatively easy connections, trains on which we could get a decent sleep at night and at the same time taking us over some lines that we had not 'done' before. So after several nights of ploughing through the massive bulk of the B.R. timetable we eventually sorted out a route which would take us  $6,183\frac{3}{4}$  miles. This is by no means a record, but we did not set out to break any --- anyway I imagine it would be boring travelling up and down the East and West Coast Main Lines for a week (that's how the record is broken).

At last the time came when we boarded our first train, the 00.53 departure from Chesterfield to Glasgow Central, hauled by 46.047. The journey was uneventful, except for the usual engine change to another 'Peak' 69. After Leeds we stretched out in our first clas compartment and went to sleep. We awoke near Kilmarnock to find it was raining heavily. Arrival at Glasgow Central was exactly on time (07.47) - a good start to the week. A taxi ride to Queen Street saved us getting a good soaking and we caught the 08.35 to Oban returning on the 12.25. The journey was very scenic and punctual. The loco in both directions was 26044. From Glasgow we had our first experience of the "Electric Scots". Class 87, 87.031 was in charge of our train, the 17.30 to Euston. But we had a rather bad journey after Preston. We arrived here one minute early, but we left  $9\frac{1}{2}$  minutes late. We were also halted at Crewe and we were also diverted by Northampton. Arrival at Euston was 41 minutes late. We then had a problem of getting to Paddington in time to catch the 23.55 to Penzance. We went to the taxi rank, but the queues were enormous, so we briskly walked to Euston Square Underground Stn. to get a 'tube train' direct to Paddington. There was some hold up somewhere in one of the tunnels, but eventually a train came and we arrived at Paddington with about five minutes to spare. However our rush was all in vain as the train did not leave until 00.15! Due to engineering works we were running about 50 mins late at Dawlish where we woke up. However some smart running behind 1029 which came on at Plymouth and we were only 13 minutes late at Penzance. From Penzance we caught the famous "Cornish Riviera Limited" headed by 1025. This was changed at Plymouth for 47.093 and after an excellent run arrived at Paddington 14 mins early!! (16.36) For a 'fill in' run before our night train we ventured onto Southern Metals doing a circular tour of Kent to Ramsgate, via Dartford, Chatham, Sittingbourne, Herne Bay and Margate returning via Dover, Folkestone and Ashford. Our night train this particular night was the 23.55 Kings Cross - Newcastle. After breakfast at Newcastle we travelled on the 07.00 to Edinburgh behind 47.425. From Edinburgh 40.158 took us to 'arstairs' where our train (four coaches) joined the Glasgow portion of the train to Birmingham headed by 86.216. After changing trains at Birmingham. Euston was reached  $2\frac{1}{2}$  mins early behind 86.012. After 3 hours or so in London for a drink etc. we caught the 20.50 "Royal Highlander" (Euston - Inverness  $568\frac{1}{4}$  miles) we arrived 3 minutes late, not bad for such a long journey. Locos were 86.242 Euston - Moss End Yard and 47.210 Moss End Yard Inverness. The shed was visited, 08.568, 24.013/110/115/116/117/120/126/129, 25.217, 26.030/34. 40.052/59, 47.210 worked back on "Clansman" (1M42) being relieved at Moss End Yard by class 87, 87.005. This train covered the 576 miles to Euston in reasonably good time, by being only nine minutes late on arrival. (The longest through passenger working in Britain). The next day after traveling from Kings Cross overnight behind 55.005 we went from Edinburgh to Haltwhistle (changing to a DMU at Newcastle) for a ride on the 13 mile scenic Alston branch. At Slaggyford there was a Peckett 0-4-0ST and a curious little diesel both being restored (for use on the branch ??????)

(continued)

There was a 21 minute stop allowed at Alston, but the crewe stretched this to 31 minutes by arriving early and coming out of the pub late! (Haltwhistle was reached two minutes early!) We got to Carlisle 3 minutes early which was very good as we only had a ten minute connection planned. But then it happened!! ----the 14.19 departure was reported 25 minutes late. This meant we would miss our connection at Lancaster, so we looked at the timetable and rerouted ourselves in the opposite direction to Edinburgh via Glasgow. 87.023 took us to Glasgow and 27.123 & 27.118 (still carrying these numbers although they should be 27.205 & 27.212) took us to Edinburgh (Push/Pull). After a pint or two in "Happy Sam's" we boarded the 20.20 to Kings Cross headed by a very clean class 40; 40.075. Deltic 55.008 took over at Newcastle and arrival in London was at 05.10 (3 mins early). After an early morning walk we arrived at Euston and after a cup of coffee (which wasn't too bad) caught the 06.55 to Manchester train, as far as Crewe (86.043) thence by DMU's to Holyhead (changing at Llandudno). The Britannia Bridge spanning the Menai Straits is still on a single track with extensive work being carried out on the 'up' line. Holyhead shed was overflowing with locos:- 40.028, 08.025/36. The class 01 shunters were working at the "quarry" about 1½ miles out of Holyhead and unfortunately we did not have time to get them. 40.028 headed the 13.22 to Euston as far as Crewe. Although it had a heavy load of 13 coaches it reached Crewe only two minutes late. 86.239 took over but failed to recover the two minute loss. Several Pullman cars in the old chocolate and cream livery were seen at Rugby. Car Nos. 336, 338, 339, 340, 341, 342, 343, 345, and 317 in the new blue and white livery (also one other I think) Pullman Car no. 346 (in chocolate and cream was seen at Glasgow Queen street. From London, 1071 took us to Plymouth on the 23.45 to Penzance from Paddington. The following morning, Friday 13th was an unlucky one for the Western Region and for us. First of all Western Class 1063 was failed at Plymouth station for having faulty speed, resulting in the 07.00 Golden Hind leaving ten minutes late behind 1052. 50.023 was also seen at Plymouth, and this headed the 1831 to Edinburgh. 1030 worked our train, the 08.45 to Paddington (ex 6.55 Penzance.) We left on time and had made good time to the foot of Hemmerdon Bank where there was a speed restriction which prevented us having a good run at the bank. The noise was terrific as 1030 struggled slowly up the hill, I have never heard a Western work so hard before in my life! it was going absolutely flat out., but only moving just above walking pace. We eventually crawled over the summit with one of the engines almost 'had it' and in fact soon afterwards the faulty engine packed up completely. The train halted at a green signal near Brent and the driver rang for a replacement loco, after which we more or less free wheeled down the hill to come to rest in Totnes Station. We arrived there, much to the delight of three enthusiasts with cameras and a tape-recorder at 09.29 and help arrived in the form of 47.254 from Newton Abbot at 09.50. The defective Western was removed (much to our disappointment and 47.254 took out train on leaving at 09.56. Paddington was reached at 13.06 (21 minutes late), which involved an excellent 29 minute start to stop run from Reading (36 miles). Because of the lateness of this train, we again had to alter our plan slightly. Instead of alighting at Reading and going to Waterloo we carried on to Paddington. After lunch we caught the 15.05 to Worcester which was very full until Oxford. The loco was 31.147 which had a good steady run doing the section to Reading in 34 minutes. From Worcester, Bristol was reached via Cheltenham (by DMU and 46.029.) 50.014 recently transferred from Crewe, was the power for the 20.15 to Paddington. This loco put up a very good performance, as at one stage the train was running ten minutes late, and arrival at Paddington was only 4 mins late. As it was dark the train's speed could not be calculated exactly, but I bet the 100 mp.h. was broken on the run!

(continued)

(restored) (for use on the branch YYY)

A quick dash by taxi ensured that we caught the 23.05 from St. Pancrass to  
Chesterfield, where we arrived one minute early, the loco being a faithful old  
Peak, 45.011. A good finish to a good week!!!

Summary

- Total number of trains travelled on :- 35
- Actual distance travelled :- 6,208½ miles.
- Number of trains late at destination:- 17
- " " " " early at destination:- 14
- " " " " on time at destination:- 3

Locos pulled by in Chronological order:- 46.047, 69, 27.044, 87.031, 47.031  
1029, 1025, 47.093, 47.217, 47.425, 40.158, 86.216, 86.012, 86.242, 47.210,  
87.005, 55.005, 55.018, 87.023, 27.123 & 27.118 (double headed), 40.075, 55.008,  
86.043, 40.028, 86.039, 1071, 1030, 47.254, 31.147, 46.029, 50.014, 45.011.  
plus 7 DMU's and 2 EMU's.

Peter Crawley,  
10, Nether Close,  
Wingerworth,  
Chesterfield,  
S42 6UR.  
Mem No. 2981

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Post Cards depicting locos from No1 to the end of steam will be on sale early in  
the new year, approx price 3p each. There is also an album that you may stick  
these post cards into which will cost approx 35p.

Most of these items are on sale on coach tours, if you require any by post,

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## HALAMSHIRE RAILWAY PRESERVATION SOCIETY

The Hallamshire Railway Preservation Society was formed in October 1973 with the aim of operating a steam railway in South Yorkshire. Membership is now over 100 and practical work is already being undertaken. During our first year of operation we have been negotiating with British Rail and local councils for a section of track suitable for our venture and it has been hoped that an option could be secured to lease or purchase a three mile section of track from Tinsley to Chapelton. This is part of the old Great Central main line (now single) and serves an old coking plant with apparently limited life. The line contains 1 over bridge, 1 under bridge, 1 level crossing, 3 signal boxes, 3 stations and plenty of riding and parking space at the top end, and would be suitable for our operations. Unfortunately however, we have no indications of either dates of phasing out or costs involved and consequently alternative sites are being considered.

To operate a line of this calibre, the Society decided to purchase a medium power range Standard Locomotive and to this end an option was taken on Class 4 Mogul No. 76084 from Woodham at Barry. Some spares have been located, and the loco has been wire brushed and painted with red-lead by Society Members. Local industrialists have been approached to form a '100 club' - the intention being that 100 would each make a donation of £57.75p to raise the original purchase price and transportation costs of £5,775. The intention was that the contributions would not be made until all the money had been promised, but Woodham prices are now escalating to such an extent that our policy is under review. To date we have promises for approx  $\frac{1}{3}$  of the money. At this point in time we are not pressing for this until the Society is in a position to make a concerted publicity drive and raise the remainder quickly. In the meantime we are tendering for a 1954 Hunslet 16" 0-6-0 inside cylinder saddle tank from Darfield Main Colliery, and we have an offer to renovate a small 0-4-0 outside cylinder saddle tank from Brown Bayley's which is now in private ownership.

Until the question of the line is clarified, a siding has been acquired on the premises of Brightside and Carbrook Co-op for the renovation of stock. Re-laying of this is now in progress, and the track has now been laid to accept the two locomotives we hope to receive in the near future (subject to acceptance of our tender for the Hunslet), and work will then proceed on the remainder to make a total track length on that siding of 150 yards.

Membership of the Society is from all walks of life, and new members will be made most welcome.

If anyone is interested in joining the Society, they can do so by writing to Dan Bramall (address inside the front cover), who will make the necessary arrangements).

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