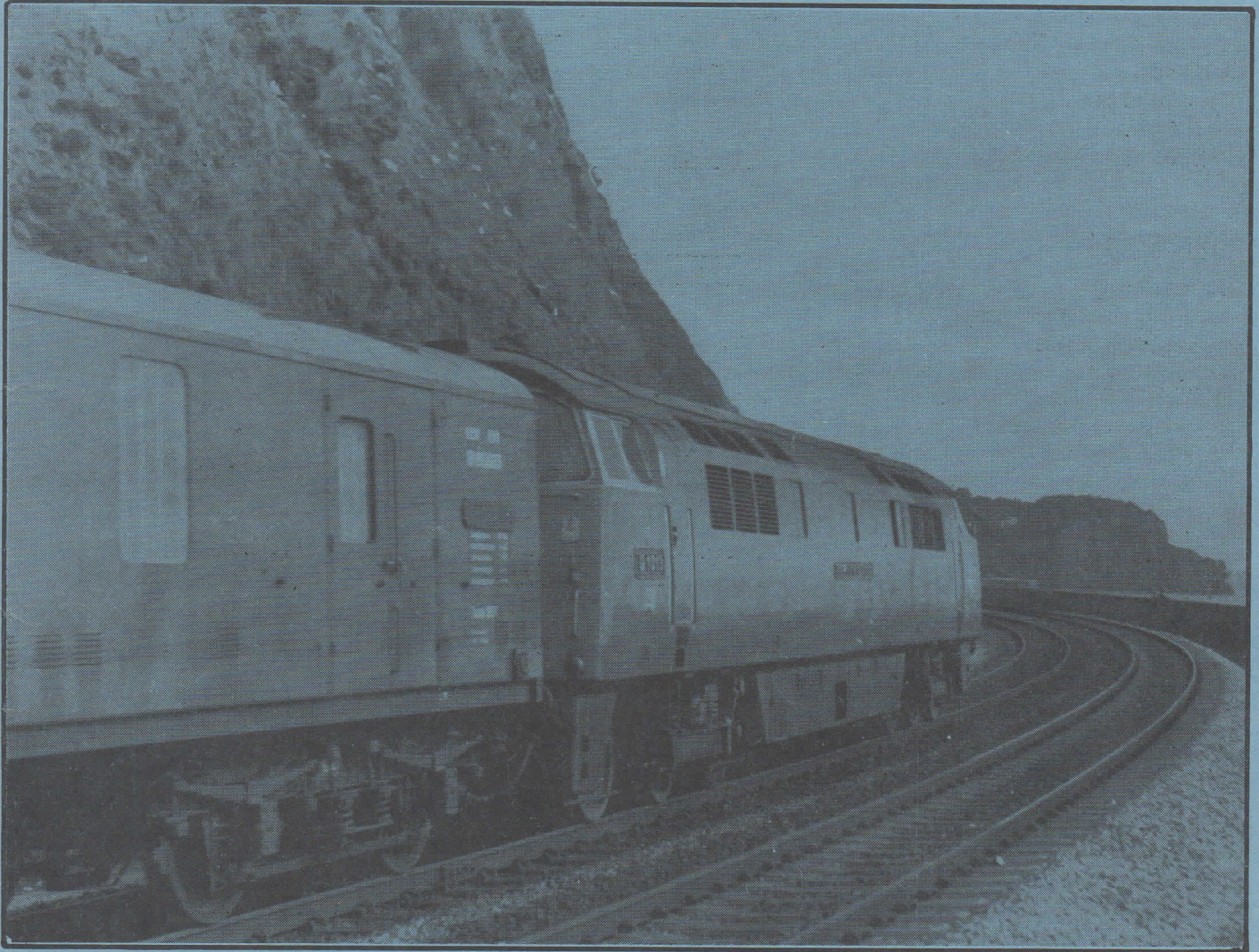


Northern Counties Transport Society



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NORTHERN COUNTIES TRANSPORT SOCIETY

MAGAZINE NUMBER 32

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The Committee always welcome your comments etc, regarding the Society Tours, and Railways in general, but please remember to send an S.A.E. if a reply is required.

Please telephone only if absolutely essential and NEVER TELEPHONE AFTER 9PM.

Articles published are published as written by the contributors. Opinions etc. contained in them are those of the writers, and are not necessarily endorsed by the Committee or the Society in general.

Articles and rail news are always welcomed for possible inclusion. These should be sent to the Editor not later than 1st April, 1st August, 1st December.

[Handwritten signatures and scribbles in blue ink]

PAGE THREE EDITORIAL

Regular readers of this esteemed periodical will notice a slight change in format for this the 32nd edition of the N.C.T.S. magazine. Basically this is intended to prevent you, the reader missing the important notices and committee notes in your search for the forthcoming tours programme and the regular nude lady photograph on the back cover. Due to the cold weather, the latter feature is suspended for the time being but the tours programme appears on the next 3 pages, so please be patient and read on;

Membership Secretary Bill Whittaker, (recently married), has now obtained a divorce from the club, his position has been taken over by John Wade, to whom all membership renewals and applications etc. should be sent. We welcome to the Committee Graham Howarth, a familiar figure on tours, who is to become the "travelling salesman" on the coach tours. (Harry Howells retains overall responsibility for sales, and postal applications etc, should be sent to him as before, along with any other correspondence connected with sales). Finally in the amendments to the "who's who" section Allen Howells becomes Assistant Treasurer in addition to being the Society's liason officer with B.R. A full amended cast list appears opposite.

Participants of future tours will notice a number of plastic sacks placed at strategic points on the coach. These should not be used as sleeping bags or raincoats, but for all the rubbish which on recent tours has found its way on to the floor, the ashtrays and other less obvious places. As this request follows a complaint from the drivers your co-operation will be appreciated.

Finally, it only remains for me, on behalf of the Committee, to wish everybody a Merry Christmas and a Happy New Year, and to hope that through your support, it will be a successful New Year for the Society.

Carneldswick:-

Nelson:-

Bus Station

Burnley:-

El Greco Coffee Bar

Bury:-

Heap Bridge (M66 roundabout)

Manchester:-

Victoria Railway Station

Sheffield:-

Midland Station

Winwick:-

Pick up only - day trips only, by prior arrangement at the time of booking.

Nov 10

BOOKING FOR TOURS

When booking for Society Tours please note the following points:-

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 an S.A.E. and your current membership card with all bookings.
3. Cheques/P.O.'s crossed A/C PAYEE and payable to N.C.T.S. (not to officials by name please) Always retain the counterfoils and never send cash through the post.
4. Last minuite bookings by telephone are accepted at the discretion of the Bookings Secretary in exceptional circumstances.
5. Departure times are adhered to unless a request for a delay has been approved by a Committee Member. There will be no refund for non-attendance unless a medical certificate is produced, or your place can be filled by another member.
6. The coach will only pick up at the points advertised in the Tours programme unless prior arrangement has been made with the Bookings Secretary to pick-up at other points on the direct route of the tour.
7. Members should note, that the Committee will not be held responsible, if a member has decided to get off the coach at an advertised depot, near to their home, and the tour through unforeseen circumstances, does not visit that depot. The onus is on the member to get himself to and from the advertised picking up, and dropping off points.

TOURS PROGRAMME JANUARY - APRIL 1979

Tour No 79.01

SOUTH YORKSHIRE

Sunday 7th January

Tour to include Tinsley, Wath, Bradford, Leeds area, Healey Mills, York and others as time permits.

Departing as follows;

Approx. return time

Barnoldswick	06.00	21.50	
Nelson	06.10	21.40	
Burnley	06.15	21.30	
Bury	06.40	21.00	
Winwick	07.05	--- Pick up only ---	
Manchester	07.30	20.30	Cost will be £3.50
Sheffield	09.00	19.00	<u>Min. Deposit £2.00</u>

Tour No. 79.02

SOUTH WALES

Sat/Sun 20th/21st Jan

Tour to include Cardiff and Swansea areas, plus all other S. Wales stabling points possible, and the West Midlands.

Departing as follows;

Approx. return time

Barnoldswick	17.00	21.50	
Nelson	17.10	21.40	
Burnley	17.20	21.30	
Bury	18.00	21.00	Cost will be £6.50
Manchester	18.30	20.30	<u>Min. Deposit £2.50</u>

Tour No 79.03EAST ANGLIASat/Sun 3rd/4th Feb

Tour to include March, Cambridge, Norwich, Colchester, and all other possible Stabling Points in East Anglia.

Departing as follows;Approx. return time

Barnoldswick	17.45	21.50
Nelson	17.55	21.40
Burnley	18.05	21.30
Bury	18.45	21.00
Manchester	19.15	21.30
Sheffield	20.45	19.00

Cost will be £6.50

Min. Deposit £2.50Tour No 79.04GLASGOW & EDINBURGHSat/Sun 10th/11th Feb

Tour to include Eastfield, Polmadie, Corkerhill, St. Rollox, Haymarket, Hamilton, Motherwell, and others as time permits.

Departing as follows;Approx. return time

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

Cost will be £6.50

Min. Deposit £2.50Tour No 79.05CREWE WORKS ONLYSunday 25th February

Members wishing to visit Crewe on this occasion MUST book in the usual way sending their visit fee of 30p to the Booking Secretary. Meet at the Goddard Street entrance for the 2.30pm visit.

Tour No 79.06LONDON & THE SOUTH WESTSat/Sun 3rd/4th March

Tour to include Old Oak, Willesden, Stratford, Hither Green, Stewarts Lane, Finsbury Park, Oxford, Didcot, Reading and Southall, and others as time permits.

Departing as follows;Approx. return time

Barnoldswick	17.45	21.50
Nelson	17.55	21.40
Burnley	18.05	21.30
Bury	18.45	21.00
Manchester	19.15	20.30
Sheffield	20.45	19.00

Cost will be £6.50

Min. Deposit £2.50Tour No 79.07Doncaster & ImminghamSunday 18th March

Tour to include Tinsley, Wath, Doncaster (Works & Depot) Immingham, Froddingham and others in this area as time permits.

Departing as follows:-Approx. return time

Barnoldswick	06.00	21.50
Nelson	06.10	21.40
Burnley	06.15	21.30
Bury	06.40	21.00
Winwick	07.05	---Pick up only---
Manchester	07.30	20.30
Sheffield	09.00	19.00

Cost will be £4.00

Min. Deposit £2.00

Tour No 79.08

PLYMOUTH & THE WEST

Sat/Sun 31st March
1st April.

Tour to include Plymouth, Taunton, Exeter, Newton Abbot, St. Blazey, Gloucester, and other W. Midlands depots & Stabling Points.

Departing as follows;

Approx. return times

Barnoldswick	16.30	21.50
Nelson	16.40	21.40
Burnley	16.50	21.30
Bury	17.30	21.00
Manchester	18.00	20.30

Cost will be £7.00

Min. Deposit £3.00

Tour No 79.09

DERBY AREA DAY TRIP

Saturday April 7th

Tour to include Derby Works, Toton, (Permits permitting) Leicester, Burton, Coalville, and others as time permits.

Departing as follows;

Approx. Return times.

Barnoldswick	06.00	21.50
Nelson	06.10	21.40
Burnley	06.15	21.30
Bury	06.40	21.00
Manchester	07.15	20.30
Sheffield	08.45	19.00

Cost will be £3.50

Min. Deposit £2.00

PLEASE NOTE EARLIER DEPARTURE TIMES

Tour No 79.10

GRAND SCOTTISH

13/14/15/16th April

To visit all major installations in Scottish Region including Eastfield, St. Rollox, Haymarket, Inverness, Fort William, Mortherwell, Hamilton, and possibly some of N. West and N. East installations.

The Cost to include 2 nights bed & breakfast.

Departing as follows;

Approx. Return times

Barnoldswick	12.00	22.20
Nelson	12.10	22.10
Burnley	12.15	22.00
Bury	12.45	21.30
Manchester	13.15	21.00
Preston	14.15	---Pick up only---
Sheffield	SET DOWN ONLY	19.30

Cost will be £18.00

Min. Deposit £8.00

For Lancaster please consult J. Wade.

Tour No 79.11

LONDON

Sat/Sun 28th/29th April

Details in next magazine.

NOTE:- All installations referred to above are advertised subject to permission to visit being granted. The Society reserves the right to amend any tour at any time if circumstances make this necessary.

SCOTTISH CAR BASH

On Saturday August 26th we set off on holiday in Scotland. The depots I wanted to visit were, Ferryhill, Dundee, Perth, Motherwell and Mossend Yard.

Our first stop was Beatoch, where we found No's 20039/201 (ED/HA), next stop was Stirling where we found No's 08505 (GM), 20095/146 (ED) and 27009 (ED) on a southbound passenger train.

On Sunday we set off for Aberdeen. After a long journey we arrived and had just set foot on the station when 60009 "Union of South Africa" arrived on a special train, "The Aberdonian". After leaving the station we followed the directions in the N.C.T.S. directory book, and quickly arrived at the depot, noted here were 08515, 08710/753/828, 25237/246, 26008/034, 40057/066/069/158/159, 47149/207/271, 47429/434/426 - with a silver roof.

On our way home we stopped at Dundee depot, with my hopes high to finding 06005. I have got all the other Class 06's, when I went to Dunfermline Townhill - 06004, Markinch - 06002, Kirkaldy - 06008, Eastfield - 06003. 06007 on an earlier visit to Townhill, and 06006 on an earlier visit to Dundee.

On the depot were:- 06005, great stuff, 06006, 08346/428/762, 25019/283, 26007 27018, 40052, and also a large number of DMU's we also stopped at Perth Sidings and here was noted:- 08441, 25068/235, 26024/029, 40061/137/164, 47206.

A good days spotting as I settled my Barclays and got 18 cops. (P.S. has anyone noted the number of 06003 at Eastfield? --- 206003, someone's been out with their sticky numbers.

For the rest of the holiday, we just went to Perth and stayed at our house most of the time. During this time I saw 47211/269/036/015, 40071/158, 25008, 26018/032, 27001.

On Saturday September 2nd we had to return home. We stopped at Stirling where I saw 08722, 20095/201, 40160, 47015.

When we were coming down the motorway, I looked in the N.C.T.S. book for any depots we might pass, I found Mossend Yard, we turned off the motorway for Belshill and followed your instructions and soon found the yard with great ease.

(I must congratulate you on making the route so clear, unlike most of the other books).

Here I noted 81003, 84008, 85008/004/014/016, 86001/038/018, 87002 "Royal Sovereign" 87027 "Wolf of Badenock". Also I saw that Motherwell was very near so we stopped there, where it was very full for a Saturday:- 08312/321/313/326/563/735, 20003, 20100/102/108/119/124/126/, 25005/044/097, 25230/232/239, 27044, 37145/151, 40067 40086, 40109/168, 47467, 47120. A total of 30 locos, the expected amount is 20-25.

A final stop at Beatoch brought 20039/201, which looked as though they had not moved for a week, altogether a good weeks spotting.

D. WEBB

CAR BASH TO SCOTLAND

The whole object of this bash was to see if I could clear Scotland of my locos, 13 in all (a dubious number to start with). The locos I needed were, 08570 Dt, 08727 ED, 08761 DE, 20083 ED, 20122 ED, 26010 HA, 26015 IS, 26027 IS, 26030 IS, 26034 26035, 26039 all IS, 47149 ED.

The participants of this amazing saga were myself and George Dawson from Blackpool. The trip started from Blackpool at 7.15am on 3rd November 1978. First stop was Beatoock, where 20123 and 20138 were shunting, waggons around. After a butty and a cuppa we shot off (poor 'OFF' he's always getting shot) to Ayr where after driving round the roads behind the depot we knocked off several locos in the freight yards. We then went to the depot where only 7 locos were noted of which I needed 3!! The actual depot list was 08343, 20083, 20122 (coupled together, 27025, 25149 (KD), 26030 and 26045 (IS).

After leaving the depot in a catatonic trance, we went to Hamilton (for George's unit) and Motherwell, nothing much or unusual on depot). From Motherwell, we travelled straight to Dunfermline Townhill. The object of this was to get through the always padlocked gates. We drove slowly up to the gates, and seeing they were open, shot in like a bullet from a gun. I jumped out and walked to the office and the foreman kindly gave me a list. I asked him where 08570 was and he went to fetch the little brown note-book, where he keeps his records of all his shunting locos. 08570 was at Bowhill Colliery, Cardenden. Thanking the foreman we proceeded to Cardenden, where, sure enough 08570 was shunting waggons in the colliery. Next stop was Haymarket, not much on, but one of my locos was, 26010, and for A4 lunatics like myself, I was glad to see 60009 "Union of South Africa". Next stop was Eastfield, where 26014IS was noted, and little else, but I found out where 08727 was from the foreman. Next stop yes, you've guessed it. BED. While in the digs, George and I discussed what the plans were for the next day, we had a permit to visit St. Rollox at 3.30pm and after that we were to drive to Inverness. We agreed that this was really out of the question. It would have meant leaving Glasgow at 5 o'clock in the afternoon and driving straight to Inverness, 5 hours driving in the dark, so we agreed to go on to St. Rollox early, to see if we could get round. If not we would go to Inverness. At 8 o'clock the next morning we were at Glasgow Central, where George spent $\frac{1}{2}$ hour on the station, from here we went to High Street East Junction N.C.L. here George gave me a lift up the 7 ft wall I saw 08727. Then we went straight on to St. Rollox where the man on the gate told us to wait inside the works in the car untill a small party was due to arrive at 10.00 am. When they arrived we strolled round and to my great delight, 3 more of my locos got the chop; 08761 DE, 26015 IS, 26027 IS, Two more Inverness class 26's were also there, 26031, 26038, A bit of a surprise were 20148/166 off Toton. I left Glasgow Works excited that the possibility of clearing Scotland was now within grasp. From Glasgow we travelled North, and stopped at Fort William for some grub. 3 locos were on the stabling point. 27101, 37148 and 25231, next stop Mecca, (Inverness). We arrived there at 4.15pm and straight round the depot. On the adjacent platform next to the depot 26039 was the first loco I saw. I now needed 2 class 26's to clear. I fairly galloped round the depot looking for my locos, and then I saw one, as I walked down the first line I met George after about 10 mins and asked him if my last one was on and he said no. Leaving the depot fearing the worst, that my last loco was on Wick or Thurso, I passed the Tops Office in the shed. I went in and asked a fitter if he would put a report through to find out where 26034 was. He typed in the instruction, and I waited for what seemed like a hundred years for the machine to spew out the answer. The the machine started to to print out the message, the fitter ripped it off the machine and gave it to me, 26034 transfered at 8.55am on 17-10-78 to Polmadie awaiting works, expect 17-12-78. I was overjoyed. In our digs that night we decided to miss Aberdeen so that we could get back to Glasgow in daylight. On our way back from Inverness the following morning, we went to Dundee, where 26011 and 26013 were on depot.

(continued)

Continued from over:-

Then on to Perth where 26040 was stabled and from Perth straight to Eastfield. Going into the foremans office, I asked him where 47149 was and he put the report through on Tops. The answer came back that it was at Millerhill on 45 mph freight speed restrictions. It couldn't have worked out better, we had planned to stop in Edinburgh that night. Without wasting too much time at Eastfield we went over the Clyde to Polmadie. I now needed 2 locos to clear, 26034 and 47149. We got to Polmadie and I could see a class 26 jammed in by some 's' vans. I walked down the concrete footpath to see the number, and there it was in all its splendour, 26034. I had now cleared 12 out of 13 locos, and was looking forward to going to Millerhill. George now wanted to do Hamilton again, because when we went on Friday there was not a lot on. After Hamilton I was ready to go straight to Millerhill with all due speed, but George wanted to see if there was anything on Motherwell, there were 3 locos there that didn't appear to have moved since Friday. There were 2 Brush 4's to our left hand side and George said 'shall I go and get them' and I said 'yes go on, I'd hate for mine to be there and miss them'. George got out of the car and walked up the little earthy banking and came back a few minutes later. He told me to get out and helped me up the banking. As we were walking along the narrow footpath, towards the 47's, George said, 'what do you want, 47194' and I said 'no 47149' Within minutes we were both astride the first of the 2 47's. At first I didn't dare look. Then I thought we couldn't stop there all night, so I looked straight at the number 47149, incredible, unbelievable, but there it was, Call it good luck, or premonition, but there it was staring at my last Scottish loco. If it hadn't been for George I would not have seen it and been able to claim 13 out of 13 locos in 3 extraordinary and spectacular days.

Postscript:-

5 days later my luck was in again, on Saturday 11th November I I was at a loose end so I decided to drive down to Guide Bridge in my Invalid Car. While watching some 40's and 47's shuffling around to stable for the night, 2 class 25's came from the back end near the buffer stops and passed a row of Class 76's, As soon as the leading 25 cleared the last 76 I could tell it was a 'foreign' 25. I could tell by the cab front. (I must add at this point after the Scottish trip I am down to 15 locos for my second set) As the double headed 25 passed in front of me, I almost fell out of my Invalid car. The leading 25 was 25251 off Cricklewood, it was pulling 25197. So at Guide Bridge I cleared Cricklewood.

So fellow trainsotters, never give up hope of clearing your locos. Sometimes its a long arduous business, but always remember British Rail moves in mysterious ways and stranger things happen at sea. (Whoever said that obviously wasn't a trainspotter)

ALLEN HOWELLS.

Assistant Treasurer/Public Relations B.R.

MANCHESTER DIARY

A detailed report of unusual sightings in and around Manchester Victoria in recent months:-

August

2nd 24023 (CD) Llandudno - Manchester
 5th 31308 (TI) Bradford - Red Bank
 6th 46015 (LA) Newcastle - Liverpool
 9th 37161 (TE) Warrington - Healey Mills
 12th 40148 (HA) Glasgow - Manchester
 14th 24081 (CD) Hauling failed 47187 on
 a train from Bangor
 15th 40124 (TE) Manchester - Leeds
 31417 (HO) Manchester - Bradford
 16th 25311 (TO) Manchester - Bangor
 17th 25074 (TO) Preston - Birmingham
 18th 45038 (TI) Manchester - Leeds
 25125 (TO) Manchester - Southport
 19th 45018 (YK) Manchester - Bradford
 21st 46009 (LA) Liverpool - Newcastle
 40123 (HA) Newcastle - Liverpool
 22nd 25252/
 259 (BS) Leamington - Southport
 23rd 31745/
 285 (TE) Middlesborough - Salford
 25th 45052 (TO) Bangor - Manchester
 40160 (HA) York - Chester
 26th 25130 (TO) Heaton - Red Bank
 25131 (TO) Bradford - Red Bank
 25286 (SP) Bradford - Red Bank
 25253 (BS) Perth - Red Bank
 28th 40149 (HM) Manchester - Blackpool
 29th 31298 (TI) Warrington - Healey Mills
 30th 37028 (HM) Warrington - Healey Mills
 24082 (CD) Llandudno - Manchester

Also the Class 47's

47004 SF, 47013 BS, 47015 ED,
 47041 IM, 47052 TE, 47061 BR,
 47068 LE, 47072 CF, 47074 BS,
 47096 CF, 47110 BS, 47142 BR,
 47175 TI, 47181 IM, 47187 BS,
 47211 ED, 47213 IM, 47235 CF,
 47237 CF, 47250 CF, 47284 BR,
 47323 TO, 47343 TO, 47359 TO,
 47379 IM, 47505 LE, 47508 OC.

September

2nd 25280 (TO) Manchester - Scarborough
 4th 40123 (HA) Manchester - Leeds
 31146 (HO) Manchester - Bradford
 46007 (LA) Bradford - Bolton
 5th 31409 (HO) Manchester - Bradford
 25212 (TO) Manchester - Southport
 24063 (CD) Peak Forest - Healey Mills
 25134 (TO) Peak Forest - Healey Mills
 8th 45061 (TI) Manchester - Leeds
 18th 45058 (TO) Topley Pike - Pendleton
 25th 25073 (TO) Preston - Birmingham
 26th 25113 (KD) Manchester - Preston
 31410 (HO) Manchester - Bradford
 25136 (TO) Manchester - Southport
 45050 (CW) Manchester - Liverpool
 27th 45055 (TO) Bradford - Bolton
 28th 25245 (BS) Manchester - Southport
 29th 31116 (TI) Manchester - Leeds
 31417 (HO) Manchester - Bradford
 25152 (TO) Manchester - Southport
 30th 45051 (TO) Mansfield - Blackpool
 45044 (TO) St. Pancras - Blackpool

Plus the following Class 47's

47042 IM, 47045 ED, 47064 BS,
 47089 CF, 47124 CF, 47170 SF,
 47189 BS, 47197 ED, 47209 IM,
 47217 IM, 47218 IM, 47237 CF,
 47323 TO, 47428 GD, 47433 YK,
 47461 YK, 47514 TO.

On the 17th September the following "double headers" were noted through Victoria, having been diverted from the West Coast Main Line.

47482/87022, 47204/86245,
 40098/86225, 47482/87029.

October

1st 40152 (GD) Manchester - York
 24047 (CD) Manchester - Chester
 2nd 31223 (FP) Leeds - Manchester
 11th 37297 (LE) Topley Pike - Pendleton
 12th 47112 (TI) Warrington - Healey Mills
 24082 (CD) Liverpool - Red Bank
 14th 31192 (FP) Newcastle - Manchester
 16th 24047 (CD) Manchester - Southport
 17th 31111 (YK) Manchester - Bradford
 18th 46016 (LA) Manchester - Leeds
 25315 (CW) Manchester - Southport
 20th 25239 (ED) Healey Mills - Warrington
 45116 (TO) Manchester - Leeds
 21st 25249 (TO) Manchester - Oldham
 45133 (TO) Wellingboro' - Blackpool
 45138 (TO) Derby - Blackpool
 45150 (TO) St. Pancras - Blackpool

EMU Movements

5th October 47330 (TO) hauling 313015
 from Horwich to Hornsey.
 6th October 25106 (LO) hauling 313038
 from Hornsey to Horwich &
 47048 (CD) hauling M28337/
 339 from Hall Rd to Reddish.
 23rd October 37028 (HM) hauling new EMU
 507003 from York to Hall Rd.
 25th October 47224 (IM) hauling 313017
 from Horwich to Hornsey.

Class 47's noted included:-

47019 SF, 47030 LA, 47039 IM,
 47076 CF, 47079 CF, 47093 TE,
 47101 BR, 47106 CF, 47112 CF,
 47123 CF, 47152 LE, 47158 SF,
 47186 CF, 47187 BS, 47224 IM,
 47231 CF, 47284 BR, 47329 TO,
 47330 TO, 47343 TO, 47366 TO,
 47370 IM, 47379 IM, 47401 FP,
 47403 FP, 47417 GD, 47418 GD,
 47430 GD, 47462 YK, 47470 HA,
 47471 YK, 47479 LA, 47484 LA,

J.R. PLATTS.

Foreigners noted through Oxford Road Station recently have been as follows:-

13th Sept	47136 (LE)	10th Oct	47220 (IM)	31st Oct	25301 (TO)
14th	25131 (TO)	11th	47244 (CF)	16th Nov	47341 (BS)
19th	25302 (TO)	20th	40154 (HM)	23rd	25118 (TO)
20th	47534 (BS)	25th	25281 (TO)	27th	47124 (CF)
2nd Oct	47090 (CF)	26th	40067 (HM)	28th	47242 (CF)
3rd	25257 (TO)	27th	47486 (BS)	29th	47283 (CF)
5th	75125 (TO)	30th	47484 (CD)	5th Dec	46039 (GD)
	47112 (CF)		25325 (BS)		

A. FAWCETT - 1 Year on

Over 12 months have passed since I saw 33046 to complete my locos for the fourth time round, on that memorable day, with Graham Barlow and "roadrunner". Well as you all know, I started again for the fifth time. I have been told that if you complete your locos and start a second time, you're mad, but if you start a third time, like John Wade and myself, you become a member of the famous 'lunatic fringe', quite an honour. Anyway up to Saturday 18th October I had got down to 230 locos, mainly due to going on N.C.T.S. trips (although I have missed a few tours in 1978). On the 18th October I decided to go on a special trip from Nelson to London by rail which cost below £6.00. I took 3 younger members with me from our local School Society. It made a nice change to travel by rail instead of coach. I arrived at Nelson 10 mins before the train was due. to be met by at least 20 old and new members of the club. I won't repeat what they said when they saw me. Anyhow we set off on time at 7.30am, behind 47203, which for us was unusual as locos of any kind are rarely seen at Nelson, the only time is for speciala as DMU's work the service to Colne. We picked up at Burnley and Blackburn where I copped 08126 to clear Springs Branch of 08's. Also stabled here was 40121, 40175 and 47501. We then travelled to Farringdon Junction near Preston to meet up with the main line.. Here we changed our loco to 86228. 47203 then went off light to Springs Branch. We had a fast run down to Crewe passing Springs Branch, noting 40033/105/112/122/182 outside and at Winsford 08920 off Allerton. Stopping at Crewe for a crew change, we noted the usual 25's and 47's at the depot along with 24023, 24073 (stored). We then travelled via Stafford, Nuneaton, where 6 locos were stabled, and slowed down through Rugby. The two shunters on the station were 08457 and 08629, off Bletchley:- I copped then both! We then passed through Bletchley where 25178/265/316 and 08221 were in attendance.

Coming into London many locos were seen, 08's of Willesden, 25's off Cricklewood, 37012 SF, and the usual electrics. We arrived at Euston at 11.32am, 5mins late. Noted on the station were 20 electrics and two class 25's. We made our way to the forecourt and there waiting for us was of course the smiling face of Graham Barlow our Treasurer. Of course I had pre-arranged to meet G.B. beforehand, to chauffeur me about for the day. I wouldn't think of going to the smoke, if he wasn't available. I don't like travelling by tube. Anyhow with my three friends we jumped into the car and went to Stratford. On the store line were 31002/3/4/5/6/15/17/19. Also noted on shed were 03160 ex CR, 56037T0, and 40050/83/193. In all there were 78 locos on, of which I copped 9. We then went to Ripple Lane which is a sub-shed of Stratford. On here were 23 locos which consisted of 8 37's, 7 47's including 47085, 5 31's and 3 08's. Next port of call was Hither Green. On depot was 08374/653/760, 09010, 33039/40/45/49/58/207/210/212, 73102/122/127/134. Then we went to Norwood near Selhurst, where 08154 08158/376/684/837, 09005/9/21/23, 33030/56/60/61 and 73002 were noted. On Selhurst there was 1 33 and 1 08 only. The across the Stewarts Lane. On here were 73103/104/107/109/110/111/119/126/131 plus 08180, 09020 and 33007. In store were 71010 and 71011. At Clapham Junction we had a brew and we met up with the Nelson lot again. In the ½ hour we were there 100 units were taken down plus 09002, 47014/20, 33006/16/53 33114, 73129/133/141. Off again to the other side of the river to Old Oak Common. On shed were 43 locos mostly 31's and 47's including 47087 "Cyclops", also 50007 Hercules". 50046 "Ajax".

Then down the road to Willesden, 24 locos were present. Besides Electrics were, 08121, with a red "Doofa" under its number, 08682/886/921. 25243, 47527. Nearby is Stonebridge Park sidings, on here were 7 class 25's, 2 08's, and a dozen electrics. Cricklewood was our next stop. 23 locos were on shed with classes 08/25/45/46 and 47 present. Our last depot was Finsbury Park. There were only 7 31's on shed plus 40056, 55018, 4 47's, and 08545/49/709 and ADB968001/TDB975309.

By now it was dark and as our train back wasn't till 5 mins to 12, we did a tour of the Stations. Firstly Paddington, noted here was 50022 "Anson" some HST sets, a couple of 47's and two 31's.

continued.

Continued from over.

The across to Kings Cross, where 55008/17/22 were noted with 20 other locos and a H.S.T. Set 43080/83. On St. Pancras were 45138/147 and on Liverpool Street, 08531 31160, 31205, 47184. Here we had a meal. We left the lads on the station and G.B. took me to one of Londons famous pubs called "Dirty Dicks", which is one of the oldest pubs in London. There is something very odd about but you will have to go for yourself to find out. (Its just across the road from Liverpool St. Station). Anyhow we arrived back at Euston by 11.30 pm. feeling rather happy. Also most of Nelsons lot were the same way. We bid our farewells to G.B. as the train pulled out 3 mins late, on a different route back through Northampton. Noted on Station 08085, 08666, and via Bescot, 13 locos were seen, inc. 47079, 46050, and back to Crewe. It was now 03.00. At Crewe I saw my last 47 off Crewe, 47340, also 40106 painted in green, ex works. From Farringdon Junction 47452 took us to Nelson arriving at 5.30am, and it was raining cats, and dogs.

The final count was 34 cops which I thought was good. Over 450 locos were seen, not counting units. I now need 196 locos, so, all being well I will be having an article printed at the end of 1979 telling you how I fininished off my locos for the fifth time round, and then if my wife has her way, I'll be calling it a day.

ALLAN FAWCETT.
P.R. Officer.

Visitors to Scotland 22--28th October 1978

22nd

Carlisle 25034 (HA) 25233 (ED)
45077 (TO) 47550 (IS)
Glasgow Queen Street 40107 (LO)
Haymarket

40072 (GD) 40081 (YK)
Edinburgh
40074 (GD) 47458 (YK)

23rd

Inverness 40120 (LO) 47423 (GD)
47496 (LE)
Stirling 47002 (CF)
Mossend 40134 (SP)
Motherwell 25311 (TO)

24th

Carlisle 37152 (ED) 47093 (TE)
47546 (IS)
Stranraer 25138 (SP)
Eastfield 37073 (GD)
Calder Yard 40052 (YK)
Dundee 40114 (KD)
Aberdeen -
Glasgow 40074 (GD) 40111 (LO)

25th

Carlisle 40084 (YK) 40197 (HM)
45065 (TO) 47236 (CF)
Glasgow 40068 (YK) 45125 (TO)

25th

Haymarket 47180 (TI)
Edinburgh 40075 (GD)

26th

Aberdeen-
Glasgow 40084 (YK)

27th

Carlisle 40094 (HA) 40154 (GD)
47060 (LE) 47172 (SF)
47287 (TE)
Perth 40017 (KD) 40079 (SP)
40084 (YK)
Dundee 40026 (LO) 47123 (CF)

28th

Carlisle 25164 (CD) 25193 (CW)
40002 (HM) 40198 (HM)
47427 (ED) 47471 (YK)
Haymarket 37079 (TE) 40084 (YK)
Edinburgh 40077 (YK) 40081 (YK)
Glasgow -
Aberdeen 40026 (LO)

RAIL NEWS

Scotland and Manchester have been well covered as far as Rail News is concerned on preceeding pages. However to keep in line with other railway periodicals I feel obliged to stay with Manchester and mention 40106. It is probably common Knowledge now that it has been oushopped from Crewe Works in a re-painted green livery. What is a mystery, is the reason for this. I personally have seen the following suggestions:- 1) As a candidate for the York Museum in the near future, 2) To haul enthusiasts specials, 3) To take part in a film. Or could it be that the regional C.M.E.E. has decided to add a little interest to the scene? Personally I favour the latter explanation, but no doubt time will provide the answer.

Springs Branch (Wigan), remains a certainty for unusual locos, particularly on a Saturday. On the 30th September the following were all noted on the depot: 25125 (TO) 25202 (KD), 40046 (HM), 47001 (unofficially named "City of Bristol") 47091 "Thor" (BR) 47136 (LE), 47145 (CF), 47170 (SF), 47323 (TO). Noted inside the depot under repair was 87101 "Stephenson".

Other reported visitors to the L.M.R. have been as follows:-

12th August Leicester: 31282 (TE), 31284 (IM), 47360 (TE), Nottingham: 31147 (TI), Toton; 37056 (TI), 16th September Crewe: 37294 (CF), 46013 (LA), Bescot: 37054 (MR) 37119 (TE), 7th October Skipton: 25092 (ED), hauling Departmental claytons 8521/8598 12th November Stafford: 25127 (TO), 47148 (LE), Nuneaton: 47509 (OC), Rugby: 25041 (KD).

On the Western Region, since Swindon Works took over the overhaul of Class 08's many strange shunters have been noted at Worcester and Gloucester depots, on their way to and from the works. Those reported have been as follows:- 27th August Worcester:- 08874 (NL), Gloucester 08214 (SB), 08302 (SP), Swindon 08023 (CH), 08508 (IM), 08518 (SF) 24th September, Gloucester:- 08296 (AN) 08537 (IM), 08792 (LE), 08916 (AN).

Also on 24th September, the following were noted on Cardiff Canton:- 25178 (CW), D3019 (Industrial) and D1013/D1062 for Wheel tuning prior to preservation. At least six Class 71's have been seen in the Newport Area for scrapping in recent months. 71002/7/8 were at Ebbw Junction on 24th September, and other remains could be seen at Cashmores Scrapyards. Visitors from the E.R. have included 33042 (MR), at Severn Tunnel Junction on 24th September and 37010 (TE) at Bristol on 21st October.

The following were all noted at Berwick between 9.9.78 and 15.9.78, 03061, 37102 (MR) 40069/86, 40164 (HA), 40180 (SP), 40183 (HM), 47406/414/459/460/520/578/544, 55010/15/19/21.

Following the report in the last magazine that all Tinsleys Class 56's are on the depot on a Sunday Mr. W. French (3545) reports that on October 8th, five were missing. He has asked for anybody who saw 56005/11/15/17/22 on that day to contact him on 0282-865308.

COMPETITION

The competition in the last magazine was won by Kevin Cooke of Hyde (3940), who was the only member to send in an entry. He completed the route in 12hours 32 mins. His winning entry is shown as Table "A" below. Table "A" may only be used on Saturdays, until the 20th May and from the 9th September. Table "B" however may only be used on any weekday throughout the period of the current timetable, and covers the route in only 10 hours 44 mins.

(SEE OVER)

<u>TABLE A</u>	<u>ARRIVE</u>	<u>DEPART</u>	<u>TABLE B</u>	<u>ARRIVE</u>	<u>DEPART</u>
Felixstowe	09.21	08.55	Sherringham		07.29
Ipswich	09.21	10.48	Norwich	08.28	08.43
Lowestoft	12.07	12.26	Ely	09.59	10.06
Norwich (Direct)	13.11	13.18	Cambridge	10.23	10.55
Yarmouth (Via Reedham)	13.49	14.24	Ipswich	12.18	12.25
Norwich	15.02	15.29	Felixstowe	12.50	12.55
Sherringham	16.31	16.38	Westerfield	13.14	14.54
Norwich	17.39	17.53	Lowestoft	16.07	16.12
Ely	19.16	19.27	Norwich	17.01	17.12
Cambridge	19.48	20.00	Yarmouth	17.45	17.50
Ipswich	21.47		Brundall	18.13	

The magazine Editor will be pleased to hear from members, with any ideas for future competitions.

For AMUSEMENT ONLY:- Solve the following anagrams of B.R. Depots (Some are two words)

SUAGEDTEA	RMLWETHOLE	SNIFYAKBURP
VINESERNS	IGRABMICE	SHOKERBIRO
LENWIDELS	DEBENARE	TROWSEREC
FIDELSEAT	KENLONGTITY	EVILLENHILL
GHOSTLING	NEARSWEATSALT	OOBUMHUNTER
DUNSLANDER	HERETUERING	COOLREDWICK

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