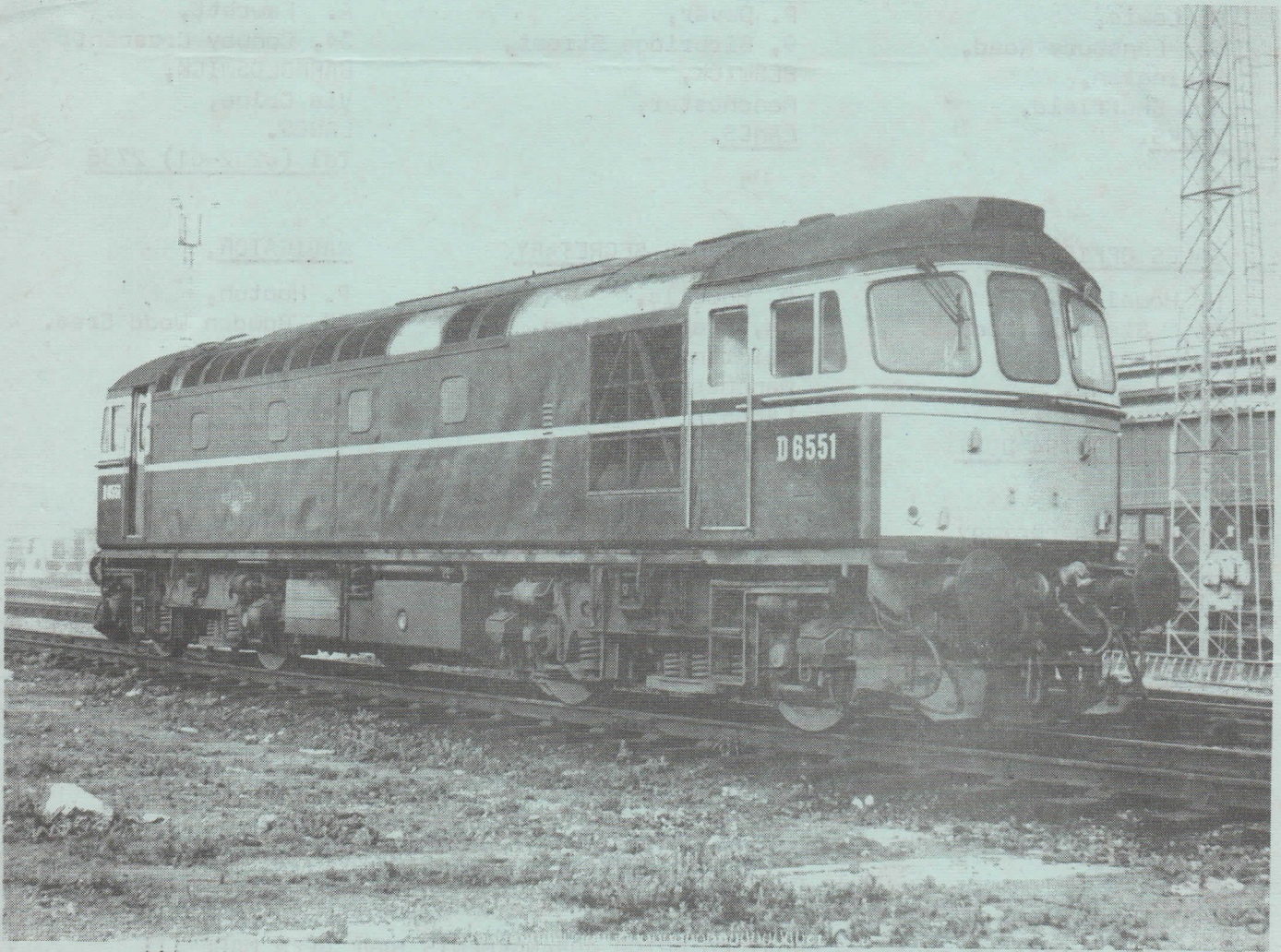


NORTHERN COUNTIES TRANSPORT SOCIETY



NORTHERN COUNTIES TRANSPORT SOCIETY

MAGAZINE NUMBER 22

TREASURER

G. Barlow,
1, Addington House,
Sutton Estate,
Salford,
LANCS.

MAGAZINE EDITOR

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

TOURS CO-ORDINATOR

I. Collier,
23, Kingsway,
Worsley,
Manchester,
LANCS.
Tel (061) 790 7265

MEMBERSHIP SECRETARY

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

TOURS PLANNER

P. Dever,
9, Birbridge Street,
BESWICK,
Manchester,
LANCS.

PUBLIC RELATIONS

A. Fawcett,
34, Conway Crescent,
BARNOLDSWICK,
Via Colne,
LANCS.
Tel (0202-01) 2735

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

NAVIGATOR,

P. Hooton,
40, Bowden Wood Cres.
Sheffield,
YORKS.
Tel (0742) 41430

BOOKINGS SECRETARY

J. Wade,
45, Masefield Road,
Sheffield 13,
YORKS.

Coach Picking up points

SHEFFIELD	Midland Station Forecourt (across the road)
MANCHESTER	Victoria Railway Station (203/2 Bus Stop)
DERBY	Siddals Road, Works Entrance.
ASHTON	Swimming Baths

Various Points en route :- PROVIDED PRIOR ARRANGEMENTS HAVE BEEN MADE !!!

NOTES FROM THE COMMITTEE

Will members please note that when membership is due for renewal, their old card should be sent to the membership secretary (address inside the front cover) together with a completed application form and remittance. This is to enable the renewal date to be altered on the card, or if it is full a new one can be issued. If a card becomes full before membership is due for renewal a new one can be obtained on application to D. Lewis.

When wishing to inform us of a change of address, PLEASE notify the membership secretary, otherwise you will not receive your new magazine.

When sending Postal Orders please remember to make them payable to the Northern Counties Transport Society, and kindly leave the space marked 'received' blank, some members sign their own names here which makes it impossible for us to cash them.

Please remember to enclose a stamped addressed envelope (or a stamp) when you write to an official requiring a reply, ie for membership, bookings, etc.

Will any members who intend submitting rail news or articles for the next edition of the magazine, please do so to enable it to reach the editor no later than the end of the 1st week in November,

Each Committee member has his or her own job to do, and these jobs are listed on the inside front cover of this magazine, and it would be appreciated that if club members have any enquiries regarding the society, they contact the person whose particular job it is. ie if your question is to do with membership, please contact the membership secretary.

However, as stated in previous magazines, questions in general, or complaints can be addressed, in writing, to any committee member.

We welcome on to the Committee John Wade who is to take over the job of Bookings Secretary. Will members please send all future bookings to him. Please remember to do so in the correct fashion, remembering at the same time that John is not on the phone, and if you do not book in writing directly with him you may not have a place on tours in which you want to participate.

ATTENDING TOURS

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

CONDITIONS OF VISITS

Will members please note that all visits to depots advertised are subject to permits being available. B. R. sometimes impose conditions at short notice. They are also raising quite high levies for permits for depots now, and if there are insufficient persons on tours, a small extra levy may have to be raised.

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

NOTICES

STAMPED ADDRESSED ENVELOPES

Now more than ever it is MOST IMPORTANT that all members remember to enclose an S.A.E. with all correspondence to Society Officials, when they require a reply. Failure to do so can only result in further increases in prices of tours etc., 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. 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, then leave it blank. If the bank returns any that have been filled in incorrectly for bookings, then your booking is likely to be cancelled.

MEMBERSHIP CARDS

These must be used as directed. You must send yours with every booking for a tour, and you must present it to an official as a receipt, on every tour that you attend.

MEMBERSHIP NUMBERS

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

BOOKINGS FOR TOURS

When booking for a tour, follow the directions on the membership card, and send the necessary booking form. If you find at the last minute that you are unable to attend a tour PLEASE let an Official know as it may be possible to fill your place if your place is not filled your money will not be refunded unless medical evidence can be produced. Please remember that when you have paid a deposit for a tour, the balance must be paid seven days before the intended tour. **WILL MEMBERS PLEASE REMEMBER THAT TELEPHONE BOOKINGS WILL NOT BE ACCEPTED.** Over the last few months it has been noted that members book over the telephone and then find that they are unable to attend, and do not bother to let anyone know. Also please remember that if you book in the proper way, your membership card will be filled in and your booking will not be forgotten, which could result in you not being allocated a place.

ATTENDING TOURS

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

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THE BURNLEY AND TODMORDEN LINES

THE BURNLEY LINE

The Burnley line is known for its steep gradients. From Stansfield Hall, (Todmorden Junction) to Copy Pit the maximum gradient is 1 in 65 and from Gannour Junction (Rose Grove) to Copy Pit the maximum gradient is 1 in 68. A coal train on the incline from Todmorden Junction is prone to slipping if the lines are wet. When a train gets up Cornholme the slipping of the engine is considerably worse. The train then goes past Portsmouth signal box and comes to Copy Pit.

All trains going to Burnley Rose Grove must stop to pin down the brakes because of the gradient. The train then carries on to Burnley. Once at Rose Grove the train stops again to pin down even more brakes for its even steeper decline down to Padiham Power Station, which is single line. A shunter gets on every train from Rose Grove down to the power station and comes back with the same train to the station. The power station is just a few lines on which oil tankers and coal trucks are stationed. An oil train goes up the Burnley line most mornings and returns late in the evening from the power station. Portsmouth Signal Box is sometimes left unmanned, usually on a Sunday. Next September British Rail are planning to have Portsmouth level crossing fitted with automatically controlled gates.

In the past 4472 'Flying Scotsman' has been a visitor to the Burnley Line and before diesels took over, Black 5's used to come up the line on coal trains. Now the various trains are pulled by class 47's, 40's, 45's, and 47 engines. A car transporter train comes down the line on most mornings and then returns empty at night. There is also a mail train on most nights.

Engines noted on the Burnley line recently have included 40027 on 15th May, 37202, 40040/73 on 16th May, 40008 on 17th May, 37021/107/37, 47433 on 22nd May, 40051/93/100/16 on 23rd May, 25027 on 25th May and 47284/98/380 on 26th May. Most of the engines were on coal, mail or car transporter trains, but some were on passenger trains.

THE TODMORDEN LINE

The Todmorden Line is the main line between Leeds and Manchester. D.M.U.'s regularly go through Todmorden station from Manchester to Leeds and back again. Oil trains go through the station any time during the day except for Sundays. The oil working is usually hauled by a class 37 but sometimes it is a class 40. The Scottish Mail train also goes through the station between 03.00 and 04.00. A freightliner comes through the station every Monday, Wednesday, and Friday night between 19.30 and 21.00 hrs. Sometimes there is a freightliner at night, usually worked by a Brush 47, but Peaks have been noted on the turn. At present the Todmorden line is under repair.

Engines noted on the Todmorden line recently have included 40005, 47442 on 16th May, 31302 on 22nd May and 37098 and 40016 on 25th May.

ANDREW CLARKE.

RAIL NEWS

L.M.R.

Class 37 engines visiting the L.M.R., appear to be more frequent every month. On 29th June, whilst the Society were visiting Stonebridge Park Sidings, 37050 passed by light engine. Earlier in the month, on 9th June, 37305/7 were noted at Wolverton on store trains. Bletchley has been host to 37270/44, 37208/93, 37108/290, 37224/300, 37203/92, 37203/24, 37231/303 all in pairs on the Ameyroadstone train during the past few months. Lastly 37245 and 37136 were seen at Warrington on 8th May and 11th June respectively. Other foreign locos noted at Warrington have included 25012/16/162/65/70, 31144, 40064/65/162 and 47435. The Sunday steel working from Scunthorpe has now been discontinued.

On 22nd March there was an Open Day at Steamtown, Carnforth. The main attraction was G.W.R. Castle 4079 'Pendennis Castle' which was in steam and gave footplate rides, as well as hauling 3 saloon coaches (one of them a Pullman Car 'Zena' from the Worth Valley Railway) giving rides to the public. Most of the Main Line Locomotives were brought out of the shed for photographs, including 4472 'Flying Scotsman', 790 'Hardwicke', 44932, 1306 'Mayflower', 45407 and three foreign locos. 4771 'Green Arrow' was also giving footplate rides. Near the end of the Open Day, 4079 blew a boiler tube, gushing steam everywhere and was unable to continue. It was towed back to the shed by 4771, which was also used to shunt the other locos back into the shed.

Class 33 locos still appear on the Fawley - Bromford Bridge Oil Trains and on 10th April two members of this class, 33043/53, worked a troop special into Birmingham New Street Station. Unusual workings in the Birmingham area produced Western 1065 working the Oxford - Washwood Heath car train on 2nd April, 31211 and 31124 on a Birmingham - Newcastle relief on 14th May 50046 on the Bathgate - Tyseley car train on 14th May and on the same day Western 1015 was noted on the late running Liverpool - Penzance express. On 3rd March, 31166 was unusual power for a Birmingham to Bristol train and on 5th March Western 1041 failed at Birmingham after working the Plymouth to Liverpool express.

Saltley depot was host to 1051 on 2nd April and 31175 on 13th April, whilst on the same day visitors to Bescot included 20067, 25154/282/93, 47138, 47283/541.

Oxenholme station on the West Coast Main Line is being modernised by having its platforms extended to accommodate 12 coach trains.

On 30th April, Clayton 0598 was on Longsight depot, in an immaculate external condition. Also on depot at the same time was Test Coach Hermes. 47082 was a visitor to Longsight on 8th June. Other strangers in the Manchester vicinity recently have included 40053, and 46010 at Victoria Station on 14th April, 47000 at Piccadilly on the same day, 47214 at Piccadilly on 20th April and on 16th April 31222 was seen running light through Victoria Station and 45062 passed through working the Liverpool - Newcastle train. On 1st May 40083 was stabled in Victoria Station and 47270 passed through on an Eastbound freight.

Representatives of the EE class 40 engine were much in evidence during March in the Manchester and Liverpool areas, 40002/38/147 were all noted on express trains.

06230 failed at Whitmore on 13th April, whilst working a train north. It was dragged to Stoke and then taken to Crewe the following day. On 21st June, 25162 was noted on Cockshute depot.

Springs Branch engine 25286 was seen on Cricklewood depot, on 27th April, and 25184 and 46052 were visitors to the same depot on 29th June. On 12th April interesting engines included 25193/99/310, 31117, 46006/20 and 47093.

Strangers still continue to visit Banbury on various freight trains. Noted during March were 20038/107, 25081/210/45, 40002/5, 47004/174.

L.M.R. (continued)

Westerns to visit Bletchley on store trains from Westbury recently have been 1015/21/8/34/48/9/56/64/70. Other notable visitors have included Peak 46011 on 8th April, also on a store train, 45033 on a pre-fab train from Bedford, 40123 heading light engine towards Northampton on 21st May, 24042/140 on a ballast train on 13th June and 47270 on 14th June.

On the same day, 14th June 33045 and 45108 were seen in the Willesden area. Earlier in the month, on 4th June 47013/255 were both noted at Willesden on freightliners. On 13th May 47051 was in the yard. An unusual combination on banking duties at Bromsgrove earlier in the year produced 25157 and 37305. The bankers on the 7th May were Landoré engines 37300/8.

Foreign locos noted at Wolverhampton in recent months were 31101/95 on a troop special and 1051, 37052 and 37151 working various freights.

Despite electrification there is still an abundance of miscellaneous motive power at Crewe. Peaks are very much in evidence on parcel trains, with 45038, 46012 46017 being noted. On 3rd March 31323 arrived on the parcels train from the Eastern Counties and 47122 passed through on a north bound chemical train. A couple of days later 46047 hauled a train to Cardiff, 47222 emerged on a South-bound freight and 25067/159/272, 40137 and 47254 were all on the diesel depot. Other locos worth noting at Crewe have included 20028/43/69, 25015/42/99/151, 31120, 37190, 46013/23/33.

Welcome news for people who campaigned for the retention of the Cambrian Coast Line is that traffic has increased in recent months. Amongst sightings have been 25108 on an up freight at Welshpool, 24085 at Machynlleth along with 24076 and 24089 at different times. Passenger trains have also increased.

An unusual working in the Northwich area earlier in the year was Laira engine 25274.

Interesting locomotives on the Newcastle - Liverpool trains during March were 40072, 45075, 46016, 47010/149.

The electric loco involved in the Watford crash in January this year, 86209, has now been recovered by heavy cranes, loaded onto a low loader and then taken by road to Crewe Works. One of the other locos involved in the crash 83003, is also in the Works and has been reported as being condemned.

Sunday diversions continued over the Woodhead route during the Spring months.

The state of the tracks over the Hope Valley route could well mean many more opportunities of passenger travel over the very scenic Woodhead route.

B1 engine 1306 'Mayflower' was released from Horwich Works after overhaul in early April. She ran light to Carnforth via Bolton, Blackburn and Hellifield, and is due to appear at the Sildon Steam cavalcade in August.

On 5th June 73104 was seen hauling two S.R. EMU's on the Luton - St. Pancras line.

The dispute between maintenance staff towards the end of March saw withdrawal of most D.M.U.'s from Traffic in the London Area. Suburban stock was introduced and services were in the hands of main line locos. Noted on these jobs were 25053, 25120/6/7/201/76/314/9 and 31419.

Class31's have been working car traffic over the Leamington Line over recent months. 31120 was noted on the 4th April and 31136 the following day.

The holding endings at Nuneaton contained 08102/806, 25251/302 and 47378 on 31st March, 25204 and 47221 on 13th May and 47044/466 on 4th June.

Many of the Easter Holiday specials bound for Blackpool were cancelled as a result of the maintenance dispute. Most of those which did run had class 40's except one from Wakefield and one from Chesterfield, pulled by 37021 and 37091 respectively.

Unusual visitors to Derby on 6th April were 33041/53 on a special from Ramsgate.

On 5th June, 37122 and 47291 passed through Derby on the Northbound coal trains, 25259 and 47197 were in the station area and shunters stabled outside the works,

L.M.R. (Continued)

included 06019/43/275/605/704/943.

Notable visitors to Preston have been 25027, 40187/93, and 47483 on 26th March, 37221 on 9th April and 25078 and 47100 on 1st May.

On 26th March 40072 arrived at Carlisle on a Glasgow train via the A.S.W. route.

25023 passed through Chester light engine heading west on 6th May.

Workings to Wolverton on 13th May saw 37224/300 on a store train, 37260 on an ECS train from the Eastern Region and 25000 light engine.

An interesting stay at Leicester on 5th June gave light to 25218 on a weed killer train 31196 on an eastbound freight, 31248 on a permanent way train, 31263 on a passenger train to Norwich, light engine 31326 and Peak 45011 on shed.

Noted passing Warrington on 30th June was 47090 'Vulcan' hauling 24006, 27006/25 en route to Crewe Works.

EASTERN REGION

Various steam engines have been noted being towed through Chesterfield en route to the new museum at York from Clapham. On 12th April, the worlds fastest steam locomotive, ex L.N.E.R. Pacific 4468 'Mallard' passed through at a sedate 25 mph hauled by a Peak. Two other steam locos in the same convoy were ex London and South Western Railway 0-6-0 T Class A82 'Boxhill'. Later the same month on 19th April, another convoy Midland Compound 1000, Furness railway No.3 'Coppernob' and the replica of Stephenson's 'Rocket'. This train passed Chesterfield 3 hours late. Special runs to mark the 150th anniversary of railways are included in the programme for steam trains. On 31st August a steam cavalcade will operate between Shildon and Heighton on the Darlington - Bishop Auckland line and in September there will be four steam hauled specials hauled by 4498 'Sir Nigel Gresley' 60009 'Union of South Africa', 532 'Blue Peter' and 4472 'Flying Scotsman'. These specials are from Sheffield to Newcastle and return.

A daily, fitted freight leaves Kings Cross Goods Yards each afternoon to Millerhill It is usually worked by a class 40 engine but other locos worked it recently have included 31167, 46020/25/33/35/37/30/42, 47038/103/549. Other visitors to Kings Cross Station in recent months have been 25212, 40088, 25065, and 46009.

Noted at Finsbury Park were 31258 on 18th April, 31304 and 47434 the next day and on 27th April, 46003 was on shed.

Easter Sunday at Chesterfield saw an overbridge at Haslam demolished. All trains were diverted via Shireoaks, Elmonton, Cresswell, Shirebrook, and Pye Bridge. As usual Chesterfield has seen its quota of notable visitors during recent months. The Tinsley South Wales mixed freight, worked by 31162 on 6th March, included ex works shunter 03119, presumably on its way back to its parent depot, Landore. On 19th March, 31424 was an unusual performer on the Bescot - Tinsley freight. On 25th March 37212 headed an oil tank empties train northwards whilst on the same day 47532 was on unusual engine to be found on the St. Pancras - Sheffield working. Peak 46022 worked a relief train to Cardiff through Chesterfield on 1st April and the following day Bristol based 31136 worked a train from Tinsley back to the Western Region. On 16th April 40044 headed a parcels train south and on 19th April 40117 worked a Manchester United football special from Nottingham. Two Bristol, Bath Road, Peaks 46023/49 were noted in multiple heading south on 13th May. On 1st June, 47295, worked a circular scenic tour from Chesterfield to Newcastle, returning via Carlisle and the Settle & Carlisle line over Ais Gill and Blea Moor. Unusual working on 11th June was a 'quintuple' headerlight engine consisting of 5 Class 25's (all working) and heading south. They were 25120/30/31/34/318. On the same day a very unusual thing happened at Chesterfield. The Manchester Piccadilly - St. Pancras was headed by 45143 arrived at Platform 1 (the Northbound platform) instead of platform 2 (Southbound). Passengers were told to board the train whilst it stood in platform 1.

TOURS PROGRAMME

ALL VISITS TO DEPOTS ADVERTISED ARE SUBJECT TO PERMITS BEING AVAILABLE

FRIDAY 22nd to MONDAY 25th AUGUST 1975 G. SCOTTISH Tour no 75.16

On this tour it is proposed to visit every major depot and as many stabling points as possible, in Scotland. The cost includes two nights bed and breakfast accomodation for Saturday and Sunday night, in Inverness & Glasgow respectively. Depots to be visited will include:- Ayr Hamilton, Motherwell, Grangemouth, Eastfield, Polmadie, Fort William, Inverness, Aberdeen, Dundee, Haymarket, and Mill-erhill, plus St. Rollox Works.

Please note that departure times have been ammended since the last magazine, as follows:-

Barnoldswick	4.30pm	Friday	returning	
Sheffield	6.30pm	"	Sheffield	7.00pm
Manchester	8.00pm	"	Manchester	8.30pm
Preston	9.00pm	"	Bury	9.00pm
			Burnley	9.30pm
			Barnoldswick	10.00pm

Cost will be £12.50
Minimum deposit £5.00

Friday 5th/Saturday 6th September N. EAST Tour No 75.17

It is proposed to visit the depots at Gateshead, Sunderland, Blyth, Thornaby, Darlington, York, Hull, and Knottingley, plus as many stabling points as time permits.

Please note that departure times have been ammended since the last magazine as follows:-

Barnoldswick	6.00pm	Friday	returning	10.00pm	Saturday
Burnley	6.20pm	"		9.30pm	"
Bury	7.00pm	"		9.00pm	"
Manchester	7.30pm	"		8.30pm	"
Sheffield	9.00pm	"		7.00pm	"

Cost will be £3.75p
Minimum deposit £1.00

Saturday 28th/ Sunday 29th September LONDON & SOUTH EAST Tour No 75.18

The aim on this tour is to visit as many depots and stabling points in the South East as possible, with emphasis on Ashford Shunters. It is proposed to visit depots at Ashford (Chart Leacon), Dover, Tonbridge, Stewarts Lane, Hither Green, Norwood Junction, plus as many of the major london depots as possible.

Coach departs as follows:-

Barnoldswick	6.00pm	Saturday	10.30pm	Sunday	
Burnley	6.30pm	"	10.00pm	"	
Bury	7.00pm	"	9.30pm	"	
Manchester	7.30pm	"	9.00pm	"	
Sheffield	9.00pm	"	7.30pm	"	

Cost will be £4.00
Minimum deposit £1.00

TOURS PROGRAMME (Continued)

Sunday 12th October

Tour No 75.19

MANCHESTER LIVERPOOL & CREWE

This tour will include visits to depots at Longsight, Newton Heath, Reddish, Guide Bridge, and Crewe Works. The latter part of the tour will be an attempt to improve our record set on 13th April when we saw 25 out of the 34 Allerton Shunters. As many Liverpool depots and stabling points as possible will be visited.

Coach will depart as follows:-

Sheffield	7.30am	Sunday	Returning	9.00pm
Manchester	9.00am	"		7.30pm

Cost will be £2.00
Minimum deposit £1.00

Saturday 26th/ Sunday 27th October

Tour No 75.20

PLYMOUTH AND EASTLEIGH

This is one of the Society's most ambitious tours to date, as it is proposed to visit depots at Plymouth (Laira), Newton Abbot, Bournemouth, Eastleigh and Swindon, plus stabling points at Taunton Exeter, Weymouth, and Southampton Docks,

Coach will depart as follows:-

Barnoldswick	5.00pm	Saturday	Returning	10.30	Sunday
Sheffield	7.00pm	"		8.30	"
Manchester	8.30pm	"		7.00	"

Cost will be £4.00
Minimum deposit £1.00

Members from the Burnley area are advised to join the coach at Barnoldswick as due to pressure of time on this tour it will not be possible to pick up at other places en route.

Sunday 9th November

Tour No 75.21

DONCASTER WORKS ONLY

Members will make their own way to the works, to meet at the main gate at 11.00 am. Unlike Crewe Works visits, it will be necessary on this occasion to book in advance, bookings should reach the bookings secretary no later than the 25th October

Cost will be 35p per person which will be payable at the time of booking

Saturday 15th/ Sunday 16th November

Tour No 75.22

NORTH & SOUTH WALES

Depots to be visited will include Holyhead (including Breakwater), Chester, (especially for Alan Fawcett), Landore, Margam, Cardiff Canton, Newport (Ebbw) plus many stabling points as time permits.

Coach will depart as follows:-

Barnoldswick	5.00pm	Saturday	returning	10.30pm	Sun	Cost will be £3.75
Sheffield	7.00pm	"		8.30pm	"	<u>Minimum Deposit £1.00</u>
Manchester	8.30pm	"		7.00pm	"	

TOURS PROGRAMME (Cont)
Saturday 7th/ Sunday 8th December Tour No. 75.23

OVERNIGHT MIDLANDS

This promises to be one of the best tours ever regarding quantity of locos, as it is proposed to visit depots at Bletchley, Saltley, Tysley, Bescot, Leicester, Toton, Westhouses, Derby Works, (Subject to permit), March, Peterborough, Cambridge, Lincoln, Tinsley, Shirebrook, plus as many stabling points as time permits.

Coach will depart as follows:-

	6.00pm Saturday	10.30pm Sunday
Barnoldswick	6.00pm Saturday	10.30pm Sunday
Burnley	6.30pm "	10.00pm "
Bury	7.00pm "	9.30pm "
Manchester	7.30pm "	9.00pm "
Sheffield	9.00pm "	7.30pm "

Cost will be £3.75

Minimum deposit £1.00

Sunday 21st December

Tour No. 75.24

CREWE WORKS ONLY

Members to make their own way to the works to meet at the entrance at 2.30pm
On this occasion it will be possible to pay at the gate.

EASTERN REGION (Continued)

Then the Newcastle - Bristol train headed by 47248 roared through Platform 2 and after it was clear, the St. Pancras train crossed over on to the south main line and continued its journey. Very unusual but clever signalling work by Sheffield Power Box.

On 16th March ex works Eastfield loco 37205 was noted on Doncaster MPD.

Air conditioned stock has now been introduced on the 'Master Cutler' express. The Master Cutler himself, Mr. G. Murray, flagged out the first train which was worked by a well cleared Peak, 45149, provided by Tinsley shed staff, complete with headboard and crest. The Master Cutler motif was displayed in the carriage windows, on the staffs jackets, and also on the menus in the dining cars.

The F.A. Cup semi-final at Hillsborough, Sheffield on 5th April attracted 16 football specials, 10 from St. Pancras carrying Fulham supporters and 6 from Birmingham. The specials were worked by Peaks and Class 47's. Landore engine 37192 was awaiting entry to Doncaster Works on 17th April and 40167 passed through the station on a northbound parcels train.

Sightings at Lincoln recently have been 31015, 25295, 40165 and 47108, Also, at the old steam depot was 31289.

Unusual sightings on the Newcastle - Liverpool trains during April, noted at Huddersfield were 46006 and 47152. Also noted on parcels traffic were 25018, 25136, 37060, and 40033.

47083 'Orion' arrived in the down yard at Cambridge on 7th March with a train of oil tanks destined for Royston. Another visitor on this day was 47078 on a ballast working to Chesterton junction. Other locos during March to visit Cambridge included 20037/147, 25131, 40067, 46004, 47270, and 55020.

The Manchester - Horwich boat train was noted at Ely unusually double headed on 11th March by 31169/264. On 18th April, 31305 passed through Ely on a Southbound freight.

On 4th March at Newark, 47030 was seen on an up car train. Empty stock Pre-Easter workings were in the hands of locos 31238, 40026/58/67/69, 47042/51/218/524. Holbeck engine 31184 was in use on local workings around the Tyne Yard area during March.

Two Class 26 engines to visit Berwick were 26028 on 11th March and 26024 on a Southbound coal train (empty) on 19th April. On 27th April, 40197, was another visitor to Berwick.

Gateshead shunter 03059 was noted at Tweedmouth on 19th April and this is probably the most remote shunter stabling point in Britain, 55 miles from its home shed. Excursions seen at Norwich at Easter bound for various parts of the country included 25065/83, 37088 and 47202.

Strangers on the Great Eastern Section parcels trains out of Liverpool Street Station during March were 25076 31294, 40085, 47052/94.

At Leeds on 15th April 40018/174 and 31291 were on Holbeck depot, 40016 passed on a northbound freight and 40022/132 were both in the vicinity of the station. Black 5 no 44767 was in the roundhouse at Thornaby on 26th April.

Laira Peak 46009 was noted at Stalybridge on 17th April on a Newcastle - Liverpool train.

Foreign locos at York on various trains included 40014 on 19th April, 40018/109 on 20th April and 31291 and 40026 on 21st April.

Electrification on the Eastern Region was well in hand up to the beginning of March. Many of the upright masts were in place and the rebuilding of Wood Green Station had commenced.

Hymek 7011 arrived at Heyelwoods Scrapyard, Attercliffe, sometime during July.

In addition to the previous news regarding steam engines passing through Chester on 14th July 25028 'Clanline' arrived in the goods yard at approximately 0200 hrs, for coal & water and left at 0530 hrs en route for Shildon, presumably for the

Eastern Region (continued)

Steam celebrations in August. Other steamers are expected to replenish their coal and water supplies at Chesterfield over the next few weeks, including 75029 'The Green Knight'.

SCOTTISH REGION

An unusual turn for a Deltic to be employed on is the North Briton' from Edinburgh to Leeds, but 55010 and 55006 have both been noted on this working at different intervals recently.

The Edinburgh to Glasgow Push - Pull trains have reverted to single diesel haulage during the T.S.S.A. strike. Locomotives recorded were 37147, 40060/66 and 47 458. On 1st April, B.R. announced the rebuilding of Polmadie M.P.D. into a carriage depot.

In the Scottish Railway Preservation Society's shed at Falkirk, ex B.R. Locomotives, 80105/419 (B.R. No 55189) and 65243 'Maude' can be seen together with several industrial steam locomotives and coaches.

Extra freight workings at weekends bring several foreigners into the Capital. Those noted during March included 37035/69/164, 40042/78/124 and 45002. Rugby specials on 1st March into Edinburgh, were hauled by 40041, 45003/4/25, 46027, 47061/81/187 99/173/251. Other strangers noted in Edinburgh have included 40077 40078/80 and 47541 on Haymarket, 45012 on Millerhill and 47200 on a special from Leicester, the latter being on 12th April.

On 2nd March three special freights to Carlisle were noted at Carstairs hauled by 25240 and 27103, 25226/46 and 26002/5, all working in multiple.

Engines noted working to and from Aberdeen on various duties in recent months, have included 40008/53, 40150, 47041/105/16/90.

Unusual visitors to Scotland were 31178/292 with a freight train to Edinburgh on 16th March.

On 12th April, Haymarket shunter 08720 ran through a set of buffers on the up side at Craiginny Carriage Sidings and had become derailed and tipped slightly to one side, 47516 was in attendance with the Haymarket steam crane and breakdown train.

There are still 12 claytons at Polmadie as follows:- 8504/42/46/48/50/51/63/73, 8607/8/12/13. A further 9 Claytons can be found in St. Rollox Works, those being 8508/16/25/9/31/6/52/60/74, whilst 8539 is on Eastfield depot and 8616 stands on its own just outside Dundee M.A.D.

British Rail, Sheffield, ran a weekend sleeper and first class special to Fort William and Mallaig on the weekend of 25th - 27th April. No less than six different locomotives worked the train - as follows:- 47293, Sheffield-Cowlairs, 27013/15, Cowlairs-Fort William, 27111/7 Fort William - Mallaig, 27013/117 Mallaig-Fort William, 27013/35 Fort William - Cowlairs and 47293 for the last leg of the journey to Sheffield. At Fort William, the present station is on the Quayside, but it is soon to close down and a new station is in the process of being built.

It is situated about 1/2 mile from the old station at the north end of the main st. On a recent 2300 mile Scottish & part Southern Region 'Bash' the only seemingly unusual sighting one of the participants thinks worthy of mention was 47037 seen at Inverness but allocated to Immingham!!!

The same participant of this marathon, kindly provided the later list of St. Rollox works, in the rail news 'workshop'.

SOUTHERN REGION

With the reduction of store traffic from Westbury, class 47's are less numerous on S.R. metals, although they still work to Ardingly. Noted recently have been 47010/163/65/01/460/76.

Class 47's in evidence around the southern region on 13-5-75 included 47000/452 at Eastleigh, 47013 at Southampton on a freight liner, 47113 at Basingstoke, 47233 at Millbrook, 47401 at Poole on a Westbound oil train, 47531 at St. Denys on shunting duties and 47533 on a car train at Shawford.

A very unusual sighting at Bournemouth recently was Peak 45016 on an excursion from Leeds.

On 9th March, 47536 failed at Basingstoke whilst working a Southampton to Liverpool express. It was taken over by 33101, the only locomotive available. 47090 'Vulcan' visited Dover on 5th March, working a car train from Warrington. Although Eastleigh based class 33's are very rare in this area, 33002 was noted passing Paddock Wood on the same day.

Two Class 47's 47020 and 47147 worked school specials into Waterloo on 26th March.

On 4th April the Exeter to Waterloo arrived at Salisbury 41 mins late with 46051 hauling 33030. Both locomotives were removed and the train worked forward by 33105.

Locos on oil workings around Gatwick during March were 37259, 47013/4/24/114/47164/345/453.

On 19th April steam returned to the S.R. main line in the shape of 35020 'Clan Line' she worked light engine from Ashford to Hereford.

WESTERN REGION

Acton Yard sees more than its fair share of Unusual locos. Noted recently have been 33032/207 and 73125 on 13th May, 31017/270/424, 33008/25/51, 45060/146, 47008/38 and 74008 on 4th June and the following day 31241 was seen derailed in the yard. On 29th June Western 1048 was present stabled in the yard.

Recent news is that Western Locos are once again being overhauled at Plymouth Laira. Newly painted ones noted during the week commencing 16th June were, 1010/36/51/53/71. On 20th June, 1010 became derailed at Plymouth, damaging its bogies, brake pipes and gear. The incident caused delays of up to 4½ hours.

The down 'Golden Hind' was still held at Plymouth at 22.30 pm. Two demic Westerns are to be withdrawn to provide spares for the rest of the fleet, including 1006 which was earlier withdrawn, but still intact at Laira, together with 1050. The next hydraulics scheduled to be overhauled and repainted are 1005/9 1041/52/9/65/70. Western 1070 has, in fact, been released from Laira completely overhauled on 22-6-75.

Hymecks 7017/18/29 have been bought from B.R. for preservation. They were all on Old Oak Common Depot on 29th June, together with 7011/22/28/93. Hymeck 7089 still remains at Laira for train heating.

Warship 821 has been completely repainted in maroon livery, and has been noted at Reading complete with nameplates. 818 still remains at Swindon Station.

Visitors to Old Oak Common recently have been 31322 and 47169 on 27th April, whilst on 29th June 47103 and 47442 were on depot.

An extremely rare sight on the Newquay line on 30th May was 47270, heading the Newquay - Sheffield train. Other Brush 47's around the Cornwall area during May included 47196/98/209/447.

Two class 08 shunters are based at Penzance 08840 and 08945. One is used for freight work, the other for passenger work. On 5th March 47070 and 50003 double headed a Birmingham train from Penzance.

WESTERN REGION (Continued)

A derailment at Totnes on 21st May caused the late running of certain express. The up Golden Hind, hauled by 50050, passed 43 minutes late. Unusual power on the Riverside-Usk freights during March were 25022/52/73/133/93-25276 and 31302.

An excursion from Wimbledon to Plymouth early this year was hauled by 33024/202. On 5th March, 25162 was stabled in Plymouth Station. The newly allocated Class 47's have taken over much of the passenger work from Plymouth Laira, which now has 47001/20/4/6/7/8/9/30/1/3/5.

B.R.C.W. 33057 passed through Reading on a parcels train on 16th April whilst on 13th May 47194 worked a Cardiff train and 47336 was noted on an eastbound freight. P.W.M. 653 is still to be found around Reading. On 16th April it was shunting in the yard near the station, and on 29th June it was standing dormant just outside Reading M.P.D.

Interesting motive power at Bristol recent has included 20010/12 on freight, 24044/57 working a special freight from Holyhead, Peaks 46040/45 on shed and on 7th May, 25098/160/251, 25161/65, 37138/280/305, 45027, 46006 and 50005 were all in the station area during lunch time.

During March the 'Golden Hind' express was double headed on several occasions. Locos being so noted were 50014/26, 50014/27, 50027/28 and 50027/30. On 5th March 47003, arrived at Exeter on an oil tank train from the north.

An unusual working into Paddington Station on 12th March with a Birmingham train was 40024. The Didcot area was host to several foreign locos during March. Noted were 25073/178/273, 31114/134, 37056/211/235. On 27th April the "Western Enterprise" railtour was hauled by Westerns 1023 and 1051.

On 7th May, Western 1030 was noted light engine near Swindon Works and it was eventually attached to a Bristol train headed by 50026. On the same day, 1041 was stabled in a siding at Chippenham and 31120 was seen at Gloucester at the head of a northbound freight.

Metrovick 5705 is now being renumbered TDB 968006 and is stabled outside Danygraig repair shop near Swansea. It is used for train heating at Swansea.

Interesting workings on passenger trains in South Wales have been 37190 and 37304 on Swansea - Paddington workings on 1st & 8th April respectively and 45062 on a Cardiff - Bristol train. Class 31's are much in evidence on freight trains west of Cardiff, as on 7th April when 31122/247 were noted at Margam.

Stabled at Newport on 5th March were 25154, 37181/210 and 46008. On 16th April 1200 'Falcon' was seen working a freight near Newport and on the same day a damaged class 37 was on Canton Shed.

Springs Branch engine 25282 was noted on a freight train at Hereford on 5th March.

For Rail News and other articles in this edition of the magazine, we are indebted to Messrs:- Clarke, Crawley, Crooks, Fawcett, Garner, Harvey, Hodgkiss, Laskey, Lewis, Lindley, McKenna, Moloney, Morris, Peel, Prynn, Reid, Smith, Taylor, Welch, Wooding, and Yeardley.

OPEN DAYS 1975

DERBY WORKS	Saturday 30th August
CARLISLE DIESEL DEPOT	Saturday 30th August
HORWICH WORKS	Saturday 30th August
CREWE WORKS	Saturday 20th September

RE-RENUMBERED LOCOS

<u>New Number</u>	<u>Old Number</u>
86253	86044
86254	86047
86255	86042
86256	86040
86257	86043
86258	86046
86259	86045
86260	86048
86261	86041

A DAY IN THE LIFE OF AN ENGINE DRIVER

(With no offence to our 'beloved' Brush)

The following takes place at Tinsley, working an 0600 - 1400 shift on Shed Movement

On reporting to his supervisors at 06.30 hrs (not 0600 hrs) he signs on, all well and good, or nearlyso. Proceeding to the locker room he will remove all necessary clothing and change into his smock etc. From here he works his way down to the mess room, where he will have his usual 'cuppa' and sandwich (SARNIE IN SHEFFIELD), a game of darts, or what ever takes his fancy. All this takes place down at the service shed.

At around 0800 hrs he will proceed to the main shed where he will have another 'cuppa', before telling the shed foreman he has arrived. Time, around 0830 hrs by now.

Work now starts with a few shed movements, eg. 1 class 47 from 1 east to 6 east (These are the lines in the shed), 2 class 08's from 2 west to sidings.

Not too much to begin with, time now for yet another, guess what, yes, cup of tea. A few more shed movements and then back down to the service shed at around 12.45 to 1300 hrs.

Sign off duty, and off home he goes.

Not very exciting is it, but just a little bit different from steam days.

The Author (P. Hodgkiss) wishes to remain anonymous.

For Rail News and other articles in this edition of the magazine, we are indebted to Messrs:- Clarke, Crawley, Crooks, Fawcett, Garner, Harvey, Hodgkiss, Laskey, Lewis, Lindsay, McKenna, Moloney, Morris, Paul, Pym, Reid, Smith, Taylor, Welch, Wooding, and Yearley.

Saturday 30th August
Saturday 30th August
Saturday 30th August
Saturday 30th September

OPEN DAYS 1975
DERBY WORKS
CARLISLE DIESEL DEPOT
HURWICH WORKS
CREWE WORKS

LONDON TRANSPORT

The London Transport Fleet is divided into two types of rolling stock. Trains on the District, Circle & Metropolitan lines run through shallow tunnels built just below street level which are almost full-size loading gauge of main line railways. These trains are known as surface stock.

Trains on the Bakerloo, Northern, Central, Piccadilly and Victoria lines are built to operate in deep 12feet diameter tubes, these trains are referred to as Tube Stock.

The original rolling stock for the deep level tube system was built during the first years of this century - earlier in the case of the City and South London Line. Electric stock for the surface lines of the Metropolitan and District railways was introduced from about 1903. Technical developments brought improvement in stock design, such as power operated doors on the tube stock. As the life of the stock expired, new cars were taking their place. The original tube cars were replaced over a period during the 1920's and 1930's with stock known as standard stock.

In 1938 a new type of stock came, now in use on the Bakerloo, Northern and Piccadilly lines, whilst most of the pre 1938 stock has been replaced with aluminium bodied trains during the 60's. Similarly new stock has replaced old on the Metropolitan & District lines, London Transport stock is continually changing as people who travel on it can see.

In 1968 (September) London Transport made railway history by opening a new section known as the Victoria line, the first new line (in public use) for over 60 years. A few lines were built for experimental use only. Over 40 trains of stock have entered service on the Victoria Line and replacement of District Q Stock and Hammersmith and City Co. Stock took place during 1970-71 by 200 C69 stock units.

Trains are run in the multiple unit system, two four car sets coupled together on busy lines & during rush hours. Maintenance of rolling stock is carried out at depots on the system, but all vehicles are overhauled at Acton Works every six years or 360,000 miles, whichever ever comes first.

London Transport also have as well as Passenger stock, Service stock which consists of Electric Heat Locomotives (for de-icing conductor rails), Battery locomotives (for hauling ballast trains), an Instructor train and a variation of Wagons and special vehicles.

London Transport has recently acquired a batch of new Battery Locos, which were built at Doncaster Engineering Works, Yorkshire.

P. HODGKISS.

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RAIL NEWS WORKSHOP

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