THE MANCUNIAN

200 Years of Train Travel 1825–2025

MANCHESTER LOCOMOTIVE SOCIETY 90 ANNIVERSARY 1935 - 2025

THE MANCHESTER LOCOMOTIVE SOCIETY
No 370 ● JANUARY 2026

www.manlocosoc.co.uk

THE MANCUNIAN

No 370 January 2026

In this issue

Articles and news items should be sent to the Editor, preferably as a WORD attachment to an email, or by post as a typed document. However, if this is not possible, then handwritten documents can be typed up, though there may be a slight delay publishing them.

Clubrooms

The clubrooms are open every Wednesday from 10 until 3 for browsing or research in the library or archives and for socialising. Please contact Paul Shackcloth or Nick Howell in advance should you wish to talk to either of them individually regarding our photographic and archive collections.

On Mondays when a talk is arranged the rooms will be open approximately an hour before the talk starts at 13.00 .

On Saturdays, when advertised, the rooms will be open from 10.00.

Christmas Buffet Lunch

Wednesday 17th December is the date for this year's lunch to be held at the Stockport Clubrooms from 12.00.

Mancunian Issue Dates

For the benefit of members, especially new ones, the Mancunian is published six times per year. Cover dates are January, March, May, July, September and November.

Printed copies are usually available for collection or posting by the middle of the previous month.

For those taking the "e-version", it is up-loaded to the web-site and available during the third week, again in the previous month.

Those who subscribe to the "Members' Forum" are advised of its availability, others will have to remember the publication dates.

MMRS Meetings

Meetings of the Manchester Model Railway Society are normally held at Dean Hall, Mersey Road, Sale. MLS members are welcome to attend.

Saturday 17th January	**Open Day at the clubrooms** for Society members and guests from 11am. Free refreshments (tea/coffee and biscuits) will be available.
Saturday 21st February	Annual General Meeting --- **Members Only.**
Saturday 14th March	Annual Birthday Celebrations - at Dean Hall. **Members & Guests Only.**

Picture Gallery

This issue heralds the first 'All Colour Gallery' in The Mancunian and features a selection of photographs taken by Ian Foster, the majority of which are unfortunately undated.

Carmine and Cream coupled to Brunswick Green made for a most pleasing combination. Royal Scot 4-6-0 no. 46111 *Royal Fusilier* (9A – Longsight) awaits departure from Manchester London Road with an express for London Euston. Circa 1957.

Fowler 2-6-4T no. 42397 (9A – Longsight) stands in the 'Slums' at Stockport Edgeley Station. She has possibly been borrowed by Stockport Edgeley MPD for acting pilot duties. Circa 1957.

Stanier Black Five 4-6-0 no. 44933 (26A – Newton Heath) is in Platform 14 at Manchester Victoria with a stopping train to Blackburn. Circa 1960.

Stanier Jubilee 4-6-0 no. 45618 *New Hebrides* (9E – Trafford Park) is in ex-works condition and off her beaten track - possibly returning to Manchester from Crewe Station after overhaul. Circa 1957.

After being coaled and watered, Stanier Black Five 4-6-0 no. 45200 (9B – Stockport Edgeley) awaits her turn on the table at her home shed. Circa 1966.

Stanier 2-6-4T no. 42668 (5D – Stoke) arrives at Macclesfield Hibel Road with a stopping train from Manchester Piccadilly to Stoke. 5th November 1960.

Manchester Central Station plays host to another Black Five, no. 44830 (9F – Heaton Mersey), which is awaiting departure with a local stopping train to Cheadle Heath. Traces on the bufferbeam reveal the letters 'COLK', the loco's previous shed being Colwick MPD. 31st December 1966.

Photographer Ian Foster travelled on this train from Manchester and recorded it at its Cheadle Heath destination. The fireman has already removed the single lamp above the numberplate on the smokebox door. 31st December 1966 - the last day of steam on the South District Line.

The 90th Anniversary and Manchester Mayfield Station

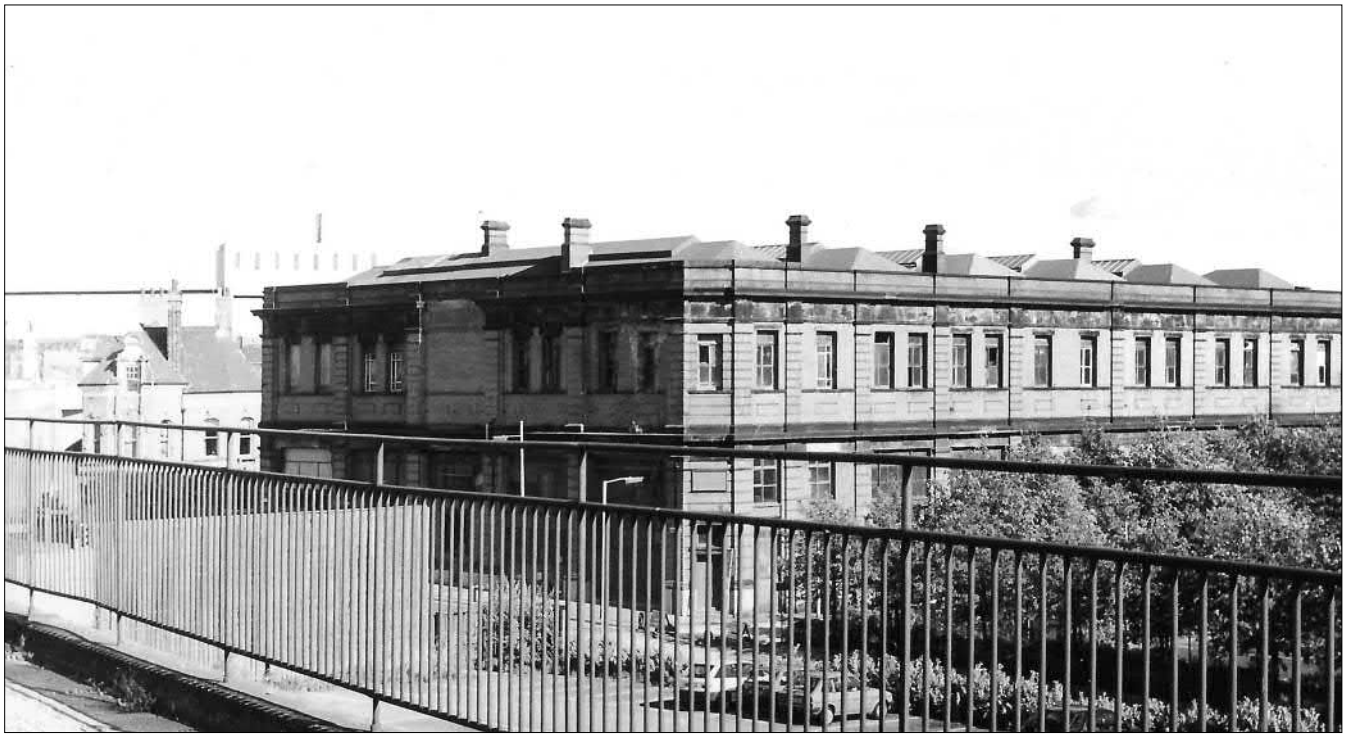
Chris Tasker

As most of you know, the MLS is celebrating its 90th year.

It was on Friday 6th December 1935 that an inaugural meeting took place in the waiting room at Mayfield Station. Nineteen people turned up and the Manchester Locomotive Society was formed.

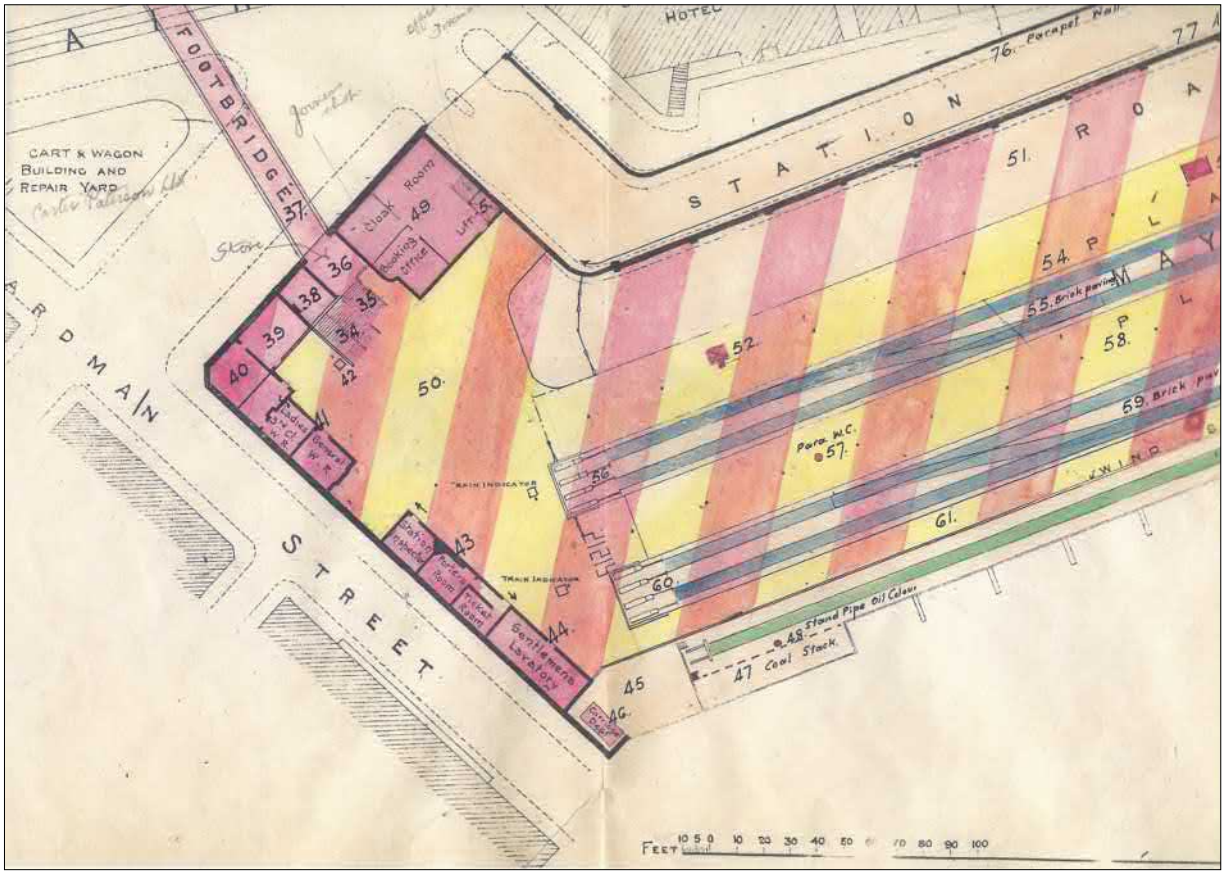
The station was opened on Monday 8th August 1910 as an extension to London Road. Initially only local trains to and from Stockport served it. In due course other services used the station, particularly Styal line trains plus some expresses, mostly reliefs or excursions and principally at holiday times. In the 1950s the “Pines Express” from Bournemouth West arrived here. During the re-building of London Road during the late 1950s many mainline trains also used Mayfield and a fifth temporary platform was added to the original four to cope with demand. It closed to passengers on the 27th August 1960 in preparation for the new electric services which commenced on the 12th September from the re-named Piccadilly station. It continued to be used for parcels, post office and mail order traffic but closed to all trains late in 1987. Nearly all the canopies and platforms have now been demolished but one corner remains including the “famous” waiting room.

The undercroft is now used as a music venue and an urban park has been created between the remaining station and the River Medlock .



The station viewed from platform 14 at Piccadilly with the waiting room windows 6th and 7th to the right of the corner.

The waiting room door is on the left with the stairs in the foreground leading to the footbridge that once connected Mayfield with London Road.



Plan of Mayfield Station. The waiting room is shown as "General W. R." (above the S in street)

Three Remarkable Days in September — John Hillier

27th September is a special date. It was the day, in 2018, when 45596 *Bahamas* made its first move at Tyseley after its last overhaul… and the day this year when, after seven years of operating, its main line certificate ran out. Tyseley Loco Works beckons again!

Important as that date is for 'followers' of 45596, particularly around the South Manchester area given the engine's provenance, an event of rather more importance for rail travel worldwide occurred on that date 200 years ago when the first public railway to use steam locos opened. Rail travel as we know it today really began on 27th September 1825 when the Stockton & Darlington Railway opened, and hence it was natural that the customarily celebrations would take on rather more than just a local 'North Eastern' focus.

It was in January 2018 at Locomotion Shildon, during the 'Rail Cameramen' photo exhibition I had organised for the Railway Photographic Society (RPS), that I first became aware of the embryonic thoughts that the Friends of the S&DR had to commemorate the event. Plans that became further developed over time. My 'throwaway' line then that Bahamas could participate was never going to happen, at least not in the North East, but the engine has played its part in several Railway 200 events that have occurred elsewhere this year, notably at the Great Gathering at Derby in early August and with some main line runs for Vintage Trains.

Railway 200 itself was formally launched at an event in London on 14th November 2023 to which I was invited given that some of the pictures from the first Young Railway Photographer of the Year Competition which, on behalf of the RPS I had conceived, were to be used. Yet another opportunity to network!

The Railway 200 proposals that emerged involved a series of separate 'Nationwide' events organised by the rail industry and communities to be held throughout 2025. Whilst the S&D 200 events were to have much more of a 'local' focus based around Stockton and Darlington and of course at Locomotion, Shildon. The RPS's contribution was to be a second competition to find the 2025 Young Railway Photographer of the Year, and I was asked again by the NRM to help organise it. The winning images were to be displayed until January 2026 at York, Shildon and at some of Network Rail's London stations at various times. They also featured in an Expo in Osaka in Japan last May.

I had received an invitation to attend the Reception at the NRM's Shildon Museum to mark the start of the anniversary journey featuring a replica of Locomotion No. 1 - which was to run over as much of the original route as possible between Stockton and Darlington on Friday 26th September last. This was something not to be missed, particularly as I had attended the 'Cavalcade' there in 1975. This time a much longer and ambitious trip was planned using the late Mike Satow's working replica of Locomotion, the original being exhibited close by in Locomotion.

There was worldwide interest in the event as evidenced by visitors and media from around the globe at Shildon that morning. The mist cleared as the replicas of Locomotion, three wagons and the passenger coach Experiment waited alongside the coal drops at Shildon for Prince Edward, the Duke of Edinburgh, to arrive. Before the Royal train, driven by Chris Cubitt, proceeded down to the Museum building itself before heading off later through Heighington and on to Hopetown Works in Darlington for display alongside 60007 *Sir Nigel Gresley*, 60163 *Tornado*, newly restored GER 0-4-0ST no. 229 and new build P2 No 2007 *Prince of Wales* under construction.

Anniversary day itself saw Locomotion and its consist make a couple of forays over nearby Skerne Bridge which opened in 1825 - and which is the world's oldest railway bridge in continuous use - before venturing over it once again in the early hours of Sunday morning. In the rain, it was illuminated for 30 minutes or so before continuing slowly to join the ECML and to then run 'under the wires' into Darlington Station where it stopped alongside LNER 'Azuma' unit 801207 appropriately branded Darlington.

This was an LNER event to which, thanks to Network Rail, I also had permission to attend. Sadly, although I arrived hot foot from Skerne Bridge, I was just too late to see the entourage arrive. However, at around 02.30 hrs I saw the train depart for Dinsdale on the line to Stockton where it stopped for the night before entering Stockton Station around midday on Sunday, having completed the historic run from Shildon over three days.

During the afternoon, following a further public display at Rochester Road just north of Stockton Station, the short train made its way slowly north to Ferryhill where its historic journey finished.

There was tight security for most of the train's journey with numerous access points closed and with photography prohibited from some of the overbridges. On its final stage to Ferryhill I used my drone to record its passage past a farm where the farmer and his wife decided to venture into the bucket of their JCB to see it go past from on high too!!

It is claimed that over 100,000 people witnessed the proceedings at some stage over the three days with the majority watching the passage of the train - which was operated by Vintage Trains Limited - at some stage of its journey. Might it have been the most seen trains of all time?

Altogether a fascinating and very rewarding three days, the likes of which we may never see again...although the 200th Anniversary of the Rainhill Trials and the opening of the Liverpool & Manchester Railway is only a few years away. Now there's a thought!

Note: Whilst folklore suggests that it was Locomotion that hauled the first train in 1825, at the time the engine was named Active; it acquired its number in 1827 and the name Locomotion in 1833. As is common, parts were replaced as time went on and the loco was rebuilt several times. The original engine on display currently at Locomotion appears to be in its final condition (1856/7) but similar to its 1825 appearance, with numerous detail changes. The definitive research into the engine entitled 'Locomotion No 1' was

published by Dr. Michael Bailey and Peter Davidson is to be recommended. ISBN 978 183 7050215, The History Press.

The Archive of the NRM includes a letter written by 14-year-old John Backhouse to his sister describing the opening train. It contains a pencil sketch of the train.

Africa's Last Gem – industrial steam in Botswana in 2016

James Shuttleworth

Botswana was the last stronghold for industrial steam operations in Africa. It was January 2016 and I along with my friend Lawrie, had just arrived at the gates of BCL ltd (Bamangwato Concessions Limited). In Selibe Phikwe. Tantalisingly close, behind the fence we could see the dark shape of a locomotive. It was an extraordinarily hot summer, even by Botswana's standards but I swear I could see heat haze rising from the resting loco.

We had previously had scant email contact with the press officer at the site, so arrived with two phone numbers, a rough map, and a desire to see African steam. Although security were initially sceptical, after a quick call, Jacob, the loco superintendent arrived, took us under his wing and led us to the loco sheds.

After introductions, Jacob explained to us more detail of the site; BCL's current fleet consisted of five Cape Gauge class 19Ds, mostly ex-SAR (South African Railways) but some from Rhodesia Railways (RR), Zimbabwe. BCL had its own numbering system, starting with LO801, up to LO813 in order of acquisition. There were three operational mine shafts at BCL's Selibe Phikwe site, extracting copper ore. No.1 mine was no longer used. No.2 and No.4 were most interesting, they were outside the smelter complex and were served by steam locos, with a rake of twenty bogie wagons. No.3 mine was within the BCL complex, served by a small diesel, with a rake of twelve wagons. When enough ore had been mined, a train would run to the required mine, take its load and return to the main complex to dump it, ready for the smelter. Next to the shed was a large workshop capable of heavy repairs. There was also a connection to Botswana Railways (BR) around the back of the smelter, which ultimately led to the BR mainline. The mainline ran from Francistown in the North to Lobatse in the South, with links to Zimbabwe and South Africa.

Jacob soon turned our attention to loco LO813 which had just had its fire dropped, ready for maintenance and was being shunted to where it could be cleaned and disposed. The crews were nice enough to shunt it into position for a photo first though. After this Jacob showed us the best route to No.4 mine and best photo locations on the way.

Reading back on my diary, our first full day in Selibe Phikwe was Wednesday 6th January, I wrote: "Woke up at 4:30am, got to depot before 6 … during the night 2 coal wagons and a box car were brought up from the mainline. After the 3pm shift change a loco set off to the mainline … which made for challenging driving into the bush. Once we arrived back the train to number 2 mine had left so we chased it and caught up with it, the return trip was glorious for light".

Loco Superintendant Jacob in front of 806.

My comment about challenging driving into the bush, is what Lawrie would probably call an understatement. We knew roughly where the exchange sidings were but Google Maps didn't show which dirt tracks led to it. We made a best guess, but as the sun set the track

became increasingly narrow, even for our rented VW Polo. We had to admit defeat when there was a scraping noise from underneath the car. Other than this, waking at 4:30am and chasing trains until sunset became the norm for the four days, although after this I was so tired I wrote very little in the diary.

806 departs no. 4 mine.

There were typically two trips per day, the first left around 4:30am so we would catch up with it at the mine ready for the return. The second trip was typically just after the 3pm shift change, which we chased both ways. 19Ds LO806 and LO807 were in operation during our visit, they went out with those giant MX type, 6 axle 'torpedo' tenders leading, returning boiler first.

For the afternoon train, once it was getting ready to leave, we would make our way out as the slower roads through town meant we had to be ahead until the outskirts to have any chance of catching it. From here the line paralleled a road the rest of the way, making photos and videos easy. Not far out of town the road became a wide, smooth dirt surface, where impressive speed was possible and necessary to overtake the train ready for the next shot. The locos also stopped frequently to build steam, as despite Jacob and his team's best efforts, the injectors continually leaked due to a lack of availability of new cones. During one of these stops the crews allowed us to attach an action camera to the frames to watch the wheels and motion flying round.

We soon settled into a routine. In between trains we would hide in the car, parked in the shade, as there was an extreme heat warning with highs of 42°C. It was reported traffic lights were melting in nearby Francistown. In this time got to know Jacob better - he had started as an apprentice loco fitter at BCL and worked his way up. His love for the locos and pride in their condition was evident. We would also see him, gloves on getting involved in running repairs and maintenance. We were shown around the running shed and the workshops, where LO804 was being re-wheeled and LO812 was under maintenance. LO804 in particular was being embellished with white tyres, a red edged running plate and silver boiler like its sisters had, albeit covered in a workaday layer of grime and surface rust.

On another occasion we followed an overgrown siding and once we had pushed our way through the bushes, we came across LO809 and LO810, the two surviving Beyer Peacock class 14A Garratts. They operated at BCL from 1995 to around 2007, when it was decided they were not the right loco due to having too small boiler tubes and a difficulty of obtaining spares. We did continue down the siding to see where it went, before realising the isolated building we were approaching was the explosives store. We retreated, unsure what security would think of two train enthusiasts snooping round this building!

The dumped 14A Garrett LO809.

The day after the workshop tour Jacob offered us a cab ride to No.2 mine and back, which was an experience. On leaving the loader with the empties there was a short but steep gradient on a curve to exit the compound, the driver whistled and opened the regulator, but as the gate came into view, as he whistled again a guard rushed out of the hut to open the gates, but it was too late, the driver had to shut off and loose precious momentum. There was a crew of four; driver, fireman and two assistants, who changed points, and opened and closed the firebox door as the fireman worked.

LO807 and the diesel sit side by side at the servicing pits

A few days later, we arrived at the shed only for Jacob to tell us that our prayers had been answered. The diesel that normally worked to No.3 mine had failed and replacement parts would take several weeks to source. We had been joking with him to fail it “just until we leave”, we were never completely sure, but in the end decided it was just rather good fortune. This meant that the standby steam, LO807, was pressed into service on this run which, although short, did have a few photo opportunities. It also meant the chance of two North British 19Ds working side by side at the ore dumper, 68 years after they were first built.

The next day we arrived at number 2 mine shortly after sunset, unusually we found 806 stationary in the headshunt, with bits of motion being tied up by the crew. Sometime later I heard a whistle and LO807 rolled into view. It shunted its stricken sister, then attached to the wagons for loading. Before long it reattached LO806 inside and set off with everything in tow, making several stops along the way to make sure everything was well. Later that day we saw LO806 being fixed in the workshop.

We awoke on our last morning the find it cooler, overcast and it had rained overnight. We watched 806 bring in a train from No.3 mine and shunt alongside LO807 in clouds of steam. When we left that day we felt we were lucky to have experienced these British built survivors in service. The official line was that because of the falling price of copper ore, BCL could not afford diesel replacements, but we felt Jacob’s passion and determination was a major factor in keeping steam running.

We found out later that BCL ceased to operate entirely in October 2016, so we felt very fortunate to visit when we did. We found out later that Bushtracks had rescued the two 14A Garratts and at least one has run on tourist trains to Victoria Falls since – an amazing resurrection.

806 and 807 side by side at the dumper on the last morning.

Railway Power Plant in Great Britain — Martin Huk

A series of papers read to The Institute of Mechanical Engineers on 12th. June 1947.

No. 4 of 4. Southern Railway.

From 8th to 13th June 1947, The Institute of Mechanical Engineers presented a series of "Centenary Lectures" to mark the hundredth anniversary of the Institute.

This series of papers, on behalf of each of the four major railway companies, and entitled "Railway Power Plant in Great Britain" was presented on 12th. June.

The papers were read by; O.V.S. Bulleid (Chairman, and representative of Southern Railway); F.W. Hawksworth (Great Western Railway); H.G. Ivatt (London, Midland, and Scottish Railway); A.H. Peppercorn (London and North Eastern Railway).

The theme of the papers was to outline the current position, and future plans and aspirations regarding motive power on each of the major railways.

For the purposes of this article, the paper has been somewhat abridged (mainly, omitting the tables of technical data). Anyone wishing to read the full paper may obtain a copy from the Institute of Mechanical Engineers (Proceedings of the Institute, volume 157, 1947, pp235-239).

The papers provide an interesting "snapshot" of the differing lines of thought of each company just prior to the Nationalisation of the railways in 1948.

Southern Railway. Presented by Mr. O.V.S. Bulleid.

Present Position:

(a) Steam Locomotives.

A large proportion of the traffic on the Southern Railway is suburban passenger carried in electrically operated multiple-unit stock. The company operates the largest electric service in the world.

The density of the traffic around London is such that all freight and non-electrically operated passenger services have to be dovetailed into the electric services, this being the case even with the "boat trains" to Dover and other ports, and with the South-West and West of England expresses when inside the suburban area.

Mr Bulleid made reference to the heavy reliance on electric multiple unit traction in the Region. This 1963 scene at Clapham Junction records the passage of a Victoria to Littlehampton train (headcode 16). These 6-car sets, of which there were about twenty, were designated 6PUL, indicating that a Pullman car was included in the set (fourth vehicle). The service was, generally, hourly via Hove and Worthing.

Photo: © Richard Davies / M.L.S. Collection.

The past extensions of the electrified areas, and the probable future extensions, delayed the modernisation of the steam locomotive stock as each extension made some of the steam locomotives redundant; consequently, locomotives of the constituent companies still form a large proportion of the stock.

The inability of the existing steam locomotives to meet the increased demands of the operating department had become obvious prior to the recent war, and steps were then taken to overcome it by the provision of new and more-powerful locomotives.

The old distinction between express passenger engines and others has been removed by developments in design, so that the need for driving wheels of large diameter no longer existed. The term “mixed-traffic”, describing an engine able to operate all classes of work, came into use.

As regards train engines, the traffic requirements could be covered by two classes of tender engines and two classes of tank engines - the former for long-distance services, the latter for all local and short-distance workings.

Whilst the benefit of standard parts was not overlooked, this was not allowed to override the major need of meeting, in the most-efficient manner possible, the operating requirements.

The behaviour of the existing engines in service was investigated with a view to affecting such improvements as would reduce the attention required in the sheds, increase the reliability, and extend the availability of any future engines and make them more-comfortable and easier to handle.

The first new design was the Merchant Navy class, to operate trains of 600 tons at an average speed of 70 m.p.h., and heavier trains at proportionately lower speeds.

These engines were the first steam locomotives built for use in England that mark a considerable breakaway from long-accepted practice.

The main new features incorporated in them are :-

(1) Boilers for 280 lb. per sq. in. pressure, with welded outer fireboxes and welded steel inner fireboxes with two Nicholson syphons.

(2) Totally enclosed valve gears under continuous lubrication.

(3) Lightened wheels of improved design, giving continuous circumferential support to the tyres.

(4) Clasp brakes on the driving wheels and tender wheels.

(5) Reciprocating weights not balanced, thereby obviating hammer blow.

The use of welded steel fireboxes enabled a very powerful boiler to be provided within the weight available.

These engines with their 21-ton driving axle loads (a figure only allowed on the permanent way and bridges in consequence of the absence of hammer blow) were used on the main lines, but could not run on the secondary lines such as those west of Exeter.

The second design of tender engines is the West Country class, which can operate over 88 per cent of the company’s lines. These engines incorporate the innovations first introduced on the Merchant Navy engines. The reduction in weight has been obtained to some extent by the greater use of welding. The axlebox horns are welded directly into the main frames; the cross-stays are fabricated; steel castings have been almost eliminated, and the foundation rings have been formed of plate bent to shape and welded. The Southern will shortly have in service 120 of these two types of Pacific locomotives of high capacity and advanced design and construction. Each six-wheeled bogie has a three-cylinder, simple expansion engine driving the middle axle, which is coupled to the leading and trailing axles.

A new design of engine has been adopted, completely eliminating all piston or valve glands subject to steam pressure. Roller-bearing axle boxes are fitted throughout and the usual horn guides suppressed.

The scene is Worting Junction, to the west of Basingstoke on 21st July 1962. From the left, the lines are: 'down' Bournemouth, 'down' Salisbury, 'up' Salisbury, 'up' Bournemouth via Battledown flyover. No. 34041 Wilton has come over the flyover with a train for Waterloo.

In prime condition, these unmodified Bulleid Pacifics were outstanding performers. Unfortunately. they had their problems; notably, the chain-driven gear in an enclosed oil bath that was difficult to access for maintenance. They were prone to slipping owing to oil leakage from the bath, and were time-consuming and difficult to service owing to the "air-smoothed" casing. Post-nationalisation, a decision was taken to modify them, removing the most troublesome features.

Photo: © Richard Davies / M.L.S. Collection.

The Southern Region's 1Co-Co1 diesel-electric locomotives (10201, 202 and later 203) were, at 1,300 rail-horsepower, the most-powerful of the early diesel prototypes. Designed by O.V.S. Bulleid and built at Ashford Works the first two entered service in 1950, followed by 10203 in 1954. They later worked on the London Midland Region where they clearly made an impression as, with very little alteration, they were adopted as the blueprint for English Electric Type 4 (later class 40). No 10203 is seen here leaving London Waterloo in April 1954 shortly after entering service.

Photo: © M.L.S. Collection.

A new design of boiler has been introduced without the usual water legs, so that stay trouble has been eliminated. The engines will carry water treatment equipment, so that there should be no longer any trouble resulting from failure or absence of water treatment plants.

Automatic lubrication has been carried a stage further so that it is nearly complete.

It is expected that the availability of the locomotives will reach a percentage comparable with that of any other form of traction, i.e. be determined by traffic conditions rather than by locomotive requirements.

(b) Electric Locomotives.

High-speed electric locomotives are under consideration, the locomotives being designed to give performances comparable with those of the Merchant Navy and West Country steam locomotives.

(c) Diesel Locomotives.

The design of three Diesel-electric locomotives each fitted with 1,600 h.p. Diesel engines is in hand. The locomotives will be of the "1Co+Co1" type, to operate at speeds of up to 90 m.p.h. Each unit will be 62 ft. 3 in. long over buffers and will weigh 126 tons. Two of the units coupled together will be used experimentally to work express trains to Exeter for comparative purposes.

One six-coupled Diesel-mechanical engine fitted with a 500 h.p. engine is being built, and will be suitable for hump shunting, yard shunting, and main-line pick-up goods services, as well as for operating branch line passenger services up to a speed of 45 m.p.h.

Designs are in an advanced stage for a 1,600 h.p. Diesel-mechanical locomotive suited for working passenger trains up to 90 m.p.h., fast freight, and heavy goods trains. The weight of the 1,600 h.p. unit will be 86 tons and its length 48 ft. over buffers. The efficiency overall of the transmission will be 88 to 90 per cent.

(b) Electrical Multiple-Unit Stock.

The lines electrified amount to one-third of the route-miles, and the service provided requires 1,619 motor coaches and 1,598 trailer coaches.

The stock is of the compartment type in the case of the suburban lines and corridor vestibule vehicles in the case of the express stock used on the Brighton, Eastbourne and Portsmouth services.

The installed horse-power in the various types of units mainly in use is :-

Four-coach suburban (two motor coaches).	1,100 h.p.
Four-coach main line (" " ").	900 h.p.
Six-coach " " (" " ").	1,800 h.p.

Trains are made up of one, two, or three of the four-coach sets, and two of the six-coach sets.

(c) Electric locomotives.

There are in service two "Co+Co" mixed-traffic locomotives which have given excellent results in service. These engines are fitted with boosters and can run over long gaps in the conductor rail without difficulty. The engines are carried on bogies of a new design, without bolster, the usual centre being replaced by four quadrants, two placed nearly over the outer axles and two over the bogie frames. Spring control-gear is provided to ensure that the bogies keep in line with the longitudinal centre line of the locomotive. One additional locomotive of this type is in course of construction.

(d) Diesel-electric locomotives.

Three 350 h.p. six-wheeled shunting engines have been in service since 1937 and have given a good account of themselves in yard shunting. Fifteen more of these locomotives are on order.

The date and scene are the same as the photo on the previous page. A modified "West Country", no. 34021 *Dartmoor* approaches with another train from the Bournemouth line. As well as the obvious difference in outward appearance, a conventional Walschaerts gear replaced the troublesome chain-driven one, and boiler pressure was reduced from 280 to 250 psi to extend boiler life. The excellent Bulleid boiler and multiple-jet blast pipe were retained, along with the Bulleid spokeless wheels. The resulting machine was easier and cheaper to maintain, and had a longer time in service between overhauls. The performance was still good; certainly fit for purpose; but not nearly as punchy as an unrebuilt machine in good condition.

The modifications added several tons to the weight, so 50 examples remained in un-rebuilt condition for the more weight-restricted routes.

Photo: © Richard Davies / MLS Collection.

Future Tendencies.

(a) Steam Locomotives. The requirements to be met by steam tender locomotives having been covered by the two classes referred to earlier, attention was next given to the types of tank engines needed.

A new type of heavy mixed-traffic tank engine is under construction and these engines embody further developments of the innovations introduced in the tender engines, all with the object of developing a steam locomotive as easy to maintain and operate as possible. As the locomotive is carried on two six-wheeled bogies, the whole weight is available for adhesion and braking, and the engine can run over 97 per cent of the company's system.

Locomotives In Retrospect - The Class 40s Ian Senior

When British Railways announced their Modernisation Plan in 1955, the English Electric 16SVT diesel engine was successfully powering locomotives in Egypt, South Australia and, here in the UK, the LMS 10000/1 and Southern Railway 10201/2. The diesel engine had been subsequently uprated and in its MkII 2,000hp form it powered the Brighton built 1Co-Co1 loco 10203 and twenty-two class DE2 1Co-Co1 locos supplied by English Electric to Rhodesia Railways in 1954-6.

The announcement of the Modernisation Plan diesel locomotive pilot scheme saw an order placed with English Electric for ten 2,000hp 1Co-Co1 Type 4 locos developed from 10203 and the DE2s. The new locomotives entered service in 1958 and subsequent abandonment of the pilot scheme saw further orders placed so that by 1962 English Electric had delivered a total of 180 from the Vulcan Foundry at Newton-le-Willows and twenty from Robert Stephenson & Hawthorns at Darlington.

The locomotives worked reliably under the difficult conditions of the steam to diesel changeover period, however instead of a cast steel framed bogie as fitted to the DE2s the class 40s inherited the plate frame bogie design from 10201-3. The lack of a secondary suspension in this bogie gave the locomotive equipment a hard ride and the plate frames were prone to fracturing, repairs being required throughout the lives of the locos.

The installation of the 16SVT Mark II diesel engine in 10203 brought with it a new more flexible electro-pneumatic control system which was adopted by B.R as the 'Blue Star' standard. It also brought a change to a six-pole traction motor which in service experienced flashovers, a problem carried over to the class 40s. The London Midland Region returned these traction motors from their locos to English Electric in exchange for 4 pole machines intended for new build class 20s, modified locos carrying a pale blue line under their running numbers.

As the first 2,000hp diesel-electric locomotives delivered under the Modernisation Plan, the class 40s introduced regular diesel haulage to top link duties on the East Coast, West Coast and Great Eastern main lines. The subsequent delivery of more powerful 'Deltic' and class 47 locomotives for East Coast and Great Eastern top link duties brought demotion there for the class 40s. On the West Coast Main Line intractable issues with the class 44 'Peaks' saw the class 40s retained on top link duties until completion of the original electrification scheme in 1966 and delivery of class 47s and 50s for work north of Weaver Junction.

The class 40s then spent the rest of their operating careers working a mixture of secondary passenger, parcels and freight duties mainly in the north of England and Scotland. As steam heated passenger stock was withdrawn and their freight duties increased, many of the locos had their steam heat boilers isolated or removed. Except for a brief experiment with D255 in 1960 the class were never modified to provide electric train heating power to passenger stock and uprating their diesel engines to 2,400hp by applying charge-air cooling was apparently considered but never implemented. The introduction of air braked rolling stock saw 129 of the class progressively fitted with train air brake equipment which broadened their capabilities.

The locomotives were delivered in the B.R standard 'Dark Bronze Green' livery which was progressively modified with yellow half then full nose warning panels and ultimately replaced by the later 'Rail Blue' livery, although a few locos retained their green livery to the end. Between 1960 and 1962 twenty five locos from the London Midland Region fleet received the names of ocean liners which visited the port of Liverpool. Originally numbered in the D200 to D399 series, the class were renumbered from 40001 to 40199 during 1973 and 1974 as part of the implementation of the Total Operations Processing System.

Apart from the loss of D322 in 1967 as a result of collision damage, changing traffic patterns and the delivery of more powerful class 56 and 58 freight locomotives saw initial withdrawals of locomotives in the worst condition in 1976. The remainder of the class were then withdrawn in the early 1980s except for four which spent a short spell in departmental service, the last of these being withdrawn in 1987. The withdrawals allowed nine serviceable 16SVT diesel engines to be reconditioned and supplied in 1982 to the National Railways of Zimbabwe as spares for the remaining DE2 locos, the last of which was retired in 1995.

In their later years the class 40s developed a loyal following amongst enthusiasts and the final locomotive withdrawals saw D200 enter the National Collection and six others taken in to the care of preservation groups. Two DE2 locomotives have also been preserved.

Further information – all available in the MLS Library:

'10201-3 on the Southern' by K Robertson.

'Diesel Pioneers' by D N Clough.

'English Electric Main Line Diesel Locomotives of British Rail' by B Webb.

'The Diesel Impact on British Rail' by R M Tufnell.

D213 *Andania*, 40145 and D200 stand at Bury during the 'Class 40s at 60' event which brought six of the preserved locos to the East Lancashire Railway in April 2018.

Photo by the author.

Diesel Gallery

The Sulzer 6LDA28 engine rated at 1,160 hp and later uprated to 1,250hp was used in 443 locomotives of Classes 24, 25, 26 and 27 and this month Paul Shackcloth has selected a photo of one from each class of locomotive that used this engine.

The second Class 24 to be built was D5001 which is seen awaiting its next duty at Aberdeen Ferryhill depot (61B) on 1st July 1972.

Photo: © MLS collection

Class 25 D7659, which was the last loco to be built by Beyer Peacock in Gorton in 1966, Works number 8069, is now preserved and was captured at the Rail 200 event at Barrow Hill on 10th October 2025.

The BRCW Class 26 locos were synonymous with the Far North line in Scotland for many years and on 4th July 1972 loco 5337 waits to depart from Wick with the 1720 to Inverness.

Photo: A Walker.

Class 27 5382 stands at Mallaig on 7th July 1972 prior to departing with the 1405 to Glasgow Queen Street.

1T57 and all that

Steve Leyland

The most famous reporting number in railway history owes its fame to the B.R. 'Farewell to steam' railtour of 11/8/68, otherwise known as the fifteen-guinea special and it had no smoke box display other than that reporting number. References to the train generally quote that four digit identity. This has given rise to the belief by some that it is unique to that special to mark the end of steam.

Many too have asserted how false were its claims to be the last steam hauled train on B.R. in the light of so many more since in preservation; but the overlooked clause in the advertising of 1T57, ie 'by a locomotive owned by British Railways' reinstates the claim's validity This clause was inserted as 4472 *Flying Scotsman* was authorised to run on B.R. until at least the end of 1969, rather than a prediction of the by then steam ban being lifted in October 1971.

The designation 1T57 was not, however, unique to the fifteen-guinea special as it had applied to plenty of special trains within the L.M.R. since the conversion to that system of reporting number. An early example dating from 8/7/61 shows a 16.07 Manchester Vic-Blackpool Central evening special ('evex) via Bolton and Chorley and hauled by 44682 of Edge Hill shed. Interestingly, its departure coincided with the regular combined 16.07 to Blackpool and Barrow, also from Victoria and the same route. On that date it was powered by 45689 *Ajax* and 45706 *Express* on ten coaches, locos shedded at Crewe North and Newton Heath respectively. Was there a race on out of Victoria, one wonders? Both were routed via Bolton, so which took preference at Windsor Bridge?

Such was the immense volume of special traffic over the Central Lines of north west England on Easter Sunday 1962, that among seventy extra trains all of the reporting numbers between 1T50 and 1T74 inclusive were used up, except 1T56. 1T57 that day was the first Manchester-Blackpool Central giving its passengers over eight hours by the sea before an early evening return. The engine both ways was 42763 of Nottingham depot!

How popular, one also wonders, was my next example to be designated 1T57, running as it did amidst the 'Big Freeze' on Sunday, 20/1/63? On that morning an eight-coach formation left Manchester Victoria at 10.00 for Ingleton (12.15) calling at Pendleton Broad Street, Moses Gate, Bolton and Hellifield, Giggleswick and Clapham. It returned from Ingleton after 2½ hours of darkness at 18.47 and was repeated seven days later with a dmu and the same reporting number.

As 1T57 passed under Green Lane bridge, Bolton, behind its pair of '5s', 44871 and 44781 (both 10A), the author's thoughts may well have flashed back to his earliest spotting days there, just a mile from home, whilst being far from alone in having other memories evoked throughout that day.

Photo: Bill Harrison.

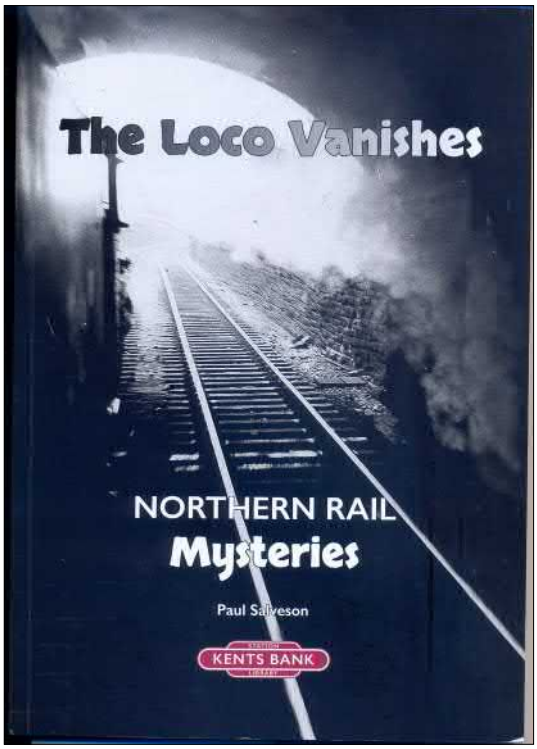
Perhaps my favourite alternative 1T57 took place on 2/6/63 when a party special from Burnley to Heysham conveyed, according to the special traffic notice 'Burnley Dance Teachers'. Nothing was too unusual about this until one notes that it was an eleven coach train! Burnley's fame does not extend, as far as I know, to the town having more dance teachers than the rest of the U.K. combined and we can assume that it included those being taught too, and that they were continuing to the Emerald Isle.

We move on now with less distraction to 11/4/66 (Easter Monday) when a 21.10 Blackpool North-Manchester relief, 1T57, and hauled by Newton Heath's 44818 provided my train home to Bolton after thirteen hours at Preston. Moving forward almost a year to the equivalent day in 1967 (March 27th), four consecutively numbered trains were largely extensions to Manchester of services normally west of Llandudno Jc., as was 1T57 as the 14.45 ex Holyhead. The odd one out (1T59) was a true relief from Bangor for those whose holiday was over.

Few people will be aware that only the day before the fifteen-guinea special, 1T57 was allotted to the third of three six-car dmu football extras from Liverpool Lime street to Manchester Central at 13.10. It's hard not to appreciate the contrast between them and the momentous departure of 45110 from that same station twenty hours later!

Book Review — Ian Williams

The Loco Vanishes by Paul Salveson. ISBN 978-1-0683741-1-1. Price £9.95



The Loco Vanishes is a collection of ten short stories written by Kents Bank Station Library founder Paul Salveson. All are set in the North West and many readers will be familiar with the towns and locations featured in the book. Some of the stories are based on real-life railway mysteries and the others tell of unexplained events as related by earlier generations of railwaymen, although all are works of fiction.

The stories are easy to follow and the plot lines are uncomplicated which makes for an enjoyable read.

The book represents good value for money and would make for a quirky addition to any railway enthusiasts library.

I wonder if any pun was intended with the book's subtitle "Northern Rail Mysteries"?

For more information on the Kents Bank operation go to www.stationlibrary.org.uk.

Recent News

Ardwick Junction Blockade 14th to 22nd February

More details are now available about the engineering blockade at Ardwick Junction from 14th to 22nd February (inclusive). The blockade is for the renewal of the crossover ladder at Ardwick Junction and for the refurbishment of a set of points outside Piccadilly main station. The main station will be entirely closed to trains during the blockade. Platforms 13 and 14 will remain in use for services to Blackpool North and Liverpool Lime Street. Container trains to Trafford Park will be diverted via Warrington Bank Quay, Chat Moss and Oxford Road (reverse) for the first few days of the blockade, when they will be topped and tailed with a locomotive at each end. For the remainder of the blockade the possession will be given up at certain times on the bidirectional down slow line through Ardwick Junction for the container trains to follow their normal route. The TPE local service from York will be diverted to Manchester Victoria. The service from Hadfield and the Northern local service from Sheffield will reverse at Guide Bridge. The Hadfield service will inter-work with the Sheffield service and will be operated by DMUs. Many services will reverse at Stockport including Avanti West Coast services from Euston, Cross Country services from Bristol and Bournemouth, TPE services from Cleethorpes and Northern services from Buxton, Stoke and Crewe. The TfW service from Cardiff will reverse at Crewe and the EMR service from Norwich will reverse at Sheffield. The Mid-Cheshire Line service will run between Chester and Altrincham only.

Final Pathfinder Tours train to visit Manchester

Pathfinder Tours will be running their final train "The Pathfinder Finale" on Saturday 20th December. The train starts from Salisbury behind a WCRC diesel and will be hauled from Gloucester by Western class diesel D1015 via Birmingham New Street, Stoke-on-Trent and Macclesfield to Manchester Victoria. There will then be the "Pathfinder Finale Mini-tour" hauled by D1015 from Manchester Victoria via Bamber Bridge, Blackburn, Copy Pit and Rochdale back to Manchester Victoria. The main tour will then depart from Manchester Victoria behind D1015 via Birmingham New Street back to Gloucester, where D1015 will come off the train before the train returns to Salisbury behind a WCRC diesel.

Greater Manchester Fares Simplification

From 7th December rail fares for journeys wholly within Greater Manchester have been simplified. Train operator-specific fares have been abolished for on-the-day travel. There are just Anytime and Off-Peak fares which are valid on any train if you buy your ticket on the day of travel. You can no longer buy advance single fares on the day of travel. Single fares have been reduced to be half of the return fare. Advance purchase fares are still available if you buy in advance of the day of travel. The new fares should reduce confusion for passengers flying into Manchester Airport, who could easily buy the wrong ticket for the train they were travelling on. Also the large number of fares between Stockport and Manchester has been drastically reduced and simplified for on-the-day travel.

Thanks to Andrew Macfarlane for the news items.

Letters

From: Cliff Walker

The Patricroft Diaries

I was very interested in Steve Leyland's article in Mancunian no. 369.

When I was the Electrical Engineer of Crewe Works we had one of the 47 class 'Jinties' in the Works. 422 were built by various manufacturers and ten have been preserved.

From: John Tate

Inspiration Train

The Inspiration Train will be at Bury on the East Lancs Railway from 21st to 24th January 2025.

The Inspiration Train is a family-friendly mobile exhibition that celebrates the past, present and future of rail travel in the United Kingdom. Co-curated with the National Railway Museum, the Inspiration Train reveals how railways transformed the UK – and ultimately the world.

From: Lee Stanford

Buffers

The electric loco at Piccadilly on the cover of the November Mancunian is a Class 84, not an 81. The 84s were the only ones with oval buffers.

From: Simon Bryant, President Bahamas Locomotive Society.

Memoirs of Dinting

I very much enjoyed Stuart Broome's memories of the early days of the Dinting Railway Centre. Like him, I remember those exciting days digging trenches, mixing concrete etc. There is no doubt George Davies was a very capable and charismatic chairman and our progress in those early years was due to his leadership. His move to the East Somerset Railway and early death was a severe blow to the railway preservation movement.

The early years at Dinting were very successful but equally the final years became a fight for survival. Against all the odds the Society survived and we established the Ingrow Loco Museum. Bahamas has been a reliable and regular performer on the main line and in recent years has been to Plymouth, Swansea and over the Forth Bridge. The Coal Tank has been donated to the Society by the National Trust and has visited several heritage lines.

May I recommend Pete Skellon's recent books on the Coal Tank and Bahamas, I am sure there is a copy in the MLS library

Not a bad effort for a very small group of enthusiasts.

P.S. Bahamas will be fitted with air brakes in the forthcoming overhaul.

From: David Hughes

Memoirs of Dinting

I found the article by Stuart very interesting but unfortunately memory and age can play tricks and a number of inaccuracies crept in. I am a founder member of the BLS (No 17) and was a member of the Committee for many years with particular responsibility for the development of the Dinting site. In fact I never once worked on a loco! The article brings back many memories of people I had forgotten.

I project-managed the building of the Exhibition Hall from concept to completion. The first involvement was the necessary planning approvals which I obtained from the local authority and which contained a number of Conditions one of which, the surfacing of the access road, was still outstanding when the site was vacated many years later! Another of the Conditions was the screening of the site by planting new trees and a site visit in 2025 shows how successful this was.

My first involvement was the removal of the steelwork of an ex-MOD building from 61MU at Cheadle and one of the first requirements was the creation of an access road to the site from Dinting Lane. Many Saturday mornings with a free excavator and operator and many loads of stone created a way into the site for the delivery of the steelwork.

Unfortunately the columns had been cut off at ground level and required considerable modifications to make them useable. The roof trusses also needed strengthening and fortunately we were donated some identical steelwork from a site at Park Bridge. This was also transported to Dinting. New feet for the columns were fabricated by Jim Gent and Eric Hester who beavered away behind Jacob's shed unseen by many. I did the surveying of the site and setting out for the Exhibition Hall courtesy of surveying equipment "lent" by my Local Authority employer.

The bases for the columns were excavated, shutters set up and concrete poured by the volunteers on a rolling programme. The erection of the steelwork was well described by Stuart, amazing as it may seem in these days of Health and Safety regimes. I organised the contracts for the bricklaying, the roof and side wall cladding and the roller shutter doors. The building was completed in 1973 after a period of only three years which was amazing when you take into account that the majority of the work was undertaken over the weekends.

Correcting some errors. Mr Bill was the owner of *Scots Guardsman* and had no connection with the site. The Dinting site was owned by Jack Warburton (who also owned Warrington). As the Centre achieved greater success the rent payable kept increasing, making it more difficult to sustain. The Society was badly let down by our solicitor and the protection we had under the Landlord & Tenant Act was lost through their negligence. Following this the rent continued to escalate, making it unaffordable. The compensation received from the solicitor did not compensate for resulting losses and inevitably in 1990 the site was closed for good.

At the time no other preservation group had constructed secure covered facilities for the exhibits. What was achieved in the three years it took to build the Exhibition Hall primarily by volunteers was absolutely amazing and made my job so much easier. It was sad to see it all go. I can recommend "Bahamas – the story of a steam locomotive" which provides a greater insight into what was achieved by the Society. It contains some interesting photographs of work taking place on the Exhibition Hall.

From: Paul Salveson

Kents Bank Station

Our Christmas Fair, with the Beach Hut Gallery, will be on Saturday December 13th. We'll also have stalls from Friends of Kents Bank Station and Foreshore, and Furness Line Action Group. From 11.00 to 16.00. There will be a talk on 'Railways and Food - Fingers in Many Mince Pies' by Emily Oldfield at 12.00 in the Library, and a talk by Peter Monaghan, current featured artist in the Beach Hut, in the gallery at 14.00. All welcome. Feel free to bring along mince pies, cakes or festive drinks!

The Library continues to develop. Thanks to our volunteer Philip we now have a shelf for model railway equipment sales and smaller books. We have had a very large donation from Debbie Gore, widow of former BR senior manager Chris Gore. It has swelled our collection of books on overseas railways. We have also received a substantial donation of canal books from Paul Hindle. More books on the way from a lady in Bedfordshire, the executor of her late friend. We continue to welcome books and bound magazines and other ephemera. Against all the odds, we keep on managing to find somewhere to put them! We have also made recent donations of books to the East Lancashire Railway, Embsay Steam Railway, Vintage Carriage Trust and Carnforth Station Heritage Centre.

Our new leaflet, featuring both the library and gallery, is being widely distributed across Cumbria and North Lancs - a big thanks to Community Rail Network for their funding. We have copies in the library if you'd like to take some; several were distributed at the recent Northern Trains conference in Manchester.

Sales of our new publication, 'The Loco Vanishes - Northern Rail Mysteries' are going very well and the feedback has been really good. It is available on Amazon but it's better going through the Library directly. Let me know if you want to send copies to friends as Christmas presents - with postage we would now charge supporters £11, though call in and pick up a copy for £8. We are hoping to have a card reader in the library shortly, otherwise cash or cheque. We have some copies remaining of 'Northern Rail Heritage' at £5 and we're delighted to say we have received funding from several community rail organisations which will allow us to print a further 2,000.

Our next talk for our 'MIC' (Mutual Improvement Class) is Ian Henderson speaking on the 'Hengist Project ' - to build a new steam locomotive. It's on Wednesday November 19th at 14.00. Please contact me to book as space is limited. We had a great session of 'Platform Poets' on November 11th - next session is March 17th, at 19.30.

A few asks:

- If anyone has a surplus (artificial) Christmas tree which we can display in the library yard (under cover) we'd be very grateful - even if a temporary loan. With lights, even better! We have got a Gauge 1 railway to run round it, with loco and carriage....

- We are looking to recruit volunteers specifically to help in the library - a day or two a month would be great. Nothing too onerous, mainly providing a welcome to visitors, taking payments for book sales and generally being around. If you can help catalogue the collection, even better - but not essential. Contact me if you'd like to discuss what's involved. You can ring me on 07795 008691.

- Related to above, we're looking for volunteers to run stalls at other venues, e.g. model railway shows, rail heritage events etc. Let me know if you'd like to help.

The library (and Beach Hut Gallery) will close after December 22nd and re-open on January 3rd.

An Appreciation of the GWR Castle Sets — Stuart Broome

In a few weeks time the remaining GWR “Castle” set HST's will be withdrawn from service, mainly being replaced by ex-Tfw 175 dmus.

It was on the 29th March 2018 that final testing was taking place on 43093.

Differing from other HSTs the eleven sets had been modified by the fitting of “plug” doors, together with fittings and toilets for the disabled. All this was done by Wabtec at Doncaster.

The eleven sets were made up of two power cars with four Mk3 coaches.

As far as I can ascertain the first in service on 25th April 2018 was 43093 sporting “Legends of the GWR” vinyls.

The eleven sets were initially to run between Plymouth and Penzance only, but it was later relaxed for a set to run from Exeter to Penzance.

All have received “Castle” names which was a nice throwback to Great Western days.

Personally I have always enjoyed travelling on HSTs, finding them comfortable and quiet.

I stayed in Penzance with my wife for a week in April 2025 in order to photograph and ride on them.

It is sad to see the final GWR HSTs in their last year of running, especially as they are being replaced by twenty-five year old dmus.

But all good things come to an end, I hope you enjoy looking at the photographs I took in April.

43093 *Berkeley Castle* at Plymouth on 30th April

Nameplate of 43093.

The new and the old. A Hitachi class 802 sits alongside an HST at Penzance on 24th April

43098 *Walton Castle* at Penzance on 24th April.

Tail Lamp

Lee Stanford noticed that the 06.27 Manchester Piccadilly to Cardiff was failed at Stockport on 31st October 2025 with a wheel flat on the DVT. The train was left in platform 0 at Stockport until the early hours of 3rd November when it was moved to Crewe at slow speed with the offending axle on a wheel skate.

67015 in Platform 0 at Stockport Station

The wheel skate.

The deadline for items to be submitted to the March edition of The Mancunian is **Friday 23rd January.**