

— THE MANCUNIAN —



— THE MANCHESTER LOCOMOTIVE SOCIETY —
No 350 ● SEPTEMBER 2022

THE MANCUNIAN

No 350 September 2022

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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.



Society Diary September & October 2022

Indoor Meetings

**Monday and Wednesday meetings start at 1.00 pm, ending at 2.45 pm.
Friday meetings start at 7.30 pm, ending promptly at 9.15 pm.**

Monday 5th September	East Anglian Scenes in the Steam Era - Part 1. Alf Storey returns to give a slide show featuring a variety of lines in East Anglia, especially Norfolk and Suffolk.
Friday 16th September	Preserved Steam on the main line and several heritage lines (mainly 1980s). A slide show presented by Andrew Macfarlane.
Saturday 24th September	Open Day 10.00 - 15.00
Monday 3rd October	The Peak District in Steam Days. Martin Welch returns to give another illustrated presentation featuring the latter days of steam in the Peak District.
Wednesday 12th October	People and Places 2. Paul Shackcloth continues the repeats of the series.
Friday 21st October	Steam in North Wales and the Borders since 2010 - Main Line and Narrow Gauge. Ian Pilkington returns to give a digital presentation on this subject.
Saturday 5th November	Open Day 10.00 - 15.00
Monday 7th November	Experiences in the Traction Shop (Crewe Works), followed by travels to Kenya and Sudan during the period 1988 - 98. A digital presentation by Cliff Walker.

Cover Picture

Having recently transferred from Cricklewood to Leeds (Holbeck), Crab 2-6-0 No 42771 brings a Moorthorpe to Belle Vue Exex through Romiley on 6th August 1954. Moorthorpe is within the Wakefield District, so one assumes that the loco worked ECS from Leeds before travelling by way of Swinton, Rotherham Masborough, Sheffield Midland and the Hope Valley line.

Photo: © A.C. Gilbert/MLS Collection

We welcome the following new member to the Society and hope that she will derive much pleasure from her membership:

Ruth Wilson of Oakworth - No 880.

Headquarters

Chris Tasker

We have resumed Saturday "Open Days" - dates are in the Society Diary listing. Hopefully some of the recently-joined members will be able to attend. As mentioned previously, the rooms are open occasionally on Friday afternoons. Please contact Chris Tasker or Paul Shackcloth if you wish to visit.

Please make a note in your diary that this year's members' "Christmas Buffet Social" will be on Wednesday 14th December at 12.00pm.

Society Sales Items

New photos are being added to those available to members together with duplicate Colour Rail slides.

Along with the duplicate books, we also have a large number of DVDs for sale. These cover steam and modern traction, cab rides, freight workings etc.

We also have a number of slide projectors surplus to our requirements. All are in working order and PAT tested.

Librarian's Report

Ian Williams

The Library has received a selection of new books that have been donated from the collections of members Jack Lord and the late Malcolm Dickin, plus non-member Colin Whitfield, which are currently being catalogued onto the Library website.

Our journals section holds incomplete runs of the LMS & GWR journals, both of which are high quality publications featuring articles that cover all aspects of each company. The respective contents and indexes can be accessed on line at: <https://www.lmssociety.org.uk/lmsjournal/index.php> and <https://www.gwrjournal.com>.

We are missing issue numbers 25 to 38 inclusive of the LMS journal and 1 to 23 and 92 to 99 inclusive for the GWR.

If any member has spare copies of the above that they would like to donate to the Society, please get in touch.

MLS Library and Archive

The Clubrooms will be open every Wednesday from 10 am to 3 pm, with the Library and Archive available from 10 am. Also, the Library will be open on Fridays for 30 minutes before meetings, i.e. from 7 pm and on Mondays for 30 minutes before meetings, i.e. from 12.30 pm.

I have also received a few items from Russell Hatt including something which is probably unique: three large card timetables for the railways of Palestine in 1946 - one in English, one in Arabic and one in Hebrew!!! Given the situation in Palestine at the time it is very unlikely that any others survive.

Andy Darby

John Tate

Whilst down in the West Country we called in at the Bodmin & Wenford Railway.

While we were having a cup of tea, the morning train from Boscarne arrived and the crew handed over to the 'lunchtime crew'. The 'lunchtime crew' only reverse the train out, run round and water up and put it back into the platform ready for the original crew to take it out again later.

The driver in the picture is none other than MLS Member Andy Darby who has lived in Bodmin for a few years now. Andy is the nephew of our late President Doug Darby and, at Bodmin, he is a steam driver and trainer as well as the coach painter. Added to all that he is also the Vice-Chairman of the Bodmin & Wenford Railway Preservation Society.

Andy still drives on the Severn Valley Railway and is involved with a few from the SVR and the Laird of Invergarry in bringing Invergarry Station back to life.



**Andy Darby on the footplate of
0-6-0PT No 4612. July 13th 2022.**

Photo: John Tate.

MMRS Meetings

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

Friday 14th October

7.30pm Dean Hall

Preston in P4

Mike Norris has been building a model of Preston station for over forty years. With a scenic section covering twenty feet, the model is an accurate, scale length depiction of the North Union side of the station.

Built for authentic operation, the model features recreations of all the signal boxes responsible for controlling the routes through the station, using miniature versions of the block instruments.

Articles on Preston have appeared in Model Railway Journal: 'Operating Preston' in issue 204 and 'Block Instruments' in issues 219 and 220.

Mike brings us up to date with a look around the layout as it is today.

Notice of AGM

The Annual General Meeting of the Society will be held at the clubrooms on Friday 18th November 2021 at 7.30pm.

“Behind the Scenes Tour” of the East Lancs Railway

The Society has organised a trip to the East Lancs Railway which would include the Carriage and Loco works and Bury South signal box. The date has been set for Saturday 22nd October, meeting at Bury at 11.30am.

At present all we are looking for are expressions of interest for such a visit.

The tour will last for approx. 2-3 hours and the cost to members would be £10. Spaces will be limited to a maximum of 20. Please contact Chris Tasker if you would be interested.

Making Tracks 2022

Making Tracks returns to Chester Cathedral for a second year!

Pete Waterman OBE and the Railnuts modelling group have created a brand-new ‘OO’ gauge layout, once again based on the West Coast Main Line, which will be open across summer 2022.

Whilst based on the West Coast Main Line, for 2022, the model features a completely new stretch –the approach to Rugby station from Kilsby Tunnel in the south through to Hilmorton Junction at the north end of the model. The layout will feature a four-track main line throughout the scenic section, but impressively it also has grade separation to cross the Down Northampton line over the Up Fast line at the big junction which occupies one corner of the layout. The era for the new layout will be the modern day on the West Coast Main Line, but with a few nods to its past around Hilmorton Junction by including the lattice bridge faces.

In addition to building the scenic section, the team has also rewired the layout with new modules from Megapoints Controllers to introduce train detection around the layout to allow operators and the viewing public to keep an eye on the progress of trains as they move around the layout. Rolling stock is also being prepared for the show including long container trains, Pendolinos, parcels trains and more.

Making Tracks 2022 is open Monday to Saturday from Monday 18th July 2022 to Saturday 3rd September 2022. The layout will not operate on Sundays.
Tickets £2.50 per person (children aged 5 and under are free).

Details

Start: July 18th at 10:00 am **End:** September 3rd at 5:00 pm

Venue: Chester Cathedral. St Werburgh Street, Chester, Cheshire, CH1 2DY United Kingdom

Phone: 01244 500 959

Pub Lunch - Cheshire Line Tavern - Monday 26th September

Tables have been booked for a lunch at the pub situated on Manchester Road Cheadle, not far from East Didsbury, from around noon. The ‘phone number of the pub is 0161 428 3352.

Their website shows the food available and directions for those travelling by car.

The lunch is open to members and guests. Please let Chris Tasker know if you intend to be there.

Local Events

The East Lancashire Railway - Autumn Steam Gala - 14th - 16th October.

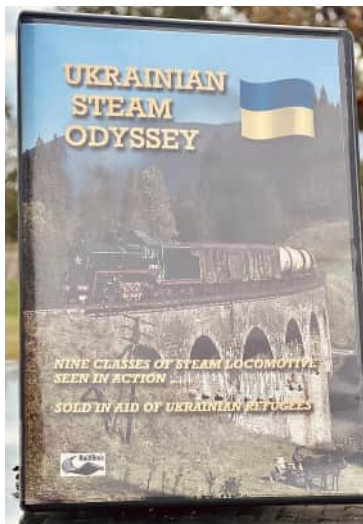
Great Northern Railwayana Auctions - A "live" Auction will take place at the usual venue of Poynton Leisure Centre on Saturday 1st October. More details available on their website www.gnrauctions.co.uk

Ukrainian steam locomotives star in special programme to raise money for the Ukrainian refugee crisis.

MLS member Nick Dodson has just completed production on a special programme about steam trains in Ukraine. This new DVD release is aimed at rail enthusiasts and anyone who loves the sights and sounds of steam trains

The 1 hr long Ukrainian Steam Odyssey programme is now available and costs £25 + P&P.

Copies can be ordered from www.teleraill.co.uk or by calling 01524-735774.



The Railways of Ukraine have played a vital part in the country's economy, and never more so than in the current conflict. The 403,000 employees of the 5-foot gauge, 12,400 track-mile network have performed work almost as important as those of the Ukraine armed forces, in transporting freight and passengers, including the evacuation of millions of people from their war-torn homeland to new, possibly permanent homes elsewhere in Europe. This has been carried out despite network damage and disruption, both by the Russians, to inflict damage on the network and prevent its functioning, and also by the Ukraine forces to frustrate Russian military gains and advancement.

Although steam hasn't operated in normal service in Ukraine since 1983, the country inherited 400 steam locos from Russia on independence, in various conditions ranging from derelict to operational. The Ukrainians are rightly proud of their railway, and Railfilms has access to footage of several classes of steam locomotive at work on railfan specials in Ukraine, taken at various times in the 21st century. Most of these, but by no means all, have operated in south-western Ukraine in the scenic Carpathian mountains. The locomotives are largely of Russian origin, and the sight and sound of these engines working in a uniquely beautiful winter landscape, against snapshots of everyday life for the citizens of the country, is not to be missed.

Picture Gallery

This issue features photographs taken by our recently deceased member Arthur Haynes. During the 1950s Arthur was also a staunch member of the RCTS and went on many of their organised 'shed bashes' all over the country.



GW 4-6-0's Nos 1010 *County of Caernarvon* and 5019 *Treago Castle* await their next duties in Exeter shed yard. 2nd July 1957.



Jubilee 4-6-0 No 5678 *De Robeck* stands in the short bay at Manchester Exchange station. She was mainly an Upperby engine in the LMS period before moving to Crewe North in 1949. 26th March 1948.



B1 No 61194 (36B – Mexborough) awaits departure from Sheffield Victoria. 29th June 1957.



Passing the rear of Preston Shed with St Walburg's Church forming an impressive background, 4F 0-6-0 No 44336 (20D – Normanton) is in charge of a returning Blackpool excursion. 20th July 1957.



Stratford 4-6-2 Pacific No 70000 *Britannia* stands at London Liverpool Street Station. 7th July 1957.



Agecroft 'Crab' 2-6-0 No 42868 is about to move its empty stock to Irlam Carriage Sidings after having brought a stopping train into Manchester Victoria from Normanton. 8th June 1958.

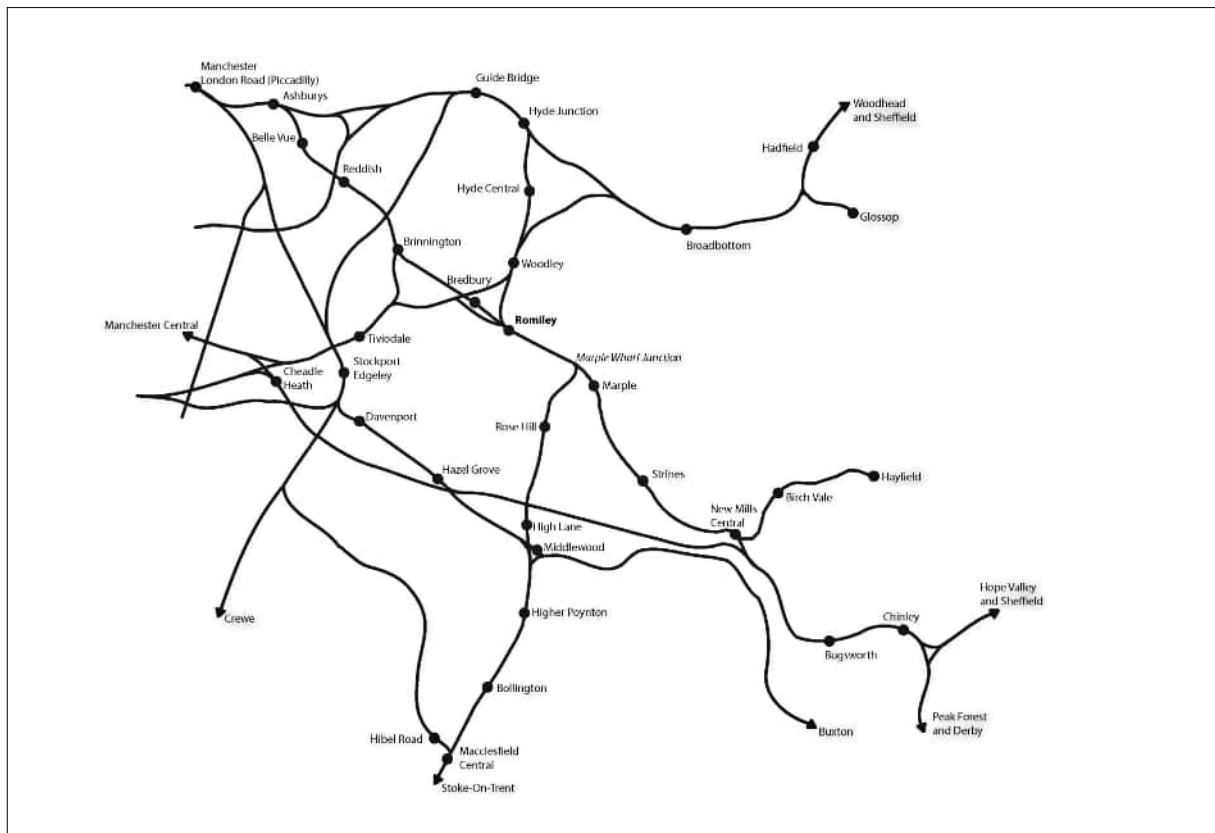


GW 2-8-2T No 7216 brings freight through Pembrey and Burry Port station. 23rd June 1958.



Wolverhampton High Level. 8th August 1957.

This article first appeared in the January/February 2022 edition of the SLS Journal and is reproduced by kind permission of the editor.



Overview map of the network around Romiley

[Artwork: Owen Ericsson].

As a schoolboy my interest in railways was rekindled by an exciting innovation - the introduction of diesel multiple units on our local lines south of Manchester. They immediately caught the public fancy as many people had never before seen anything so revolutionary on the railways - seats like buses, fine views through the windows, especially from the front seat, the concept of a carriage with its engines beneath and not in front, and above all they were green! - a colour unknown locally except on the electric lines. "Modernisation" had long been talked about with little apparent progress, and mainline electrification was a distant dream. Now these D.M.U.s arrived, the first indications of the new non-steam age. They were introduced on 8th October 1956 on the Buxton, Macclesfield and Styal lines, all in former LNWR territory, with an improved regular-interval service from Manchester London Road to Buxton and to Macclesfield.

Next to be dieselised, on 17th June 1957, were the routes from Manchester to Hayfield and Macclesfield Central, via Hyde and via Bredbury, all trains passing through Romiley. This surprised us youngsters for we thought that the ultra-modern D.M.U. s ought to appear on the railways with the greatest prestige, not on this set of lines which we regarded as a backwater. They had been worked by elderly C13 and C14 4-4-2Ts, recently joined by their middle-aged cousin the A5 4-6-2Ts, all having leisurely journeys with a minute or so to spare at each station. If the whole of the Manchester area had been controlled by the London Midland Region, probably these lines would not have received such priority, but in 1957 that were still an outpost of the Eastern Region, where D.M.U.s were more plentiful and were regarded as the most suitable replacements for the ageing GCR locomotives. Eleven Derby lightweight 2-car sets

(E79024–34; E79250/616-25) were transferred to Gorton; even the ER realised that the Hayfield and Macclesfield branches did not warrant brand-new stock. The number of weekday trains increased from 40 to 60 in each direction and a regular interval service commenced, half-hourly to Marple, every other journey continuing to Hayfield. The Macclesfield line became the poor relation, as although the service increased from 11 to 15 trains each way, no attempt was made to standardise departure times and most trains were rerouted the longer way into Manchester via Hyde.

Out of general curiosity to see how the new service operated, on Wednesday, 3rd July 1957 when I should have been studying for G.C.E. examinations I spent 16½ hours at Romiley station, recording all the trains that passed. Of the total of 120 passenger trains 39 remained steam worked, mainly in the rush hours. This total should have been only 37 but due to a temporary D.M.U. fault A5 69813 was pressed into service on a return journey to Hayfield. I saw all but three of the 81 D.M.U. workings, 2-car sets in all cases except 10 in the rush hours where two sets were coupled together. Seven diesel sets were sufficient to work the service and one of these was required only for rush-hour strengthening. The 37 steam workings were shared by LMS 2-6-4T 42328/74/82, J11 64322/409, L1 67782/98 and A5 69801/17/23. Gorton reigned supreme and all these engines belonged there except 42382 from Macclesfield.

No 4-4-2Ts were seen although the life of the C13s was not quite over, the last survivor 67417 working the final train of the Oldham, Ashton and Guide Bridge line on 2nd May 1959. The two J11s had one passenger train each; 64409 was on the 17.49 from Manchester to Macclesfield and later returned heading a goods train. The most work was performed by Gorton's recent acquisitions, 42328/74 and 67782/98.

Other passenger trains called at Romiley. They were on the ex-MR local service from Manchester Central to Chinley and beyond. (Expresses avoided Romiley by taking the direct route to Chinley via Cheadle Heath). The lines through Romiley had been jointly owned by the MR and GCR but the MR service of nine trains in each direction was meagre compared with 60 on the GCR-dominated Manchester suburban service. The 18 MR trains were worked by eleven locomotives shared amongst Derby, Millhouses and Trafford Park sheds. They ranged in age from new-born 76087, less than two months old, to three of the familiar but dwindling LMS Compounds. Also appearing was the Fell diesel 10100, the star attraction on MR expresses only a few years earlier but now rusty and looking uncared for. It was condemned 16 months later. One mid-afternoon train from Chinley terminated at Stockport Tiviot Dale and soon returned as the 15:42 to Sheffield. For this Millhouses supplied an unexpected locomotive, 46400. The remaining engines were two Jubilees, two 2-6-4Ts and a Class 5. Thirty-seven other locomotives passed Romiley, light engine, on goods or on parcels trains. The oldest were O4 63721, J11 64304/11 and 3F 43630/8, mainly 4F 0-6-0s, 8F 2-8-0s and WD 2-8-0s.



Romiley Station on 1st August 1963.

Photo: Allan Brackenbury.

Gorton, Heaton Mersey and Newton Heath were the principal home sheds. Nineteen goods trains passed eastbound and there were 16 in the other direction: about half were from/to the Bredbury line, most of the rest taking the Stockport spur. Three paused at Romiley to shunt in the station sidings. A few of the light engines came from the Stockport direction and departed towards Woodley, or vice versa, indicating that these lines were used as a turning triangle.

Altogether in the 16½ hours that I spent at Romiley, 78 D.M.U.s and 104 locomotive-hauled trains passed by, including light engines, operated by seven 2-car diesel sets and 59 locomotives.

Those figures relate to a typical weekday in 1957. There have been many changes since then. The first significant development came on 1st February 1958 when Gorton shed (39A) was transferred into the London Midland Region, subordinate to Longsight. Initially recoded 9H, it altered to 9G on 20th April 1958. From being the head of an empire, Gorton was transformed into a superfluous addition to the LMR's Manchester facilities, destined for extinction within a few years. ER D.M.U.s were quickly replaced with LMR sets, initially M79169—81 and M79670—82. The local A5 locomotives were all stored by the Spring of 1959 and were all withdrawn in March-April 1960; by that time the L1s were in store. There were sufficient ex-LMS 2-6-4Ts around to cover the declining number of steam passenger duties. Gorton Works came under LMR control at the beginning of 1959 and closed on 1st June 1963. The shed followed on 14th June 1965.

During 1960 Macclesfield Central was rebuilt and enlarged. On 7th November it became the town's only station with the closure of Hibel Road, ending a period of 90 years' unnecessary duplication. The GCR and NSR joint line from Romiley met the NSR line to Stoke at Central Station, but the wily LNWR had insisted on expresses continuing to use Hibel Road where passengers were less likely to transfer to trains of the rival route. As a result, the joint line became regarded as only a local line, not as one the carrying through traffic. The change of attitude might have appeared when mainline and branch trains used the same station in 1960,



2-car D.M.U. at Higher Poynton Station on 1st August 1963.

Photo: Allan Brackenbury.

but the branch timetable was not altered to make connections with the London expresses so the opportunity for creating extra traffic was lost. It seems that BR officials just had not realised that a new facility had been created. Also, on 7th November 1960 Middlewood Higher station closed. Once the destination of hundreds of Mancunians spending a Bank Holiday "in the country", its value as an interchange station on two secondary routes had diminished and the adjoining station on the LNWR line had a much faster service into Manchester. Sunday trains were withdrawn on 16th September 1962 on the Hyde and Macclesfield lines. BR had announced the withdrawal of the complete Sunday service, but due to strong protests agreed to retain the trains to Hayfield via Bredbury on condition that cheap fares were withdrawn on Sundays. They were not reinstated until after the New Mills - Hayfield branch had closed. Romiley goods yard closed on 30th January 1965 and the station sidings were taken up a few months later. A car park now occupies their site.

In the early 1960s there were local rumours that the Macclesfield line was in danger of closing, so there was no real surprise when it appeared in the 1963 Beeching Report amongst the services to be withdrawn. But the extent of the proposed closures did come as a shock as they included the branch from New Mills to Hayfield and the entire route from Manchester to Romiley via Hyde. As it turned out the closures have not been quite so drastic although on the MR lines in Derbyshire they took a course which few predicted. The first closure to affect Romiley came on 2nd January 1967 when the MR stopping service to Manchester was diverted from Central to Piccadilly, trains running express from Romiley to the new terminus. They duplicated existing trains and were withdrawn west of New Mills on 10th June 1968. One Sunday journey did not move to Piccadilly until 5th May 1969; this was a Liverpool-Sheffield train which for 28 months was routed from Central via Fallowfield and Hyde. The spur from Romiley to Bredbury Jc. lost its passenger service on 2nd January 1967 and its goods trains on 6th March 1967. Rails were not removed until May 1975, as for several years there was a possibility that the line might need to be reopened to cater for the Peak Forest - Northwich limestone trains which use the former MR express line through Chinley and Cheadle Heath. Part of this route had been threatened with conversion into a road and the only alternative rail route was through the Romiley bottleneck. Expresses from Nottingham and London St. Pancras to Manchester were diverted from Central to Piccadilly on 1st



N5 0-6-2T No 69353 departs from Romiley with a Hayfield train. 15th March 1952.

Photo: © J.D. Darby/MLS Collection

January 1968. There were then 8 such trains each way (6 on Sundays) passing through Romiley but this number gradually lessened until the final one was withdrawn on 2nd May 1977.

The long-awaited closure proposals for the New Mills - Hayfield and Marple Wharf Junction - Macclesfield branches were published early in 1967. Objectors saved the short portion from Marple Wharf to Rose Hill but the rest closed on 5th January 1970. Both branches had previously lost their goods service so passenger withdrawal resulted in complete closure of both lines and subsequent removal of track. The village of Hayfield was really too small to support its own passenger railway and the Macclesfield line suffered from the presence of the faster LNWR routes into Manchester. The positive side to the closure was the fact that in the recast timetable, second class only, the number of journeys was almost the same as before, trains terminating at New Mills and Rose Hill instead of Hayfield and Macclesfield.

From the same date, with the passenger closure of the Woodhead route, Manchester - Sheffield expresses were transferred to the line through Romiley and the Hope Valley. They included the "North Country Continental" train that continued to Harwich Parkston Quay. Before long some of the other expresses were extended beyond Sheffield, usually to Cleethorpes or Hull; by 1979 most journeys continued to Hull. In 1982 Nottingham expresses reappeared on the line, this time continuing via Manchester Victoria to Preston, and usually onward to Glasgow and Edinburgh.

Formerly these trains had been routed via the Settle – Carlisle line. Then on 12th May 1986 part of the MR express route from Chinley, which was closed to passengers on 5th May 1969, reopened as far as Hazel Grove, where a new chord linked the MR and LNWR routes. All the expresses transferred from the Romiley line to the new route which also served Stockport, and most trains continued to Liverpool. At that time there were nineteen expresses each way; 25 years later the total is 35, with hourly trains Manchester Airport – Cleethorpes and Liverpool Lime Street – Nottingham/Norwich. The long-established Harwich trains ceased from 29th May 1994.



Class 4P 4-4-0 'Compound' No 41103 arrives at Romiley with a Manchester Central to Chinley train.

Photo: © MLS Collection

The local timetable has altered on occasions in the last 40 years. One change occurred on 2nd May 1977 when the number of local trains increased to 67 outward and 68 inwards, with more than half the journeys continuing to/from New Mills. But five years later ten trains in each direction were withdrawn. Since then the general trend has been for a gradual increase, so that today the total is 65 each way. From 12th May 1986 the local service has incorporated the Hope Valley stopping trains, thus about ten trains a day have continued beyond New Mills to Sheffield. In 1989 several of the Sheffield trains were re-routed via Hyde, express apart from a stop at Hyde Central, but they reverted to the Bredbury route two years later. On 8th July 1991 the service was recast so that virtually all the Rose Hill trains took the Hyde line, and Bredbury line trains continue to Marple and beyond. This segregation has continued to the present day, although from 12th December 2010 six Bredbury line trains each way moved from Marple to Rose Hill.

In the late 1990s the Romiley set of lines became noted as the last stronghold of Class 101 D.M.U.s. Forty years after my first full day visit, on Tuesday 15th July 1997 I spent another day at Romiley observing the train movements. 113 passenger trains and 10 empty stock workings were shared by ten 101 units and four Class 142 'Pacers', although the 'Pacers' contributed only eight journeys between them. The timetable could have been fulfilled by just six units, plus three more in the rush hours. Besides the passenger trains there were seven goods trains and three light engines.

To appraise the present scene, on Tuesday 19th June 2012 I visited Romiley again. This time I stayed until mid-evening, seeing 124 passenger trains. There are only three empty stock movements, but others must have travelled to/from New Mills via the Hazel Grove chord. Only three locomotives were seen, all Class 66 - one light and two with goods trains. Passenger workings were dominated by Class 142 'Pacers', ten in total, but one of these made only one journey and was late; it looked like a hurried replacement for a failure. Also, there were three class 150 sets and one Class 156. Some worked only for part of the day. For about half the

trains the units were in pairs; two pairs run coupled all day and four others exited for part of the time. Units were not dedicated to one particular branch and many visited both Rose Hill and New Mills. However most of the Sheffield trains contained a Class 150 or 156. In 2012 seven trains (singles or pairs) are needed to operate the service throughout the day, plus an extra one during rush hours. The group of lines through Romiley no longer has the train variety of 1957; expresses have come and gone, but what remains is a busy suburban service unspectacular yet vital.



The North Western Road Car Companies depot at Stockport Charles Street have provided a number of their vehicles which appear to be on rail replacement duty. They are awaiting passengers outside Romiley Station. Circa 1954.

Photo: © J. Spencer/MLS Collection

Engines Allocated to Newton Heath Area 18th January 1954.

Neil Smith

When my late brother A.W.Smith was at Newton Heath as a Traffic Apprentice (Management Trainee) in January 1954 he compiled a list of all allocated locos at Newton Heath 26A and each of the sub sheds 26B,26C,26D,26E,26F,26G. The numbers and types of all locos were shown together with some numbers of those in store.

26A Newton Heath, 26B Agecroft, 26C Bolton, 26D Bury, 26E Bacup, 26F Lees, 26G Belle Vue

Note: * = locos in store

LOCO TYPE	SHED	LOCO NUMBERS	TOTAL
Class 6P Jubilee 4-6-0	26A	45635, 45642, 45661, 45671, 45700, 45701, 45702, 45706, 45710, 45712.	10
Class 5MT 4-6-0 Stanier	26A	44696, 44697, 44734, 44735, 44736, 44890, 44891, 44893, 44894, 44895, 44933, 44934, 45102, 45103, 45104, 45105, 45202, 45203, 45220, 45223, 45224, 45225, 45232, 45233, 45234, 45336.	26
	26B	44781, 44782, 44823, 44987, 45337, 45338.	6
	26G	44803, 44845, 45031, 45284, 45450.	5
Compound 4-4-0	26C	41101*, 41189*.	2
Class 2P 4-4-0	26C	40585*, 40682, 40685*.	3
Fowler	26D	40586, 40690,	2
Class 5MT 2-6-0 Fowler	26A	42701, 42702, 42703, 42704, 42705, 42707, 42708, 42709, 42710, 42711, 42713, 42714, 42715, 42750, 42766, 42789, 42820, 42871, 42878, 42901.	20
	26B	42722, 42723, 42724, 42725, 42730, 42734, 42753, 42755, 42619, 42838, 42860, 42864, 42868.	13
Class 2MT 2-6-0 Ivatt	26A	46410, 46411, 46418, 46419, 46484.	5
	26B	46412, 46485.	2
Class 3MT 2-6-2T Fowler	26A	40013, 40015, 40063, 40065.	4
	26F	40012, 40014, 40056, 40057, 40059, 40060, 40061, 40062.	8
Class 2P 2-4-2T L&Y	26B	50840.	1
	26C	50646, 50650*, 50660*, 50731, 50850, 50855, 50887*.	7
	26E	50647, 50829.	2
Class 2MT 2-6-2T BR	26D	84016, 84017, 84018, 84019.	4
Class 4MT 2-6-4T Stanier & Fairburn	26A	42278, 42279, 42280, 42281, 42282, 42283, 42284, 42285, 42286, 42287, 42288, 42289, 42290, 42486, 42550, 42618, 42621, 42622, 42623, 42624, 42625.	21
	26B	42645, 42646, 42647, 42648.	4
	26C	42472, 42480, 42481, 42545, 42565, 42626, 42630, 42633, 42635, 42652, 42653, 42654, 42655, 42656, 42657.	15
	26D	42651.	1
	26E	42619, 42620, 42649, 42650.	4
	26F	42114, 42115, 42551.	3

The following photographs were all taken at Newton Heath and all were allocated there on 18th January 1954. Locomotives belonging to the sub sheds will feature in a forthcoming edition of 'The Mancunian'.

**LMS Class 4F 0-6-0
No 44311. Circa 1954.**

Photo: © MLS Collection.



**Fowler 2-6-2T No 40013.
Circa 1954.**

Photo: © MLS Collection



Jubilee 4-6-0 No 45661 Vernon. Circa 1954.

Photo: © MLS Collection



**L&Y 2F 0-6-0ST No 51472.
Circa 1954.**

Photo: © MLS Collection.

**Hughes 6P5F 2-6-0 No 42714.
Circa 1954.**

Photo: © MLS Collection



**L&Y 0-6-0 'A' Class No 52165 trundles through Newton Heath Station with a lengthy train of coal.
3rd September 1955.**

Photo: © A.C. Gilbert/MLS Collection

LOCO TYPE	SHED	LOCO NUMBERS	TOTAL
Class 4MT 2-6-4T BR	26A	80049, 80050, 80051, 80052, 80053.	5
Class 3F 0-6-0 L&Y	26A	52089, 52108, 52137, 52159, 52165, 52271, 52334, 52338, 52358, 52360, 52389, 52390, 52455, 52461, 53300.	15
	26B	52293.	1
	26C	52123*, 52132, 52139, 52299, 52413, 52448, 52450, 52575.	8
	26D	52094, 52129, 52164, 52237, 52239, 52245, 52268, 52405.	8
	26E	52443, 52XXX (not recorded).	2
	26F	52099, 52248, 52365, 52427, 52569.	5
Class 4F 0-6-0 Fowler	26A	44311, 44543.	2
	26G	44022, 44025, 44040, 44082, 44114, 44119, 44286, 44291.	8
Class 8F 2-8-0 WD	26A	90103, 90105, 90222, 90245, 90248, 90283, 90289, 90291, 90327, 90338, 90360, 90366, 90376, 90388, 90389, 90390, 90523, 90525, 90530, 90533, 90535, 90548, 90558, 90561, 90576, 90589, 90669, 90675, 90706, 90708, 90715.	31
	26B	90102, 90254, 90306, 90307, 90324, 90354, 90546, 90564, 90632, 90712, 90713.	11
	26C	90110, 90205, 90267, 90297, 90316, 90343, 90402, 90416, 90641, 90712, 90725, 90729.	12
	26D	90194, 90219, 90226, 90359, 90364, 90408, 90413, 90419, 90626, 90718.	10
	26G	90122, 90126, 90140, 90163, 90197, 90204, 90552.	7
Class 3F 0-6-0	26G	43612, 43630, 43638, 43706.	4
Class 7F 0-8-0	26A	49508, 49557, 49560, 49570, 49666, 49667.	6
Fowler	26B	49544, 49555, 49578, 49603, 49627.	5
	26C	49532, 49538, 49627.	3
	26D	49508, 49514, 49557, 49597.	4
	26F	49509, 49536, 49562, 49568, 49598.	5
Class 3F 0-6-0T Fowler	26A	47517, 47586.	2
	26B	47574, 47578, 47579, 47583, 47584, 47585.	6
	26G	47336, 47440.	2
Class 2F 0-6-0T L&Y	26A	51429, 51436, 51447, 51457, 51458, 51470, 51472, 51496.	8
	26B	51500, 51512.	2
	26C	51511, 51513, 51519.	3
	26D	51376, 51419, 51486, 51489, 51504.	5
	26G	51464, 51510.	2
Class 1F 0-6-0T	26G	41712, 41814.	2
Class 0F 0-4-0T	26B	51207, 51230*, 51240*.	3
		TOTAL LOCOS IN NEWTON HEATH DISTRICT	355

	SHED	NO. OF LOCOS
26A	Newton Heath	155
26B	Agecroft	54
26C	Bolton	53
26D	Bury	34
26E	Bacup	8
26F	Lees (Oldham)	21
26G	Belle Vue	30

TYPE		NO. OF TURNS	MO
Passenger	Cl.6	10	7
Mixed Traffic	Cl.5	46	29
	Cl.2	5	3
Tank	Cl.3	4	1
	Cl.4	26	18
Freight	Cl.8	31	21
	Cl.7	6	5
	Cl.4	2	1
	Cl.3	15	14
Tank	Cl.3	2	1
	Cl.2	8	8
TOTALS		155	108

LOCO ANAGRAMS 8.

The following are anagrams of locomotive names (and may be steam, diesel or electric).

A secondary clue is provided in the form of the locomotive's number. But to make it a bit harder, the number is expressed in Roman numerals. Unfortunately, as the system of Roman numerals does not lend itself to very high numbers it is necessary to employ a device in which, for example, 45,000 would be expressed as 45M.

So using this method, the solution to "Rams" would be "Mars", and 45MDCIIC would be 45698.

The 'D' prefix is omitted from the number in the case of a diesel, as 'D' for diesel could be confused with 'D' for 500.

Good luck with these:

Tractor Monday. 7MDCCCX.

Wave tally. 34MXXVII.

An early Yorkshireman. 45MCLIV.

Grab once. 60MCXXVIII.

Torn rubbers. 70MVI.

J.M. Jones the brain. 86CCXXIX.

Answers on page 209.

- Q44 In which year did the lowering of the top lamp bracket to the “three o’clock” position start on B.R. – ex-LMS engines mainly?
- Q45 True or false: The first locomotive in the Argentine was imported from the Crimea after that war. It happened to be 5’6” gauge and that became the Argentine standard gauge.
- Q46 Which tunnel on the G.N. was used for diesel emission tests in 1958?
- Q47 What was the name of ‘Warship’ D858?
- Q48 Which type of engine on B.R. appeared with an experimental triple chimney in 1952?
- Q49 In which year were the Bullied ‘Leaders’ cut up?
- Q50 Name the North & West station suggestive of the cigarette that “...will not affect your throat”?
- Q51 What was the height of the tallest signal post in London, dismantled on the 4th November 1956?
- Q52 In which city is the following junction: Crewe Jc?
- Q53 A) In which month this year was the last Lancashire & Yorkshire working signal box in the Manchester area demolished?
B) What was its name?
- Q54 What stipulation, to ensure effective spraying, applied to locomotives which worked the Fisons weedkilling trains?
- Q55 Which river runs under the Maindee Junctions? (It’s NOT the Dee!)
- Q56 What was the name of loco 45684?
- Q57 Name the South Wales location of four syllables without any vowels!
- Q58 How many stations named in the pre-grouping atlas begin with the letter “Z”?

It was about 8.45am on Saturday 20th August 1960 when I arrived at Manchester Victoria with my parents on what was for me at the time a “trip of a lifetime”. We were heading to Scotland for two weeks, first a week’s stay at Dunoon on the Clyde then a week with my father’s family in Glasgow. Even without the obvious railway interest, this was the nearest one could expect in 1960 to going “abroad”, our previous family holidays having been spent in North Wales. For a 12-year-old trainspotter usually confined to the Stockport area, this was an exciting prospect. By the end of the day I had “copped” no less than 154 locos, including my first ever sightings of ‘Clan’ 4-6-2s, Lancashire and Yorkshire 0-6-0s, a V2 2-6-2 and various Caledonian Railway locos - friends back home would be most impressed with the latter! And only one mainline diesel seen all day.

We arrived at a noisy and bustling Victoria in good time for the 9.30am to Glasgow Central which as usual was leaving from Platform 11 Middle. In the winter this train combined at Preston with a portion from Liverpool and then split at Carstairs to drop off a portion for Edinburgh which had originated at either Manchester or Liverpool. However for the summer the Liverpool and Manchester trains ran separately through to Glasgow, each dropping off an Edinburgh portion at Carstairs which were then combined for the onward trip to Edinburgh. On this day our full-length train for Glasgow and Edinburgh was headed by Polmadie-based Britannia 70050 *Firth of Clyde*, a very appropriately named locomotive given where we were heading!

On summer Saturdays a relief train to Glasgow left Victoria at 9.20am running via Hellifield and Ais Gill to Carlisle then over the Glasgow and South Western route via Dumfries – the only remaining daytime working by this one-time Midland Railway route. The 10-coach train pulled into Platform 10 headed by Newton Heath ‘Patriot’ 45509 *The Derbyshire Yeomanry*. The extended five and a half hour journey time of the 9.30am (slower by 45 minutes than during the week) was matched by an extension to 6 hours 15 minutes for the 9 20am – and with no restaurant facilities.

Once we had found our reserved seats on the train, I was allowed out on to the platform to watch the activity - one of the drawbacks of Platform 11 Middle for the trainspotter was the long screen along its outside, which while no doubt helping to shield the open platform from the wind, obscured the view from our compartment window. It was certainly busy, with no less than twelve passing trains noted in the 30 minutes before our departure:

45653 *Barham* on the 7.28 from Blackpool Central.

44891 on the 8.57 to Morecambe (a 9 coach train of mostly non-corridor coaches).

45708 *Resolution* on the 7.33 Leeds City to Liverpool Lime St.

45464 on the 7.15 from Blackpool Central.

42712 on a westbound special for Southport (possibly from the Bury area).

42180 on the 09.00 express to Southport (a heavy 9 coach train).



Farnley Junction Jubilee No 45708 *Resolution* departs from Manchester Exchange with a Hull to Liverpool Lime Street express. 3rd August 1957.

Photo: © B.K.B. Green/MLS Collection

44912 on the 09.12 local to Southport (a short 4-coach train).

45509 on the 09.20 to Glasgow Central.

D224 on the 09.25 'Mancunian' from Manchester Exchange to London Euston.

42619 on the 08.07 from Clitheroe.

75045 on the 08.30 from Liverpool Exchange to Bradford.

45678 *De Robeck* on the 09.30 Manchester Exchange to Newcastle.

At this time 'The Mancunian' was leaving from Exchange station as part of the diversions away from London Road which was being rebuilt for the Manchester to Crewe electrification scheme. D224 was the only mainline diesel seen all day as the Type 4s had not yet been introduced on the West Coast mainline services north of Crewe – neither had diesel multiple units yet taken over the Transpennine services on the Calder Valley and Standedge routes from Liverpool to Leeds. D224 was allowed to take its heavy 12-coach train up Miles Platting bank without a banker, the start from Exchange giving it a run up to the foot of the bank.

I also noted several 4MT 2-6-4Ts and Black 5s on pilot and shunting duties or just parked away on sidings, plus notably Midland 3F No 43644 from Saltley (in the last months of existence as it was withdrawn in October 1960).

The pace didn't slacken on departure. Passing through Manchester Exchange, one of the few named Black 5s, 45156 *Ayrshire Yeomanry* was noted, again an appropriate name given where we were heading for! The 08.00 Colne to London Euston was passed at Salford, with Newton Heath Jubilee 45652 *Hawke* in charge – normally this would combine with the 10am from Manchester London Road at Stockport, but today it was a substantial train running separately through to Euston.

Our train was routed via Pendleton Broad Street and Brindle Heath before re-joining the direct line to Bolton, which gave a quick glimpse of Agecroft shed, the main "cop" of interest being one of the 'Pug' 0-4-0T No 51204, possibly resting after weekday shunting turns in Salford. Bolton shed proved more fruitful with two L&Y 0-6-0s Nos 52415 and 52443 noted, the latter in the scrap line along with 'Austin 7' 0-8-0 No 49662 and the numerically interesting Midland 4F 0-6-0 No 44000. Despite this being a summer Saturday, the carriage sidings were well filled, mostly with non-corridor local coaches including a 9-coach set labelled for an excursion (or possibly a football special at the start of the season?). As well as the usual LNER and LMS designs of non-corridor stock, a surprising sight was a GWR-design Hawksworth coach built in 1951 and now presumably surplus to requirements in its home region.

Bolton station was busy – while we picked up passengers here, Black 5 No 45435 rolled in alongside with the 09.35 Manchester Victoria to Morecambe and Bank Hall-based Jubilee 45719 *Glorious* arrived on the up side with the 09.05 Liverpool Exchange to Scarborough (running direct to Rochdale via Bury). Soon after leaving, another L&Y 0-6-0 No 52393 was seen shunting in sidings.

Soon we were approaching Preston, which despite the six-track approach from the south (plus



Fairburn 2-6-4T No 42180 stands at Manchester Victoria's Platform 12 with the 9.50am stopping train to Southport. 6th April 1952.

Photo: © B.K.B. Green/MLS Collection.

the separate East Lancashire route from Blackburn) caused several signal stops before we could arrive in the station. We stopped alongside our companion train from Liverpool Exchange to Glasgow and Edinburgh, a substantial 12-coach formation double headed by Blackpool-based Black Five No 44779 and my first 'Clan' 72001 *Clan Cameron*, another Polmadie engine. Was the Black Five "hitching a lift" on its way back to Blackpool as 72001 should have been quite capable of handling this train single handed over the mostly flat route from Liverpool via Ormskirk?

Passenger traffic through Preston on this summer Saturday was heavy – in just the few minutes we were in or near Preston station, the trains seen were:

44692 on a Blackpool to Littleborough relief.

44779 and 72001 *Clan Cameron* on the 09.43 Liverpool to Glasgow / Edinburgh.

42895 on the 09.35 Morecambe to Manchester Victoria.

44735 on the 05.35 Desford (Leicester) to Blackpool North.

44845 on the 10.12 Blackpool Central to Manchester Victoria.

Without the need for any Liverpool portion to be attached, our train was on its way as soon as 70050 had topped up with water for the non-stop haul up to Carlisle. Shortly our train passed the smoke-blackened remains of Preston sheds on the left, two months after the disastrous fire on 28th June 1960 but still in use. Notable sightings here were Coronation Pacific 46256 'Sir William A Stanier FRS' being prepared to take over the 07.13 Workington – London (surprisingly the only 8P 4-6-2 seen all day) and LMS 2P 4-4-0 no. 40646 of Bescot which had arrived at Preston on the two coach Birmingham portion of the CTAC Holidays special from Manchester to Gourock. Then in Greenbank Sidings another notable "cop", Stanier 0-4-0ST No 47008.

Heading north through Lancaster then Oxenholme, numerous southbound passenger and freight trains were passed before Tebay was reached. I didn't note any stop for a banker, but two of the usual Fowler 2-6-4Ts Nos 42404 and 42424 were on duty, so possibly one of these gave us assistance up to Shap. At Penrith a couple of Standard 2MT 2-6-0s Nos 46442 and 46432 were seen which had probably come over from Workington via Keswick on the up portion of the 'Lakes Express'. This summer Saturday train to/from London plus a Manchester to Keswick return train were now the only remaining steam passenger workings on this route. The more usual 2-car



Class 2P 4-4-0 No 40646 (Bescot) arrives at Preston with the Birmingham portion of the CTAC Holiday Special from Manchester to Gourock.

Photo: © R. Davies/MLS Collection

'Derby Lightweight' dmu was noted on the 12.07pm to Keswick, one of a fleet on Cumbrian routes introduced from 1954, one of the first dieselisation schemes.

Carlisle was now approaching, first with Upperby shed 12B on the up side where predictably only ex-LMS engines were noted comprising two Black 5s, its own Jubilee 45588 *Kashmir* and a Jinty. Being a summer Saturday it is likely that Upperby was quieter than usual, and more interesting sightings were about to follow.

Shortly before arriving at Carlisle station my first V2, Edinburgh St Margaret's No 60816 was noted, probably heading light engine to or from Carlisle Canal 12C. The 09.50 Edinburgh Waverley to Sheffield

Midland (a timetabled relief to the up 'Waverley') was noted arriving behind a Saltley Black 5 No 45269, which suggests that our train was now running about 15 minutes late. Two Jinty 0-6-0Ts were noted acting as station pilots (north and south) plus one of Carlisle Kingmoor's early series 350hp diesel shunters 12079 was seen. Meanwhile, our Glasgow train acquired a pilot in the form of Edinburgh Dalry Road Black 5 No 45155 – as our train was scheduled non-stop to Carstairs, it presumably avoided stopping at Beattock to attach a banker (and we were being followed closely by the Liverpool – Glasgow which was scheduled to stop there).

We were off from Carlisle and soon passing Kingmoor shed 12A where significantly more engines were to be seen than at Upperby. Sightings included Polmadie 'Royal Scot' 46102 *Black Watch*, Black 5s, Crabs and of particular interest, my first ex-Caledonian engine, Pickersgill 3F 0-6-0 No 57653. This engine may have already been in the scrap line – officially withdrawn in January 1961 she was still to be seen at Kingmoor when we passed on our summer trip to Scotland two years later! Also ex-Midland 3F 0-6-0 No 43622, withdrawn November 1959 and similarly still there two years later. And another personal first sighting, one of the Scottish Region's WD 2-10-0s. No 90756, presumably having arrived on a freight from the Motherwell area, where it was based.

As we crossed the Scottish border we were passed by the 9am Perth to London Euston, with Kingmoor-based 'Clan' 4-6-2 No 72009 *Clan Stewart* piloted by Perth-based Standard 5MT 4-6-0 No 73106. Recently closed stations followed with distinctly Scottish names such as Kirtlebridge and Ecclefechan – wayside stations which had been surviving on just 2 trains a day in each direction.

Beattock produced some interesting observations – on shed was Agecroft Black 5 No 45338 which had earlier headed the 08.50 Blackpool Central to Glasgow. As Beattock was not a location where engines were changed, was this a failure – and what had taken the train through to Carstairs? Also, in the sidings was a single non-corridor brake second coach, apparently the Moffat branch train – except the passenger service had finished in 1954! It was not an abandoned coach as a similar coach was seen parked there on our trip the following year. The Moffat branch remained open for goods traffic until April 1964 – a pick up goods was in the siding at Beattock, headed by 4F 0-6-0 No 43922. [After the public service withdrawn there was a skeleton service maintained for railway employees].

At this time the local stations along the Caledonian main line north of Lockerbie were still open. Three trains a day from Glasgow served these stations and one of these was passed at Symington, a three coach train headed rather surprisingly by a Newton Heath Jubilee, 45601 *British Guiana*. Apparently this was a regular duty, confirmed on the return journey two weeks later when 45642 *Boscawen* was seen at Glasgow Central on the Friday equivalent, the 13.50 to Carlisle, waiting to follow our departure to Manchester.

Carstairs was a busy junction where the line to Edinburgh Princes Street left the West Coast main line to Glasgow, a cross-country route to Lanark and Muirkirk and a significant shed. While several local Black 5s were seen in sidings or the shed, the highlight was Dalry Road-based McIntosh 2P 0-4-4T No 55233, probably arrived on a local passenger from Edinburgh; also locally -based Pickersgill 3F 0-6-0 No 57670 resting on shed.

Our train lost its pilot here and uncoupled the Edinburgh portion, so 70050 now had an easy task to take the remaining Glasgow coaches down the Clyde Valley to Glasgow. (Our Edinburgh portion will have waited at Carstairs for the following Liverpool train to arrive, when the two Edinburgh portions were amalgamated – some interesting shunting must have been involved, with the train leaving initially in the up direction to gain the route to Edinburgh). Soon after departure, another sighting of a Scottish Region's WD 2-10-0, No 90763 of Motherwell.

Both Carstairs and Law Junction (a few miles further on) had sidings occupied by mostly elderly ex-LMS and ex-LNER coaching stock, much of which will have little more use now that the Scottish summer season was nearly over. As we passed the isolated Law Junction station, Fairburn 4MT 2-6-4T No 42203 of Motherwell had arrived with a set of non-corridor compartment coaches on the 13.34 from Glasgow Central, typical of local and medium-distance services in this area before diesel multiple units took over from about 1961. Further on, after Flemington, an elderly Midland 4F No 43883 passed on a southbound goods.

After a brief stop at Motherwell, we were finally approaching Glasgow. Notable at Uddingston was the pioneer Standard 4MT 2-6-0 No 76000 on a southbound goods. Then on the up side, the large Polmadie shed 66A and extensive carriage sidings. Royal Scot 46105 *Cameron Highlander* was noted ready for the 16.30 Glasgow Central to Manchester Victoria, and another WD 2-10-0 No 90751 was seen. Examples of Polmadie's large allocation of Fairburn and Standard 4MT 2-6-4Ts and Standard 5MT 4-6-0s were seen. Carriage sidings housed sleeping cars and Post Office sorting vans, presumably being prepared for Saturday night overnight trains for "south of the border" – even on a Saturday night there were four sleeper services to London plus one each to Birmingham and Manchester/Liverpool. Further sidings contained sets of BR and LMS design non-corridor stock used on Glasgow suburban services – just a few Metro-Cammell and Gloucester-built dmus were seen on the approach to Glasgow, having worked over from the Edinburgh area on the route via Shotts.

Arrival at a noisy Glasgow Central was just after 15.30, about 30 minutes late, alongside the 09.15 from Liverpool Exchange and Southport hauled by Patricroft Black 5 No 45255 which had arrived just ahead of us. (This working was notable in that the portions combined at Burscough Junction, not at Preston as might be expected). We now had to cross to the far side of the station to catch the train for Gourock, then the ferry across the Clyde to Dunoon. As we boarded the 15.57 to Gourock, an eight-coach non-corridor set headed by Greenock-based Fairburn 4MT No 42263, the 09.20 from Manchester Victoria rolled in close to its scheduled time of 15.40, still with Newton Heath 'Patriot' 45509 at the head after over six and a quarter hours "on the road".

Interesting sightings weren't finished yet – noted as the train for Gourock passed Greenock Ladyburn shed were McIntosh 0-6-0 No 57612, 0-6-0T No 56167 and Pickersgill 4-4-0 No 54506. Another of Greenock's allocation, 57416 was shunting in the sidings at Gourock as we pulled in. Almost the end of a fascinating day's travel, with 154 "cops" recorded and many more missed.

The railway fun wasn't over yet – my uncle's flat in Scotstoun, Glasgow, where we stayed after our week in Dunoon, overlooked the ex-Caledonian line from Dumbarton into Glasgow Central Low Level, with all-steam rush hour passenger trains and plenty of freight trains in between. We also visited relations whose flat overlooked Partick Hill on the Queen Street Low Level line. And this uncle was an Inspector at the Partick Tram Depot just down the street. Many happy days were enjoyed in Glasgow!

The full log of this journey is available on <https://trainlog60s.wordpress.com/>

Thanks to the Steam Railway Research Society / Chris Coates for information on some of the locomotive workings on this day.

Saturday 20th August 1960. Manchester - Glasgow - Gourock.

Locomotives seen

London Midland Region (excluding Carlisle Kingmoor)

(* = named © = withdrawn)

LMS 2P 4-4-0	40646	1
Fairbairn 4 2-6-4T	42180 42289	2
Fowler 4 2-6-4T	42404 42405 42424	3
Stanier 4 2-6-4T	42438 42442 42457 42571 42619 42620 42642 42653 42655	9
Fowler "Crab" 2-6-0	42712 42765 42895	3
Stanier 6P5F 2-6-0	42977	1
Midland 3F 0-6-0	43644	1
Midland 4F 0-6-0	44000© 44126	2
LMS 4F 0-6-0	44508	1
Black 5 4-6-0	44692 44735 44767 44779 44803 44845 44891 44904 44912 44936 45045 45155 45156* 45185 45199 45269 45271 45296 45352 45370 45409 45433 45435 45437 45464	25
Patriot 6P5F 4-6-0	45509* 45549	2
Jubilee 6P 4-6-0	45588* 45652* 45653* 45678* 45708* 45719* 45737*	7
Coronation 8P 4-6-2	46256*	1
Ivatt 2 2-6-0	46426 46432 46442 46485 46489	5
LMS 0F 0-4-0ST	47008	1
LMS "Jinty" 3F 0-6-0T	47224 47293 47340 47358 47360 47413 47666	7
Stanier 8F 2-8-0	48104 48745	2
Fowler 7F 0-8-0	49662©	1
L&Y 0F 0-4-0T	51204	1
L&Y 3F 0-6-0	52415 52393 52443©	3
V2 2-6-2	60816	1
Britannia 7P 4-6-2	70050*	1
Clan 6P 4-6-2	72001*	1
Standard 4 4-6-0	75045	1
Austerity 8F 2-8-0	90102 90121 90464 90713	4
LMS 350hp 0-6-0 shunter	12079	1
EE Type 4 1Co-Co1	D224	1
EE 350hp 0-6-0 Shunter	D3368 D3369 D3372 D3779 D3846	5
	Total	92

Saturday 20th August 1960 Manchester - Glasgow - Gourock.

Locomotives seen:

Scottish Region (including Carlisle Kingmoor)

(* = named © = withdrawn)

Fairbairn 4 2-6-4T	42203 42241 42243 42244 42263 42275	6
Stanier 4 2-6-4T	42692 42693	2
Fowler "Crab" 2-6-0	42809 42886	2
Midland 3F 0-6-0	43622©	1
Midland 4F 0-6-0	43883 43922	2
Black 5 4-6-0	44952 44953 44961 44993 45018 45155 45166 45170 45255 45338 45484 45498	12
Patriot 6P5F 4-6-0	45509*	1
Jubilee 6P 4-6-0	45601*	1
Royal Scot 7P 4-6-0	46102* 46105*	2
LMS "Jinty" 3F 0-6-0T	47337©	1
Stanier 8F 2-8-0	48708	1
Pickersgill 3P 4-4-0	54506	1
McIntosh 2P 0-4-4T	55233	1
McIntosh 2F 0-6-0T	56167	1
Drummond 2F 0-6-0	57416	1
McIntosh 3F 0-6-0	57612	1
Pickersgill 3F 0-6-0	57653 57670	2
Clan 6P 4-6-2	72009*	1
Standard 5 4-6-0	73056 73063 73064 73106 73152	5
Standard 4 2-6-0	76000	1
Standard 4 2-6-4T	80008 80026 80046 80054 80110 80129	6
WD Austerity 8F 2-8-0	90170 90350	2
WD Austerity 8F 2-10-0	90751 90756 90762	3
Barclay 204ho 0-4-0 shunter	D2426	1
EE 350hp 0-6-0 Shunter	D3198 D3200 13286 D3529 D3566	5
	Total	62

Answers to Quiz on Page 195

Q44 1963.

Q45 TRUE.

Q46 Lees Moor.

Q47 Valorous.

Q48 King Arthur.

Q49 Early 1953.

Q50 Craven Arms.

Q51 84'- 6".

Q52 Edinburgh.

Q53 A) June.

B) Baguley Fold Junction.

Q54 Engine to be fitted with speedometer.

Q55 River Usk.

Q56 JUTLAND.

Q57 Ynys - y – Bwl.

Q58 None.

Diesel Gallery

The usual mixed bag featuring different classes.



Barclay 0-6-0 diesel-mechanical shunter No 11178 at Boston. 16th March 1958.

Photo: © A. Haynes/MLS Collection



Brush Type 4 Co-Co No D1943 passes through Bolton-le-Sands on 20th August 1966.

Photo: ©A.C. Gilbert/MLS Collection



Type 2 Bo-Bo No D5324 passes through Montrose on 18th August 1959.

Photo: © J.W. Sutherland/MLS Collection



Brush Type 2 A1A-A1A No D5563 passes through Kensington Olympia on 9th September 1968.

Photo: © J. Hilton/MLS Collection

A collection of diesel locos seen at Bury on the East Lancs Railway between 30th June and 3rd July. The visitors departed as follows: The 2 x Class 20s to LSL at Crewe; the Class 40 to Carnforth to take up some main line work; the class 60 to Carlisle to take up its own duties; and the class 68 to Longsight ready for working normal duties.



Class 60 No 60046 on Bury Shed. 30.06.2022



Class 09 No 09024 waiting to shunt the Diner Stock. 03.07.2022.



Class 60 No 60046 seen leaving Bury for Rawtenstall. 03.07.2022



Class 40 No D345 and Class 20s Nos D8096 and D8107.



Class 68 No 68031 *Felix* on Bury Shed 30.06.2022.

Letters

From: Richard S. Greenwood.

The Bury Footplate career of F.Thomas.

May I comment on the caption to the top photograph on page number 119?

In saying it was unusual to find a Crab on this working as late as 1963, it implies that that had occurred with some frequency in earlier years. I must say that I never saw it worked by a Crab.

The train was a Southport job and would only get a Crab if there had been a loco failure, something that didn't occur very often with Southport locos but on the day in question something must have happened. No 42719, being a Bury engine, may well have been the Rochdale passenger pilot.

Monday to Saturday there were two arrivals at Rochdale from Southport, at 09.24 and 09.34. The return workings Monday to Friday were at 16.25 and 17.15 and on Saturdays at 11.40 and 12.33. The loco for the 17.15 worked a stopping train from Bolton arriving at Rochdale at 13.03 and, after turning on Castleton triangle, would wait in the up sidings at Rochdale West for nearly four hours.

From: Vince Chadwick.

Manchester & Birmingham Railway question.

Many MLS members may be aware that the Manchester & Birmingham Railway was originally planned to run from Manchester Store St. station via Stockport and Alderley Edge to a junction at Nether Alderley. From here the main line was to continue via Congleton and Stoke to join the Grand Junction Railway in the Stafford area, while a branch would run from Nether Alderley to Crewe. The line via Congleton was, of course, never built, and the branch to Crewe was built as the main line and forms the Manchester - Crewe line of today.

Although the M&B line via Congleton was not built, the railway company had commenced work on the viaduct over the Dane Valley at Congleton and that work was halted at an early stage when the plan for the railway changed. I understand that bricks intended for the viaduct were used to build houses in Congleton instead.

My question is, does anyone know the location of the abortive work on the M&B Dane viaduct in or near Congleton? It would not be either the present Twemlow or Bosley Dane viaducts or Congleton viaduct over the Timbers Brook as an alignment from Nether Alderley to Congleton would not fit either location.

From: Richard S. Greenwood.

Cliff Walker's Apprenticeship and Career.

There's an error on page 146, fourth paragraph of The Mancunian No 349.

Dealing with the automatic warning system on steam locomotives, the author says that a bell would ring if the driver passed a signal at danger. Not so, I am afraid, a bell would sound for a clear signal. Approaching a distant signal at caution would cause a horn to blow and if not manually acknowledged by pressing the cancelling lever within a few seconds, the brakes would be automatically applied.

From: Keith Thompson.

Tail Lamp

The top photo on page 172 of The Mancunian No 349 shows "the second time a pair of Class 40s ran on the main line". On 2nd October 1982, I travelled from Birmingham New St. to Stockport on the 10.00 Paignton-Manchester Piccadilly service which was hauled by 40009 and 40099. Was there no other reported example of the pairing of two class 40s in 39 years?



Class 92 No 92032 / Mech E Railway Division in GBRf livery at Edinburgh Waverley station. 26th July 2022.

Photo: W.Denning.

Answers to Loco Anagrams on Page 194

Draycott Manor.	7810.
Taw Valley.	34027.
Lanarkshire Yeomanry.	45154.
Bongrace.	60128.
Robert Burns.	70006.
Sir John Betjeman.	86229.

Recent News

TransPennine Electrification to Stalybridge as at 21/7/2022.

Most steelwork is erected between Miles Platting (M.P.) and to the West of Ashton-under-Lyne (A-u-L).

On Miles Platting Bank it is a mixture of twin-track cantilevers (on the Slow/Stalybridge Lines) and four-track portals (mainly at the top of the Bank). Between M.P. and A-u-L there is a mixture of twin-track cantilevers (mainly) and single-track masts. The cantilever uprights tend to be on the outside of curves. Most register arms are fitted.

From Stalybridge to both A-u-L and Guide Bridge most piles with their bolt plates fitted are in place, with piles very recently appearing at Stalybridge Station.

Along platform 4 at Stalybridge a trench is being excavated from near the platform 5 buffer stop to the east end of platform 4. Perhaps for a 25kV electrical feeder from the extant Trans Pennine substation by the tunnel portal (built for feeding east and west before the 'Pause'). The 'Great Extension Lead' crosses the tracks here and is then in trunking affixed to the wall on the south side of the station (platform 1 track), continuing to the west of the station; thence on posts before it crosses the tracks, underground, to the Down Side of the lines to A-u-L and so to Manchester Victoria.

A recent mystery is the appearance of several, short steel posts along the Down Side embankment (adjacent to the Fast Lines) at M.P., the track bed of the former lines to/from the Oldham Road Goods flyover.

HS2 Golborne Link scrapped

As was speculated in the last issue, the HS2 Golborne Link from south of Manchester Airport to south of Wigan has indeed been removed from the Phase 2b Bill for the construction of HS2 between Crewe and Manchester, which easily passed its Second Reading in the House of Commons.

Progress with Hope Valley Capacity Scheme

Engineering blockades took place between Hope and Sheffield every weekend in July (not ideal from a passenger point of view!) to start the work of providing a second track through Dore & Totley station, the remodelling of Dore Station Junction and the provision of a new freight loop at Bamford. There will be further blockades before the scheme is completed in November 2023. Totley Tunnel East and Grindleford signal boxes are to be abolished, with control of the area transferred to York Rail Operating Centre. The scheme also includes upgrades between Edgeley Junction and Hazel Grove including resignalling (retaining the existing boxes), line speed increases and upgrades to the overhead line equipment. This work will probably be carried out in 2023.

More Funding for TransPennine Route Upgrade

On 19th July the Government announced that the budget for the TransPennine Route Upgrade had been increased to between £9 and £11.5 billion. Perhaps worryingly, the increased funding will be taken from the £96 billion budget for the Integrated Rail Plan (which covers HS2 and Northern Powerhouse Rail). An indication that there are to be further cuts to Northern Powerhouse Rail? On the other hand Liz Truss has said that she will build NPR in its entirety between Liverpool and Hull (whatever that actually means) if she becomes Prime Minister. She would not reinstate the eastern branch of HS2 to Leeds.

Bury Metrolink Line Closures

As mentioned in the previous issue, there is to be an engineering blockade of the Bury line to enable work to take place in Whitefield Tunnel but the dates for this have not yet been announced. Blockades are taking place in August for other work to be carried out. There is a blockade between Whitefield and Bury from 13th to 16th August and between Queens Road and Bury from 17th to 19th August. The work to be carried out includes the replacement of 4,400 metres of rail between Radcliffe and Bury and the construction of a new substation at Heaton Park to enable additional trams to run on the Bury line. During the first blockade from 13th to 16th August trams from Altrincham will turn back in the bay platform at Crumpsall. Trams from Piccadilly will turn round at Whitefield, using the crossover to access the Manchester-bound line.

Eccles Metrolink Line Partial Closure

The Eccles Metrolink line is closed between Media City and Eccles for three months from 16th July to 21st October to enable the track along Eccles New Road to be replaced.

Thanks to Andrew Macfarlane and Alan Munday for the news items.

Axle Counters

Alan Munday

The yellow boxes are axle counters; replacing track circuits. The photos below were taken from platform 4 at Manchester Victoria looking towards platform 3.



Tail Lamp

A few weeks ago, Mike Bentley brought in the nameplate from LMS Jubilee *Malta* G.C. to display alongside our *Malta* plate. The loco was re-named back in October 1943 and this may be the only time the two plates have been seen together.

Photo by Nick Clemson.



Chris Tasker has also received the following from Tim Ludford.

I've just seen the Malta reunion pictures in the current issue of The Railway Magazine and wondered if your organisation would be interested to know that the other Malta plate is still in existence, adorning my living room wall. My father purchased it from the LMS in late 1947 for 19/6d plus carriage.

