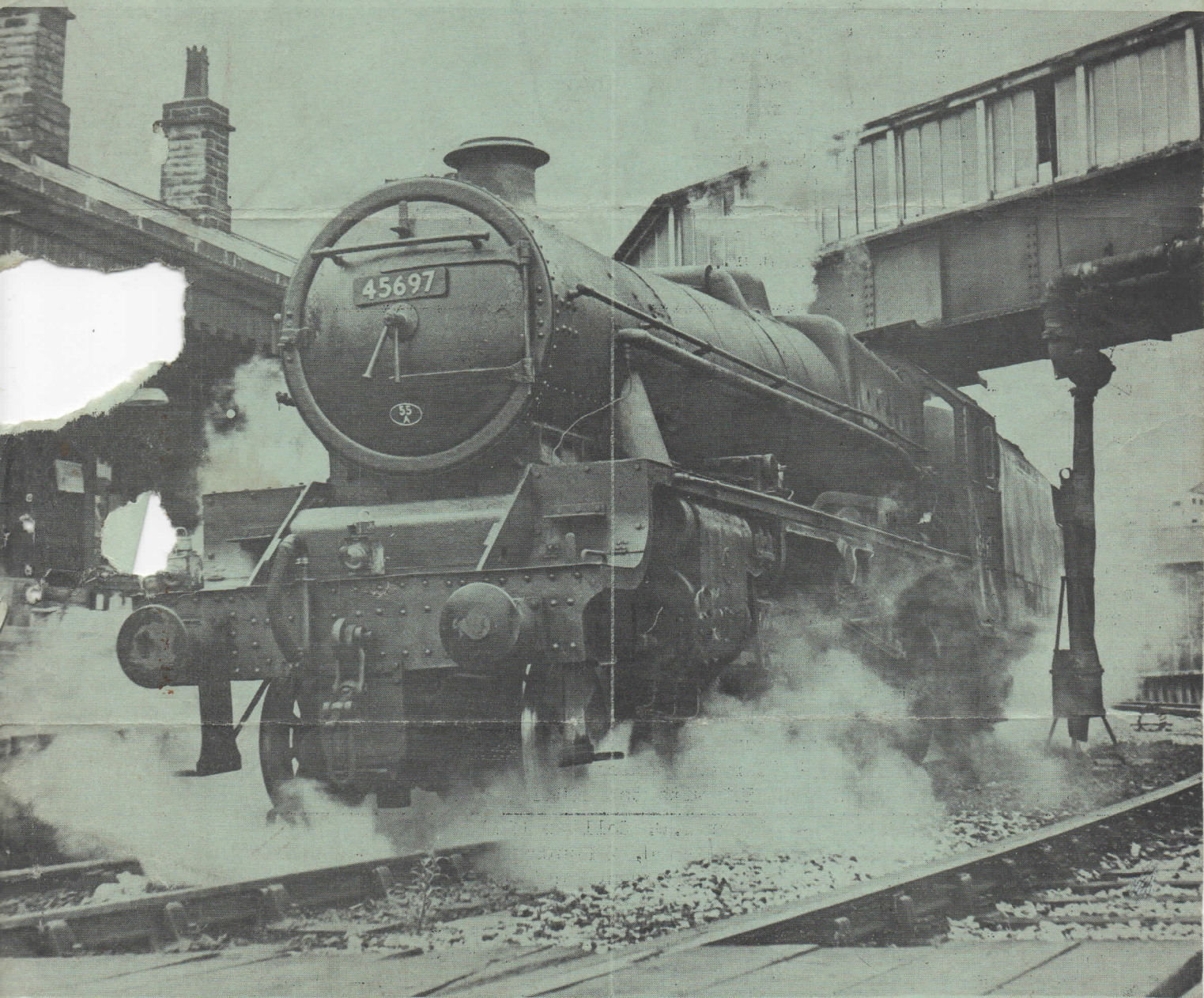


NORTHERN COUNTIES TRANSPORT SOCIETY



MAGAZINE No. 9

OCTOBER, NOVEMBER & DECEMBER 1971

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COACH PICKING UP POINTS

- Manchester - Victoria Railway Station (Near No. 19 Bus Stop)
- Altrincham - Station Forecourt
- Barnoldswick - Free Car Park
- Bolton - Trinity St. Station.
- Brierfield - X43 Bus Stop (either direction)
- Burnley - Central Bus Station (El Greco)
- Bury - Art Cinema (Bingo Hall) Knowsley Street.
- Colne - Bus Station, (London Stop)
- Edenfield - X23/X43 Bus Stop
- Farnworth - Black Horse Hotel
- Kearsley - Moss Rose Hotel
- Hyde - Market Place
- Macclesfield - Railway Station
- Nelson - Bus Station (Specials Stop)
- Sheffield - Midland Railway Station
- Stockport - Wellington St. South (Foot Station Approach)
- Swinton - Windmill Hotel (Corner Station Rd)

Also Points on Route BY ARRANGEMENT with the BOOKINGS SECRETARY

Answers to Last Competition: * Winner I. W. Collier (2112)

- 1 London Euston to Manchester London Road, 2 London Kings Cross-Aberdeen
 - 3 Bradford Forster Sq. to Kingswear 4 London Paddington-Bristol Temple Meads
 - 5 London Liverpool St.-Cromer-Sherringham 6 London Euston-Glasgow Central
 - 7 London Liverpool St.-Cambridge-Kings Lynn 8 London Euston-Liverpool Lime St.
 - 9 London Kings Cross-Edinburgh Waverley 11 London Euston-Holyhead
 - 12 London Paddington-Plymouth North Rd. 13 London Liverpool St-Norwich
 - 14 London St. Pancras-Manchester Central 15 Manchester London Rd-Bournemouth W.
 - 16 London Paddington-Carmarthen 18 Glasgow Queen St. Aberdeen
 - 19 London Liverpool St.-Harwich Parkstone Quay 20 London Kings Cross-Perth
 - 21 London Waterloo-Weymouth 22 London Kings Cross-Leeds Cen/Bradford Exch.
 - 23 London Euston-Windermere-Workington 24 London Kings Cross-Newcastle Cen
- 10 & 17 as No 8; 28 & 31 as 18; 32 as 9; 37 as 35; 40 as 11; 44 as 19; 46 as 35.

ctd on P. 6

NORTHERN COUNTIES TRANSPORT SOCIETY

Magazine Number 9. October, November and December 1971.

TREASURER

W.J. Frisby,
60, Kings Road,
BUXTON,
Derbyshire.

MAGAZINE EDITOR

B.J. Towey,
25, Calder Crescent,
WHITEFIELD
Manchester M25 6LH
Tel:- (061)-766-6772

MEMBERSHIP SECRETARY

N.R. Capelle,
130, Brocklehurst Ave.,
MACCLESFIELD,
Cheshire

TOURS PLANNER

D.J. Carville,
82, Alvanley Road,
LIVERPOOL 12.
Tel:- (051)-228-2564

BOOKINGS SECRETARY

W.R. Hendry,
209, Warrington Road,
GLAZEBURY, Nr. Warrington
Tel:- CULcheth 3334

D. Felton,
76, Heywood Street,
BURY, Lancashire

A. Fawcett, 29, Clarence Street, BARNOLDSWICK. Tel:- BARNOLDSWICK 3044

AREA REPRESENTATIVES

Barrow-in-Furness	R.R. Beck	58, Strand, BARROW-IN-FURNESS, Lancashire
Bolton	S. Warr	64, Greenhills Road, BURY, Lancashire
Burnley	P. Bancroft	17, Mayville Road, BRIERFIELD, Lancashire
Bury	H. Collier	63, Shaw Street, BURY, Lancashire.
Cambridge L8010224	L.A.C. Walby	SSF, R.A.F. Dakington, Cambridge.
Fylde	S.T. Fenn,	Burwains, 9, Inskip Place, ST. ANNES ON SEA.
London & S.E.	A. Eden,	151a Annerley Road, PENGE, LONDON S.E. 20.
Marple	N. Binstead,	13, Ashwood Crescent, MARPLE, Cheshire
Sheffield	D. Lewis	72, Lansbury Road, ECKINGTON, Nr. Sheffield
South West	N.K. Taylor,	27, Edgerton Park, Pensylvania, EXETER.
Tees-Side	R. Hopper,	8, Sanderson Road, HORWORTH ON TEES
Tyne-side	A. Douglas,	6, Coquet Ave., WHITLEY BAY, Northumberland
Sussex	P. Sharpe,	30, Foxes Croft, BARNHAM, Sussex.
Scotland	P.S. Hindle,	15, Mauricæwood Ave., PENICUIK, Midlothian
S. Manchester	D.A. Griffiths	59, Elms Road, HeatonMoor, STOCKPORT, Ches.
S. Midlands	P.L. Robinson	73, Birchfield Road, NORTHAMPTON.
W. Midlands	M. Littler,	102, Lichfield Road, Pelsall, WALSALL. Staffs
Warrington	W.G. Beff	15, Sinclair Ave., Longford, WARRINGTON.

SUB-COMMITTEE

Members of the Sub-Committee are as follows:- Messrs R.R. Beck, H. Collier, S. Warr
A. Douglas, A. Eden, D. Lewis, M. Littler, (see area reps above for these
addresses), and

J. Massey,	27, Nelson Street,	HYDE, Cheshire
B. Partridge	12, Eversleigh Ave.,	THORNTON CLEVELEYS, Lancashire
C. Priestley	22, Kinross Brive,	DEANE, Bolton, Lancashire
P. Gascarth	42, Greenwood Ave.,	MARTON, BLACKPOOL, Lancashire

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VTP/71/320/BJT Sept. 1971.

NOTES FROM THE COMMITTEE

We would like to begin these notes by thanking all members for the excellent support that we have received recently for our tours. Several of the tours in the last tours programme were very heavily booked, and we hope that you will keep up this very pleasing effort. The weekend trip to Scotland was, we feel, one of our best tours for quite some time and support was exceptionally high.

Having started on a good note, we must however turn to less pleasant things. Much to the regret of the committee, the cost of tours must be increased, as the costs incurred by the society are rising rapidly. From the beginning of this tours programme, all overnight trips will cost £2.75 and all day trips £1.50. We must however point out that this is the first time that prices have risen above our previous prices since 1967, a period of four years. In order to alleviate some of this increase, particularly to regular attenders on tours, we are introducing a token system, whereby you will be able to get a rebate of £1. This system will work as follows:- All MEMBERS who go on a coach trip will receive a voucher for the trip, values of vouchers being 2 points for overnight trips and 1 point for day trips. (Weekend trips will have even more points). When you have collected vouchers totalling 10 points you will receive, in exchange, a reduction of £1.00 on your next trip. The increase in cost of tours for regular attenders will therefore be very small. For example

Five overnight trips:-

Cost now	5 x £2.75	=	£13.75	vouchers received = 10 points
Less £1 from vouchers		=	£12.75	
Cost before incr.	5 x £2.50	=	£12.25	
Increase in cost		=	£ 0.50	on five trips

The increased cost will therefore be 10p per trip for regular members.

- NOTE:-
- 1) These vouchers are valid for 12 months from date of issue
 - 2) These vouchers are not available to non-members
 - 3) These vouchers are not transferable.
 - 4) These vouchers are only issued to members who present their current membership card.

(Note 4 will only apply after membership cards are issued. We hope that these will be available about 1 month after you receive this magazine)

If you have any queries regarding this token scheme contact any committee member.

Will members please note that Mr. Fawcett has now moved (see officials list for new address). Members wishing to contact him are advised that the best time to do this is on a Tuesday evening, or on a Saturday afternoon before a trip. Members wishing to contact Mr. Hendry by 'phone should do so AFTER 6.00 pm. It is no use phoning before this time as he will not be at home.

All rail news, articles etc for the next edition of the magazine should be sent to the Magazine Editor to arrive by December 5th. 1971. All items received after this date will only be included if there is space available.

STAMPED ADDRESSED ENVELOPES - These MUST be enclosed with all correspondence to society officials. No. S.A.E. No reply. Failure to send S.A.E.'s puts our costs of administration up, and can only result in higher subscriptions, tours etc.

POSTAL ORDERS/CHEQUES - These MUST be made payable to NORTHERN COUNTIES TRANSPORT SOCIETY and not to individuals. All. P.O.'s and cheques must be crossed A/C PAYEE ONLY, but if you do not know how to fill in a postal order, leave it blank. If it is filled in incorrectly and the bank refuses to accept it, then it will be returned to you, and you may find that you have lost your place on a tour.

CHANGE OF ADDRESS. These should be notified to the membership secretary as soon as possible (See page 3 for name & address of Membership Secretary)

MEMBERSHIP NUMBERS - These must be quoted on ALL correspondence with officials.

RECEIPT CARDS - These must be produced on coach tours, or at Works for Works visits. Many members have not been doing this recently. This must be obeyed at all times

BOOKINGS ON TOURS - If a member fails to appear for a tour which he has booked for, he will only have his money refunded if someone else can be found to take his place, or if medical evidence can be produced. If for any reason you find that you are unable to attend the tour at the last minute please contact any official, who will advise you of the best course of action.. Likewise, if you are likely to be late contact any official, stating you estimated time of arrival. If you know when you book that your train arrives shortly before, or after, the tour commences please state this when you book, so that we can find out if your train is late, and can wait accordingly. Unless anyone has made previous arrangements about being late, the coach will depart on time, and will not wait for any other late arrivals. Please leave yourself plenty of time where possible. Remember also that booking MUST be sent on the enclosed application forms, whether the payment is a deposit, balance or full amount. Only the BOOKINGS SECRETARY can accept bookings. If you send them to any other official he will not accept it. On tours booking may be accepted by other officials, but only at the discretion of the officials on the tour. If you have paid a deposit for a tour, then you must pay the balance not less than 7 days before the tour. Failure to do this may result in you losing your place. Bookings by Telephone cannot be accepted under any circumstances.

PICKING UP PLACES - These are listed in the magazine, but members can also be picked up at places along the route by prior arrangement with the bookings secretary. However all departure times are not stated.

CONDITIONS OF VISITS - Will members please note that all visits are advertised subject to permit. The conditions that B.R. impose vary from time to time, and usually with very little notice. B.R. also reserve the right to cancel permits, for any reason, with only a few days notice. While every effort will be made to visit all depots advertised, the committee cannot accept any responsibility for last minute changes. As B.R. are now charging for many permits, (up to £6-6-0d at present per depot), it may be necessary to raise a levy of a few shillings on the day of the trip, if there are only sufficient people on the trip to cover the coach cost, and not the permit costs. This will only occur in rare occasions but we feel that members would rather do this than have the visit cancelled. During 1970, for example this levy was never raised. We hope that this will never happen, but you must be warned.

Allocation lists as issued by B.R. can be received by members at the low rate of 10/- per year, and are sent out monthly, usually up to 2 months more up to date than in the National periodicals. Obtainable from B.J. Towey, 25, Calder Cres., WHITEFIELD, Manchester M25 6LH. (Quality now very much improved - Further details and samples available)

MOTIVE POWER ALTERATIONS

The following alterations took place in the period ending:-

LMR, ER, SR 14th. August, 1971 ScR 7th. August, 1971. WR 3rd. July, 1971

Some locomotives were transferred more than once, and in these cases the latest depot is given. wdn withdrawn; * on loan; + stored; ACL is ACL (Works)

12 40B; 206 D09; 246 55C; 247 55C; 248 55C; 249 55C; 255 55C; 267 55C;
268 55C; 269 55C; 291 D10; 293 D08; 302 D09; 303 D09; 330 D08; 332 D08;
371 D10; 1535 55A; 1551 40B; 1552 40B; 1553 40B; 1562 wdn; 1631 D16; 1635 D16;
1687 D02; 1770 41A; 1771 41A; 1773 41A; 1824 D02; 1860 D01; 1954 D05; 2015 wdn;
2019 wdn; 2023 wdn; 2024 wdn; 2032 wdn; 2048 32A; 2087 wdn; 2149 31B; 2155 32A;
2159 40A; 2168 30A; 2378 wdn; 2392 wdn; 2420 66A; 2423 61B; 2851+ 8J; 2852+ 8J;
3009 8J; 3018 1E; 3028 5A; 3035 5A; 3049 5A; 3141 wdn; 3322 51L; 3375 55C;
3509 82A; 3510 5A; 3518 14A; 3525 83A; 3550 64B; 3554 40B; 3558 64B; 3594 87A;
3657 51L; 3702 41J; 3704 34D; 3754 86B; 3807 81D; 3834 14A; 3970 5A; 4017 84A;
4051 wdn; 4066 40B; 4117 10D; 4160 83A; 4183 82A; 5099 66A; 5100 66A; 5101 66A;
5157 55A; 5158 65A; 5159 55A; 5160 55A; 5176 65A; 5177 65A; 5178 65A; 5329 64B;
5550 51L; 5825*D16; 6101 wdn; 6749 30A; 6832 30A; 6938 55C; 7536 D08; 7539 D09;
7540 D09; 7542 D10; 7545 D10; 7621 D02; 7655 D02; 7665 D01; 7666 D01; 7677 86B;
8082 64B; 8592 64B; 8593 64B; 8601 64B; 8604 64B; 12052 wdn; 12055 wdn;
12087 wdn; 12090 wdn; 12099 wdn; 12118 wdn; 12121 wdn; 12122 wdn; E3019 wdn;
E3037 ACL; E3099 ACL; E3100 ACL; E3129 Research Department.

Fitted with Dual Brakes:- 5374/86/87/94/99 6859, 6903, 6805, 3704, 5584, 6739,
179, 5531, 279, 174, 6803, 175, 1704, 3693, 253,
1823, 6818, 1037, 1050, 3807, 4183, 6889

Re-Classified 1704 Class 48 to Class 47

Diesel Multiple Units 52074 59705 51423 all withdrawn
51809 51829 59696 55F; 50980/1/2 56264/5/7 10E;
50771/2/3 50805/6/7 9D; 51945/6/7 52060/1/2 8J;
51308/14/23/29 59475/81/94 all 81D;
51342/60/84/402 59512 all 82A;

DMU Fitted Dual A.W.S. 50661/8 50710/21 51343/69/85 51411 51581/5 52092/7
55991 56281.

Locos fitted dual A.W.S. 1037/50

6D Shrewsbury closed on 13th. June, 1971.

Answers to Competition (Continued)

- 24 London Kings Cross-Newcastle Cen.
- 25 Leeds City-Glasgow Cen.
- 26 London Kings Cross-Sheffield Mid
- 27 London Euston-Manchester London Rd.
- 29 London Paddington-Cardiff General
- 30 London Victoria-Dover
- 33 Wolverhampton LL-Penzance
- 34 London Liverpool St-Norwich Thorpe
- 35 London Waterloo-Southampton Docks
- 36 London Waterloo-Exeter/N Devon Resorts
- 38 London Paddington-Aberystwyth-Pwllheli
- 39 London Padd-Worcester-Hereford
- 40 London Paddington-Swansea High Street
- 42 London Marylebone-Bradford Exch.
- 43 London Paddington-Kingswear
- 45 London Paddington-Weston-Super-Mare
- 47 London Euston Stranraer
- 48 London Paddington-Pembroke Dock
- 49 London Euston-Inverness
- 50 London Kings Cross-Edinburgh-Glasgow

RAIL NEWS
LONDON MIDLAND

MYSTERY TRIP

The mystery tour run from Bolton, Manchester (Vic) and Rochdale on July, 3rd. 1971 by British Railways, made a 154 mile journey to Whitby. This train consisted of D.M.U. Stock, and ran out of water on route at Middlesborough. Arrival at Whitby was consequently 40 minutes late. On the return journey the train covered the 38 mile section from Wakefield to Rochdale in 42 minutes, involving some fast running from D.M.U. stock.

BLETCHLEY

On the same date 6820 (30A) was noted on the main line south of Bletchley hauling parcels vans and Eastern Region EMU No. 024, presumably on route for Wolverton.

BLACKPOOL

Noted shunting here recently has been Class 07 shunter No. 3210 (12C) The locomotive is believed to be working off 10D, but had not been re-allocated two weeks after observations have been reported.

BANBURY

Unusual class 47 working the Paddington to Birmingham train noted passing Banbury on 31st. July, 1971 was 1570 a York based member of the class.

D16 NOTTINGHAM DIVISION

Workings in the area include the following:-

Leicester. Noted here on the depot on 6th. August, 1971 was Class 40 No. 323 (D09) Leicester (Knighton Jn) Noted passing here on 2nd. August, was Class 25 No. 5160 on the day following its transfer from 51L Thornaby to 55A Holbeck.

Burton on Trent:- Noted here on both August 2nd and 8th was 5825. This class 31 was placed on loan to the London Midland region, although the exact date of loan is not known. Eastern region record it as transferred on loan on 1st. August, but London Midland record it as 'W/E 14th. August' Although allocated to D16, it appears to be working from Burton MPD and was still there on 15th. August.

Other Brush Type 2's (Class 31) noted on L.M. include 5557 (40B), 5582 (31B) and 5852 (40B) at Leicester MPD on 15th. August, 1971

WIGAN

Noted here between July 29th. and 7th. August, 1971 was Class 47 No. 1621 (D05). The loco appeared to have failed and was just dumped in the yard of the depot at Springs Branch.

PRESTON

Noted heading towards Preston Through Balshaw Lane, on July 8th. was Class 47 No. 1951 (D05) on a freight train which included one car of a D.M.U.

PEAK FOREST

Still stored in the siding near the now closed Paek Forest Station is class 25 No. 5278, now withdrawn. The loco, which was badly damaged in a n accident at the end of last year. Eight months later it still shows no sign of being moved.

BUXTON After much prodding we present 'A day spotting at Buxton' compiled and observed by W.J. Frisby. The day starting at 09.00 and ending at 15.15

PLACE:- BUXTON M.P.D. at 09.00 on Friday 11th. June, 1971.

Inside depot 5152 & 7541. In front of Depot 327 & 336. At side 7594 & 7633 Behind station 385. (Note all D09 except 7633 & 385 (D08)).

All other 'characters' off statge.

- 09.20 5152 (D09) transferred from depot to depot side
- 09.40 385 (D08) transferred from station back to depot side
- 327 (D09) transferred from depot front to Yard
- 09.50 5293 (D09) arrived light from Dale line & entered yard
- 7541 (D09) transferred from depot to yard

TOURS PROGRAMME CONT.

Sunday 14th November, 1971. CREWE WORKS ONLY Tour Number 87C

Visit to Crewe Locomotive Works Only. Meet Victoria Ave., entrance at either 12-25 or 14-25, or the Duke of Bridgewater Hotel from 12-00 onwards if over 18 years old. Visit fee 15p payable in advance stating which party please.

Sunday 21st November, 1971. GLASGOW & EDINBURGH Tour Number 88T

Motive Power Depots to be visited will include: 64B Haymarkey; 62C Townhill; 64H Leith Central; 65A Eastfeild; 66A Polmadie; and 67A Corkerhill etc., as well as Glasgow (St. Rollox) Works. Coach will depart Saturday :-

	Barnoldswick	at 18-30	due back for 22-00
	Colne	at 18-45	due back for 21-45
Cost will be £2-75	Burnley	at 19-00	due back for 21-30
Minimum deposit 75p	Bury	at 19-30	due back for 21-00
	Manchester	at 20-00	due back for 20-45
	Bolton	at 20-30	due back for 20-30

Sunday 5th December, 1971. NORTH EAST Tour Number 89N

Motive Power Depots to be visited will include: 50C Botanic Gdns; 50D Goole; 51A Darlington; 51L Thornaby; 55A Leeds Holbeck; 55B York; 55C Healey Mills; 52A Gateshead (subject to permits) 52F Blyth Cambois etc. The coach will depart Saturday evening as follows:-

	Barnoldswick	at 18-30	due back for 22-00
	Colne	at 18-45	due back for 21-45
Cost will be £2-75	Burnley	at 19-00	due back for 21-30
Minimum deposit 75p	Bury	at 19-30	due back for 21-00
	Manchester	at 20-00	due back for 20-45

Sunday 12th December, 1971. CREWE WORKS ONLY Tour Number 90C

Visit to Crewe Locomotive Works ONLY. (details as tour 87C-14/11/71)

Sunday 19th December, 1971. IMMINGHAM Tour Number 91H

Motive Power Depots to be visited will include:- 36A Doncaster; 36C Frodingham; 40A Lincoln; 40B Immingham and 41A Tinsley, also Doncaster Works (subject to permits being available). Coach will depart Sunday morning:

	Barnoldswick	at 07-00	due back for 22-00
	Colne	at 07-15	due back for 21-45
Cost will be £1-50	Burnley	at 07-30	due back for 21-30
minimum deposit 50p	Bury	at 08-00	due back for 21-00
	Bolton	at 08-15	PICKING UP ONLY
	Manchester	at 08-45	due back for 20-45
	Sheffield	at 10-00	due back for 19-30

Sunday 9th January, 1972. SWINDON & CARDIFF Tour Number 92V

Motive Power Depots to be visited will include:- 70D Eastleigh; 82A Bristol Bath Road (subject to permits) 86A Cardiff Canton; 86B Newport Ebbw Junction; 86E Severn Tunnel Junction and Swindon Locomotive Works etc. Coach will depart Saturday evening as follows:-

	Barnoldswick	at 18-30	due back at 22-00
Cost will be £2-75	Burnley	at 19-00	due back at 21-30
Minimum deposit 75p	Bury	at 19-30	due back at 21-00
	Manchester	at 20-00	due back 20-45

Sunday 16th January, 1972. CREWE WORKS Tour Number 93C

Sunday 23rd January, 1972 MIDLANDS OVERNIGHT Tour Number 94K

TOURS PROGRAMME

Sunday 26th September, 1971. EAST ANGLIA Tour Number 82P

Motive Power Depots to be visited will include:- 30E Colchester; 31A Cambridge; 31B March; 32A Norwich; 40A Lincoln; 40B Immingham; 36A Doncaster; 36C Frodingham etc. Coach will depart Saturday evening as follows:

	Barnoldswick	at 18-30	due back for 22-00
	Colne	at 18-45	due back for 21-45
Cost will be £2-50	Burnley	at 19-00	due back for 21-30
Minimum deposit 75p	Bury	at 19-30	due back for 21-00
	Manchester	at 20-00	due back for 20-45
	Sheffield	at 21-30	due back for 19-30

Sunday 3rd October, 1971. CREWE WORKS ONLY Tour Number 83C

Visit to Crewe Locomotive Works Only. Meet Victoria Ave., entrance at 12-25 or 14-25 or the Duke of Bridgewater Hotel from 12-00 onwards if over 18 year old. Book in advance stating which party you will be joining. Visit fee 15p. In connection with the above visit the special bus will run again for the LAST time this year.

Bus will depart:	Bury	at 09-30	due back for 18-30
Cost will be 40p	Bolton	at 09-45	due back for 18-15
inclusive or works	Manchester	at 10-15	due back for 17-45
visit fee,	Altrincham	at 10-40	due back for 17-15

Time will be allowed for a visit of the Diesel depot and station if required. Please book in normal manner or telephone Mr. Felton on Saturday afternoon 2/10/71 if last minute booking -061-764-4230.

Sunday 10th October, 1971. SOUTHERN ~~CANCELLED~~ Tour Number 84Q

Motive Power Depots to be visited will include: 70D Eastleigh; 70I Southampton Docks; 70F Bournemouth; 70G Weymouth; 81D Reading; 82A Bristol Bath Road (subject to permits); 85A Worcester and 85B Gloucester etc. Coach will depart Saturday evening as follows:

	Barnoldswick	at 18-30	due back for 22-00
Cost will be £2-75	Colne	at 18-45	due back for 21-45
Minimum deposit 75p	Burnley	at 19-00	due back for 21-30
	Bury	at 19-30	due back for 21-00
	Manchester	at 20-00	due back for 20-45

Sunday 24th October, 1971. LONDON Tour Number 85L

Motive Power Depots to be visited will include: 1A Willesden; 14A Cricklewood; 30A Stratford; 34G Finsbury Park; 73C Hither Green; 75C Selhurst; 75D Stewarts Lane and 81A Old Oak Common etc., and various stabling points and stations. Coach will depart Saturday evening as follows:

	Barnoldswick	at 18-30	due back for 22-00
	Colne	at 18-45	due back for 21-45
Cost will be £2-75	Burnley	at 19-00	due back for 21-30
Minimum deposit 75p	Bury	at 19-30	due back for 21-00
	Manchester	at 20-00	due back for 20-45
	Sheffield	at 21-30	due back for 19-30

Sunday 7th November, 1971. SOUTH WALES Tour Number 86W

Motive Power Depots to be visited will include: 82A Bristol Bath Road; 86A Cardiff Canton; 86B Newport Ebbw Junction; 87A Landore; 86E Severn Tunnel Junction; 87B Margam; Barry Island Scrap Yard and various valley stabling points etc. Coach will depart Saturday evening, time as per tour 84Q 10/10/71 etc.

DISPOSAL OF EX-B.R. LOCOMOTIVES.

The following list reproduced below, has been sent to us giving details of where some of the ex-B.R. diesel locomotives are now working.

Gwent Coal Depot-Newport:- 2181 (in red)
 Landore Iron Foundry :- 2763 (BR livery)
 NCB Gwaen cae Curwen :- 4092 (BR livery)
 NCB Brookehouse :- 2229 Near Sheffield
 Dart Valley :- 2192 (BR livery)
 BP Grangemouth :- 9524
 Montsorrall Granite Co. :- 2867 Near Loughborough
 Birds Stratford on Avon :- 2123 (Yellow No Wheels) Used as Generator Full St.
 CEGB Richborough Kent :- 2041 Derby.
 Coal Conc Depot Carmarthen 2211
 NCB Bestwood Colliery :- 2132 2138 3613 3618 (Notts)
 NCB Gedling Colliery :- 3619 (Notts)
 NCB Ashington* :- 9535 (*see below)
 Shell, Stanford le hope :- 9538
 Burmah, Stanlow :- 2767 (No Number on)
 Betteshanger Coll. Kent :- 4067
 Hutcheson Est. & Dock Co:- 2858 (at Widnes)
 Arnott Young :- 2866 (Dalmuir Yard Dunbarton)
 NCB Philadelphia :- 12051 12060
 Derwent Valley Lt. Rly :- 2245 2298
 NCB Crawley :- 2246
 Bulmers Hereford :- 2578
 CEGB Chadderton Power Sta. Manchester:- 2587 2593
 NCB Rossington Colliery :- 2598
 NCB Frickley Colliery :- 2599
 NCB Streetley Colliery :- 2607
 NCB Yorkshire Main :- 26111 (Edwington)
 Richard Thomas Baldwin :- 2763 (Landore)
 Gulf Waterston :- 9555
 NCB Shireoaks :- 2300
 NCB Tolworth :- 2310
 Fords Dagenham :- 2247 2262 2317 2330 2333
 NCB Orgreave :- 2322
 Hemel Hempstead Concrete:- 2203 2207
 NCB Cadeby & Denaby :- 2208 2513 (Conisbro')
 English China Clay :- 3452 (Fowey)
 Tremorra Worus -Cardiff :- 2125 2757
 BSC Wellington :- 2302
 NCB Aylesbury :- 2324 (Coal Concentration Depot)
 NCB Norwich :- 2325 (" " ")
 NCB Dinnington :- 2328
 NCB Brodsworth :- 2511 2613
 NCB Hatfield Main :- 2518 2519 2616
 NCB Manvers Main (Wath) :- 2209/13/25/38 2323/26/32/34/35/36/37/73
 Barnsley & Dist. Coking :- 2219
 Bowaters Sittingbourne :- 2228 2259

** Note that some of these may now have moved, be out of use, or have been used for spares. More details are given elsewhere in this magazine.

RAIL NEWS LONDON MIDLAND

- 09.55 7541 (D09) departed light from yard over viaduct
 10.00 327 (D09) departed down dale with lime train
 10.05 5293 (D09) transferred fuel tanks from yard to fuelling point
 10.35 1600 87A) arrive from Dale with Lime wagons.
 10.50 1600 (87A) departed over viaduct with Lime wagons
 7637 (D08) arrived light from Dale & entered yard
 336 transferred from depot front to yard
 10.55 336 (D09) departed light down dale from yard
 11.00 7637 (D08) transferred to depot front from yard
 11.20 1651 (81A) arrived over viaduct with Lime wagons & small empty hoppers
 11.30 7637 (D08) transferred from Depot front to Yard
 11.40 5209 (D09) arrived light from Dale & entered yard
 11.45 7637/1651 (D08/81A) departed DH down dale with lime wagons etc.
 11.50 5293 (D09) transferred from fuelling point to yard
 5209 (D09) transferred from yard to depot
 12.10 5293 (D09) departed light down dale from yard.
- what is this, a 30 minute lull, or could it be our treasurers lunch break????
- 12.40 1651 (81A) arrive light from Dale & entered yard
 12.45 1651 (81A) transferred from yard to depot
 12.50 1600 (87A) arrived over viaduct with limestone train (depart down dale
 13.30 385 (D08) transferred from depot to yard
 13.40 7637/5274 (D08/D09) arrive light from Dale & enter yard
 385 (D08) depart light down dale from yard
 13.50 7637/5274 transferred from yard to depot
 14.10 311 (D09) arrive light from Dale to yard, then transf. to depot side.
 14.20 1600 (87A) arrive light from Dale, enter yard & transfer to depot side
 5274 transferred from depot to fuelling pt.
 7637 (D08) transferred from depot to depot side
 14.25 7637/5152 (D08/D09) from depot side to yard
 14.45 327 (D09) arr. from Dale with empty small hoppers
 14.50 7637/5152 departed light down dale
 14.55 327 (D09) departed over viaduct with empty small hoppers
 15.15 1600 (87A) departed from depot through an all-enveloping mist in an
 undiscernable direction to somewhere
 15.16 ---- (----) The aforementioned mist put the mockers on further observations

-- END --

WOLVERHAMPTON

Noted stabled outside B. S. C. Bilston Works, just south of Wolverhampton High Level on 28th. July, 1971 were 3538 3781 3871 3995 (all 2F). Shunters are now frequently stabled here

BARROW

2392 (8F) is being used for spares for 2116 & 2118 at Barrow depot all three being noted here on 29th. Aug July, 1971.

DERBY

3025 (16F) has been noted several times at Derby since undergoing an overhaul at Derby Works in early July, and may not be returning to Burton. Noted on 14th. August, 1971 at Derby was Western Class No. 1038 'Western Sovereign' which was travelling light engine southwards. A working of a Paignton train is believed to bring a Western Class loco into Derby quite frequently.

KEARSLEY Recent rare observations here include Class 47's 1540/4 1619 1959 1698 1727 1748 1928 Class 37 6738/83/84, Class 45 110 & 97 Class 40 254 328.

RAIL NEWS

EASTERN

NAMED D.M.U.'s.

The following diesel Multiple units which work the tyne-rider service have been named ('Nameplates' being very decorative transfers):-

- 50199/225/231, 51209, 56379 all Adam Bucuham
- 50214/605 North Country Lass
- 50232/623 Nanny the Mazer
- 50233 51437 56220 Coffee Johnney
- 50610 56069/83/375 50211 Bobbie Shaftoe
- 56050/64 Keel Man
- 56077 56195 Harry Hotspur
- 56081 56196 56201 Cushie Butterfield

These sets, although basically for the tynerider have been seen as far away as Thornaby, and Eastfield.

GATESHEAD

Noted on the depot recently has been B.T.H. Type 1 No. 8234 (withdrawn from 30A Stratford). Sister engine 8230 is stabled in the old roundhouse at 51L Thornaby. Both these locos were transferred from Ipswich where they were stored and moved to Thornaby. 8234 went forward alone later to Gateshead. Both these locomotives were noted on the Grand Scottish Tour at August Bank Holiday, and also noted on Gateshead depot was the converted sister engine DB968000 ex-8243.

WEST RIDING HOLIDAY TRAINS

Unusual motive power is often noted on these holiday trains particularly to the West Country. Recent observations include the following:-

- 28/8/71 - Class 31 No. 5829 (40B) on a Sheffield-Paignton train at Derby
- Class 52 No. 1061 (87A) Western Envoy Paignton-Bradford at Derby
- 21/8/71 - Class 25 No. 7568 (55A) Poole train (code 1043) at Healey Mills

TRANS-PENNINE

NOTED on the trans-Pennine 13.50 Liverpool/Manchester-Hull on 21st. August was Class 31 No. 5657 (55A) with 8 coaches. It appears that this and one other turn are frequently worked by class 31's as there is a shortage of Trans-Pennine DMU's due to use of these sets on Manchester-Blackpool expresses.

MARCH

Several reports have been received of sightings of all 30 March shunters in a single day, and we include here the observations on two days:-

- 8/8/71 Kings Lynn 2010/11/12/13/17 Peterborough 3128/29/31 3275 3342 3521/42
4074 March remainder (17)
- 15/8/71 Kings Lynn same Peterborough S.P. 3128 3342 3521 3542
Peterborough Carr Sdg: 3275 Peterborough Yard 3129 3131 3528 4074
March remainder (16)

NEWCASTLE The following turns often provide rare locomotives in the Newcastle area 1E83- Edinburgh to Newcastle 4E65 Liner ex-Dudley 4M32 Cars to either Halewood or Longridge, (WFO) Observed on these have been:-

	1E83	4E65	4M32	others		1E83	4E65	4M32	others
15/6	1E83	4E65	4M32	others	16/7	5070	1823	-	-
15/6	7581	1812	-	-	21/7	-	1812	7668	-
16/6	5305	-	-	-	22/7	5304	-	-	-
17/6	5068	1899	-	6801 (9J54)	6/8	-	-	5237	-
23/6	-	1816	-	-	11/8	1844	-	7612	1744 (1E24) **
30/6	-	-	5268	-	12/8	5347	-	-	383 (1E91)
7/7	-	-	1793	7604 arr 52A	13/8	-	-	7568	5300 (1V87)
8/7	-	1633	-	-	16/8	5325	-	-	1839 On 52A
9/7	-	1818	-	6938 on 52A	18/8	-	1821	5236	-
14/7	-	-	7640	-	20/8	-	-	5241	-
15/7	5069	-	-	6940 ballast					

RAIL NEWS (WORKSHOPS)

DONCASTER WORKS:- 21st. August, 1971

- Shunters Class 03 :- 2028/85, 2198 (all withdrawn)
- Shunters Class 08-10 :- 3060 (41C); 3132 (31B); 3320 (30A); 3516/35 (36A);
3681 (30A); 3687 (51L); 3692 (30E); 3701 (41J);
3706 (34G);
- Brush Class 31 :- 5502 (30A); 5542/3 (41A); 5562 (41A); 5569 (31B);
5587/92 (34G); 5628/9 (31B); 5644 (34G);
5662 (55A); 5683 (31B);
- English Electric Cl 37 :- 6730 (55C); 6758/60 (52A); 6774/7 (51L);
6822 (41A); 6855 (64B); 6870 (55C); 6905 (66A);
- B.T.H. Type 1 Class 15 :- 8214/5/8 (all withdrawn);
- Deltic Class 55 :- 9000 (64B); 9007 (34G); 9008/11 (52A); 9016 (64B)
- Shunters Class 11 :- 12080/97 (withdrawn)
- Electric Class 81-86 :- E3032/3/4/7/8/42/3/98 E3100

DERBY WORKS (Open Day 28/8/71) - *indicates locos on display

- 'Peak' Classes 44-46 :- 23* (55A); 39/40/83 111/3/5/09 (D16); 141/50/5
(82A); 191 (55A);
- Brush Class 47 :- 1830*(D16);
- Shunter Classes 08-10 :- 3023/55 (1E); 3057 (15A); 3088 (2F); 3192 (8J);
3371*(10D); 3590 (9A); 3700 (14A); 3764 (5A);
3861 (5A); 4131 (14A); 3306 (14A); 3838 (2E);
- Sulzer Class 24 & 25 :- 5016 (D05); 5088 (wdn); 5055 (D05); 5119 (60A);
5162/5 (51L); 5199 (D09); 5223*(D01); 5236 (D16);
5253 (D08); 7529/35 (D01); 7549 (D10); 7585 (D08);
7654 (D09); 5218 (D01);
- English Electric Class 20 :- 8135 (D16);*
- Shunters Class 11 :- 12062/89/91 (all withdrawn).

SWINDON WORKS (8/9/71) = denotes stored locos

- Warship Class 42 & 43 :- 830+/47+/56+/60+/64+/ (all withdrawn) 870+(84A);
- Western Class 52 :- 1011/21 (84A); 1026 (87A); 1042/3/6/9/51/2/3
(84A); 1057+(84A);
- Shunter Class 03 :- 2378+(withdrawn); 2140+(withdrawn);
- Shunter Class 08-10 :- 3094 (75C); 3466 (73F); 3267 (82C); 3509 (82A);
3606 (87A); 3809 (75C); 3812/3/6 (86B); 3815 (73C);
3828 (87A); 4103 (75C);
- North British Class 22 :- 6307/9/ 12/32/49/52 (all withdrawn+)
- Shunter Class 12 :- 15232+(withdrawn).
- B.R. Paxman :- 9530 (withdrawn).

ST. ROLLOX WORKS (30/8/71). % denotes stored locos

- Shunter Class 06 :- 2431 (66A); 2439/40 (62C);
- Shunters Class 08-10 :- 3883/5 (64H); 3899 (65A); 3907/17/23 (66A);
4098 (65A);
- Sulzer Class 24 & 25 :- 5071 (64B); 5097 (55A); 5102/5 (52A); 5115 (60A);
5129/31 (60A); 7593/6 (52A);
- Birmingham RC & W Cl 26/7 :- 5303/11/12 (64B); 5343/4 (60A); 5362/4/7/74/86/7
5394/9 5405 (65A);
- North British Class 29 :- 6119 (65A)
- English Electric Cl 20 :- 8116/24 (66A);
- Clayton Class 17 :- 8501/9/14/19/20/22/26/27/32/33/90 (all withdrawn%)
- STORED CLASS 22 42 & 43's:- St. Phillips Marsh:- 850/46/6310/20/27/31/40/54
6315. Hackney Bldgs Newton Abbott 828/36/7/8/43/51/9/49 6318/23.84A:6308/28/48

RAIL NEWS
SCOTTISH

HAYMARKET

Noted here on 17th. July, 1971 was ex-B.T.H. type 1 now No. DB968001 (ex-8233) from Leeds Neville Hill. This non-powered carriage heating unit appears to have been transferred here as it was still in evidence at the end of August, 1971 and was working, coupled to some new Mark IID coaches at the top of the depot yard.

AUGUST BANK HOLIDAY

Noted on the club trip on 28-30th. August, 1971 were the following:-

MARKINCH Class O6 No. 2414 was noted here. This loco was transferred from Dundee to Townhill on 3rd. January, 1971, but did not in fact move until much later, and was probably still in Dundee in June. It is however now working off Townhill depot. ****LATE NOTE See Below

ABERDEEN Noted on the motive power depot were 3550 and 3558, both of which were transferred from Dundee southwards to Haymarket!!!! on 4th. August, 1971 also here was 3211, the Leith Central based shunter. Two or three of the Ferryhill based shunters appear to be in a rather derelict condition, and have no rods on. It is possible that these are for withdrawal and 3211, 3550/8 are replacements, or they may be on loan whilst the ferryhill locos go to works. Any further information will be appreciated.

Dundee noted on the motive power depot was 5189 (D10). This is the second report of a D10 based Sulzer Type 2 in North Scotland. The other report concerns No. 7545 (D10) which was seen shunting the yard at Inverurie on 8th. July, 1971.

STIRLING Noted in the station on the end of some sleeping cars at Stirling was D08 Liverpool Division based Class 40 No. 220 'Franconia' in a very run down condition.

EASTFIELD Class O6 locos no.s 2427 and 2434 were still in evidence at Eastfield despite having been withdrawn since September & July 1969 respectively.

Also noted here were 5177 (recent transfer from 55A) and 5189 (see Dundee)

POLMADIE Only two Class 50 locos were in evidence on the depot on the Sunday, being 401 and 437. Noted here also was 6101 (recently withdrawn from Eastfield) 216 & 224 (both D08) and several Class 47 locos from the Birmingham area and from Western Region, including 1675 'Amazon'. Recent transfers to Polmadie

seen on shed were 2420 (from 61B), and 5100/1 (from Eastern Region)

ST. ROLLOX WORKS. Full details of locos seen on St. Rollox Works are given in the Workshops section.

KILMARNOCK

Noted passing through the station on 6th. July was triple-header freight hauled by Class 20 No. 808D and Class 17's 8552 & 8559.

EASTFIELD

Noted here on 6th. July, 1971 was Class 47 No. 1678. Also noted in ex-works condition was Class O6 No. 2440. This was noted two days later at Burntisland, but by the end of the month was back in St. Rollox Works

WHIFFLET JN.

Noted here on 8th. July were 8068 5323 3212 2421* 6116 3383 5002 8107 and 8319 (*2421 is the loco which is almost always seen here.) The Junction is near Coatbridge.

INVERNESS

Noted here on the York-Inverness car carrier on 8th. July was Class 40 No. 277 (55B).

LATE NOTE 2414 was still at Dundee on 12th. August, and must have moved after this

ENGLISH ELECTRIC

Class 40 locos based at 64B Haymarket, continue to have turns to many parts of the country, the most recent sightings including one at Liverpool lime street, arriving bearing a '1E**' headcode. These locos still appear on Crewe Works for overhaul, as can be seen from the Crewe Works list in the Workshops Section. At the same time members of this class based on other regions continue to work well into Scotland, including 251 (55B) seen at Inverness on 28th. July, 281 (55B) seen also at Inverness 8th. August, and 220 (see Stirling). These are in addition to those noted opposite.

BILSTON GLEN COLLIERY

Further to details of the Leith Central Turn at this location we now have full details of the location as follows:- It is situated in the town of Loanhead, about 7 miles SE of Edinburgh, and a bus service, operated by Scottish Omnibuses Ltd, leaves St. Andrews Sq., for the town. From the end of High Street, go along The Loan, to the end and Turn Left (At this junction Loan Street continues straight on as Nivenshowe Rd., and the Colliery is on the Right just before Burghlee Terr.

GLASGOW

With the start of the Summer timetable Glasgow has a direct parcels service to Bristol, The 20.05 Glasgow - Bristol (3V05). This turn now regularly brings a Canton based Class 47 into Glasgow.

EX-B.R. LOCOMOTIVES

Further details are as follows:-

The following are owned by A. & R. Adams, Town Dock Newport:- 2139/78/86/93 and 2244. These are frequently sent out on Hire, and have been noted below. These are, we stress, HIRE locomotives and may not still be at these places:-

- 2139 Nantgarw Coking Plant, Treforest (Green Livery)
- 2186 NCB Aberaman (B.R. livery - Out of use at time of observation)
- 2193 Coed Ely Coking Plant, Tonyrefail,
- 2244 Montanto Chemicals, Newport

Llanelly Steel Co. own the following, some of which may have been used for spares only:- (new owners numbers in brackets)

- 2561 (D3) 2950 (D4) 2601 (D5) 2306 (D6) 2307 (D7) 2304 (D8) also 2195 2305 and 2568, the latter may have been cut up.

Sir Lindsay Parkinson had loco no. 2182 at Glyn Neath Opencast site, but as this was due for closure the whereabouts of this loco are now uncertain.

Briton Ferry Steel Co. have the following:-

- 2600 (D7), 2204 (D11), 2247 (D12) 2270 (D9) also (out of use) 2308/40 2281 (believed used for spares and possibly 2569/70 2956 (more likely cut up for spares.

ASHINGTON 95XX locos here (new numbers in brackets) are :- 9521 (9312/90)

- 9517 (9312/93), 9527 (9312/94), 9518 (9312/95), 9514 (9312/96) 9508 (9312/99) 9528 (9312/100), 9545 (9312/101) Old B.R. no is on the inside of the cab.

If anyone knows the whereabouts of other locos and will send a list to the magazine editor, we will be please to print them.

BRIGHTON

Locomotives now stable at the top of the old steam shed yard, and only go to Lovers Walk Car sheds for refuelling etc. Noted here on 11th. July were 3041, 3220/2, 3669, 6565/68/70, and E6003/45/46/47. On 7th. August there were even more of the Class 73 Electro-diesels in evidence, when E6002/06/07/20/26/42 were observed. Shortly after the first date 3220 was sent to Selhurst to have a burnt out motor replaced, but work on the loco had still not started at least five weeks later. On loan to Brighton during parts of August, due to shortage of shunters here, have been 3100 and 15225 (both Selhurst based locomotives).

PORTSMOUTH HARBOUR

Most interesting working into Portsmouth Harbour is the 09.15 Cardiff to Portsmouth Harbour and return. This is usually hauled throughout by a Cardiff based 'Hymek', although Bristol based members of the class are sometimes seen. There is also a 16.35 Cardiff-Portsmouth Harbour (Summer Saturdays only) which on 28th. June travelled from Cardiff to Bristol behind 'Peak' Class 45 No. 118 double-headed with 'Brush' Class 47 No. 1936. The pair was removed at Bristol and the train was left to struggle towards Portsmouth by a single unidentified 'Hymek' pulling the twelve coaches.

BRIGHTON-EXETER

The 08.50 Brighton to Exeter and 13.55 return train continues to send a regular Southern Region Crompton (Birmingham R.C. & W. Class 33 Type 3) to the Western at Exeter, and is of special interest on Summer Saturdays, when it is usually hauled by a pair of Class 33's. This is invariably worked by Hither Green based members of the class, unless a breakdown necessitates a change of loco when an Eastleigh based member can be seen. This happened on Saturday 31st. July, when the train left Brighton behind two Hither Green locos and arrived about a half hour late behind 6510 (70D), and 6572 (73C). Other turns of these locos includes a Waterloo-Exeter train on Summer Saturdays which arrives at Exeter at 12.00 behind a single loco instead of the usual 'Warship' Class. On 31st. July this was hauled by 6518. A week later, however, a more unusual sight occurred, when, following a derailment at Clapham Junction the coaching stock was unable to be released and the train left Waterloo, and indeed reached Exeter, with 6535 hauling two Southern Region 4-TC Electric Multiple units. It is not known whether the units used Electric Power over the first 48 miles, but they certainly couldn't do so over the last section, as this consists of 125 miles without third rail!!!! On Summer Saturdays also, the other Waterloo - Exeter trains run through to Barnstable, although they are not advertised as through trains. The 'Warship' class locos therefore making the journey from Waterloo to Barnstable. On these trains there is however quite a long wait at Exeter in both directions.

MICHELDEVER

During the second week in August this well known 'dumping ground' for withdrawn Southern Region Electric Units was visited on two occasions by locos, on the first occasion (11/8/71) 1524 (30A) towed four of the 2-BIL/2-HAL sets to Basingstoke, where they remained for several days, and on the second occasion (13/8/71) 6986 (86A) removed some further E.M.U.'s. At the end of the week, the oldest 'inhabitants' still remained, including several Pullman cars and the 6-TC set No. 601.

LATEST 4-CIG SETS

Delivery at Selhurst has included the following recently:-
5/8/71 :- 7398 and 7399. Latter entered Service within two days, former still on depot a week later. 12/8/71 7400 and 7401 arrived. Delivery is still unconfirmed for more recent dates, but 7408 and 7409 should have arrived 9/9/71.

RAIL NEWS
SOUTHERN (Ctd)

NEW E.M.U.'s

Despite reports in the Railway press the new 4-PER and 2-PER deliveries stood at only one by 14th. August, 1971. the 4-PER prototype No. 4001 was delivered to Durnsford Road (Wimbledon) at the end of July, and includes sliding doors, and a large standing capacity. Seating Capacity is very limited. The second 4-PER No. 4002 is not expected until September, and it is believed that it will be delivered to Selhurst, and it is reasonably certain that when the first 2-PER arrives it will go to Stratham Hill depot. The first set is unlikely to enter revenue earning service before 1972, as it has to have at least six months test runs empty both for test and driver training purposes. They cannot be coupled to any other sets, as they are equipped with electro-rheostatic braking instead of the normal electro pneumatic braking. Logically they should be known as 2 and 4-PER sets, although the local name is already 4-PEP. They are not however EP braked.

ELECTRIC LOCOMOTIVES

During the week ending 13th. August, 1971 all the E5000 and E6100 series Electric and Electro-Diesel classes were seen on the Southern. This is unusual, as there is usually an E61XX on Crewe Works, and indeed E6101 went to Crewe at the end of the week. Sightings of these were as follows:-
E5001 -Chart Leacon (8th), E5002 - Ashford (8th), E5003 Dover (8th), E5004 -Dover (8th), E5005-Faversham (8th), E5006 73F (9th), E5007 Victoria (12th) E5008 -Works (Eastleigh) (11th), E5009 Dover (8th), E5010 Ramsgate (9th), E5011 -Dover (9th), E5012 Dover (9th), E5013 Ashford (8th), E5014 Ashford (12th) E6101 -Eastleigh (7th), E6102 St. Denys (13th), E6103 Waterloo (10th), E6104 -70D (10th), E6105 70D (10th), E6106 Waterloo (13th), E6107 Waterloo (13th) E6108 -70D (10th), E6109 Waterloo (10th), E6110 Waterloo (13th).

BASINGSTOKE

Class 47's noted here include (date in August in Brackets):-
1543 (1M49) (55B based-7th), 1747 (Freight-DO2-13th), 1661 (8068-87A-13th), 1721 (stabled-DO2-7th), 1524(30A-11th). Class 47 No. 1670 (81A) looked set to make Basingstoke on the 7th. but was inexplicably taken off a passenger train at Eastleigh whist heading in the Basingstoke Direction.

HASTINGS GAUGE

Type Three locos built to Hastings Gauge seemed to get around during August, observations of the last three being as follows:-
6596, 6596 and 6597 all at Hoo Jn. (8/8/71), 6596 Clapham Jn on Cement train (9/8/71), 6595 Tonbridge (9/8/71), 6597 Tonbridge (12/8/71), along with 6588/89/90/93/94. 6597 later seen at Gillingham, etc. etc.

UNUSUAL SIGHTINGS include the following:- 1563 (30A at Eastleigh)-7th Aug. unidentified Brush Type 2 in Hither Green Yard evening 9/8/71. 1702 (40B) Eastleigh Sta. 10th. Aug. 867 passing Wansworth Road on a freight (8057). This was closely followed by 1708 (DO2) on (6M*6), and ~~xxx~~ 1810 double headed with 'Peak' 68 'Royal Fusilier' BOTH D1 6 locos. Later that day (11/8/71) 1810 was again double headed on Southern metal, this time with 1801, also D16 passing through Clapham Junction on the back lines (Reading etc). 7658 (DO1) was noted at Clapham Junction (11th), followed closely by 1935 both on freights later on. On 12th. August 5580 and 7665 were seen in the Yard at the back of Selhurst depot, and the previous day 854 'Tiger' was seen on the Continental Freight depot at Hither Green. It later worked a freight through Clapham Jn. On the 12th. 6537 was given the task of going from Clapham to Guildford, where it was to pick up and tow 6504 to Eastleigh. 6504 had been gutted badly the previous night and it required the Fire Brigade to put it out. It was expected to go onto works.

RAIL NEWS
WESTERN

LICKEY BANKERS

Lickey Bankers continue to be Bristol based 'Hymek' Class Nos. 7021/22/23/24, usual three working one at Worcester spare. On 12th. July working ones were 7021/23/24. It has been rumoured that 'Peak' Class 44 are to go in their entirety to Bath Road and a few used as Likey bankers (Class 44 are Nos 1-10 only).

WORCESTER

On 12th. July, 1971 at about 18.30 'Peak' 157 drew slowly into the station at Worcester working '1E18', a Bristol-Newcastle, arriving 85 minutes late, being pushed by 1863 on a freight. 157 had failed and was replaced at Worcester by 7046. The Hymek worked on to Birmingham.

PWM LOCOS

These locos are working as follows (all observed in one week during July)
PWM 650-Stored opposite Swindon Wks, PWM 651 Radyr, PWM 652 Taunton,
PWM 653 Theale PWM 654 Newland (Worcester).

PLYMOUTH

Unusual sights in the Plymouth area during the last week in July and first week in August was headed by several sightings of a Sulzer Type 2 (Class 25). The loco No. 5180 (86B) appears to be on loan to Laira, and this is further supported by the fact that Ebbw Jn, now being one short, has received 7677 from London Midland Region. Perhaps Sulzer '2's are going to the West Country.

HYDRAULICS TO GO!

All diesel Hydraulic locos are to be withdrawn by January, 1973. This means goodbye to the Western, Warship and Hymek Classes. Apart from Warships these classes are at the moment untouched as far as withdrawals are concerned, although 1011 is unofficially in store at Laira (doors padlocked). These will however start going very soon now. Already 'Peak' Class locos are appearing in the west country, indeed the average observations of 'Peaks' is already at a rate of three an hour. Details are already being fixed for the drafting of locos to the Western Region. Eastern are to send over 60 locos, and it is believed, although not fully substantiated yet that all except 38 of the 65XX Birmingham Type 3's are to go from Southern to Western. What will in fact go- we will have to wait and see, How short are other regions going to be? Personally, I look forward with interest to these and other developments. Surely B.R. must start more building very quickly.

PEAKS-PEAKS-PEAKS

As we said above Peaks are seen in plenty in the West. An example of observations is given here:- Seen at Starcross (Near Dawlish) in a three hour spell:-
129 (1V76 Manchester to Penzance), 44 (1M73), 177 (4M85), 158 (8Z61), 151 (1B86)
181 (4B19) . Seen on a summer Saturday at Exeter (with times):-
138 (08.15 Bristol-Plymouth) 159 (08.20 1S27 Paignton-Edinburgh) 165 (08.53 Light)
130 (09.12 1E30 Plymouth-Leads), 68 (09.38 1M18 Paignton Nottingham)
42 (10.01 1E20 failed here) 144 (10.20 1C39 Kingswear-Cardiff)
28 (10.34 1E48 Paignton-Leads). 29 (10.34 1M29)
108 (11.26 1V60) 35 (11.26 1E37 Devonian Paignton Leeds)
165 (11.50 Northb'd passenger) 163 (11.53 1V64) 156 (12.13 1M22)
87 (12.35 1M23) and 13 others before 17.45. Four Peaks each hour between 10.00 and 13.00. Could it be that the magic of the Westerns and Warships will be replaced by the common D16 'Peak'. As someone who can see 'Peaks' easily, I personally hope not. Perhaps the West Country Enthusiasts will disagree.

OTHER OBSERVATIONS AT EXETER

Amongst my 100 plus loco observations at Exeter one fine summer Saturday (31st. July), are the list of 'Peaks' and the following other examples all made between 08.00 and 17.52 - over 100 loco-hauled trains.

09.00 Paignton-Liverpool train 1M87 hauled by 1064 (82A)

09.22 Hymek No. 7100 LE to depot. The only other hymeks were 7036 which worked the Paddington-Barnstaple (1B18) as far as Exeter, at about 11.00, and 7008 which was on depot at 08.00, and worked 1B18 forward. 7042 passed at 13.23 unusually double-heading with 1007 on the Ealing Broadway-Paignton train. 1960 (D16) worked the Paignton-Nottingham, but stranger still was the last Brush Type 4 to be built (D16 based)-1961 which worked 1A51, a Plymouth to Paddington train !!

MELDON QUARRY

The Meldon Quarry shunter 3509 has finally left the quarry and does not look as if it will return. It has been transferred to Bristol and is at present on Swindon Works undergoing a very major overhaul. It is believed that 3525 is to take its place, and this was indeed at the quarry for most of August.

NOTE. Following closure of Shrewsbury depot, fellow Departmental 3510 at Hookagate is transferred to Crewe (along with all other 6- shunters), and does not now appear to be the regular Hookagate based loco.

FAILURES

During the Summer months many failures occurred at Exeter and points west, including the following:-

'Peak' 39 arrived at Exeter on 29th. July, 1971 on 1V73 the Liverpool-Plymouth and left the station on time. It only reached the signal box however, with the rear coach still in the platform when it failed. It managed to set back unaided and was replaced by 826. Before that left 822 and 130 arrived in the station on 1E54 double headed, the Peak presumably having partially failed. Two days later 831 (1M61) failed on the Newton Abbot Motorail to Kensington Olympia, and fouled most of the lines in Exeter St, David's. The only available loco was 7100 which took the train forward after a 35 minute delay, mostly spent in trying to get 7100 to the front of the train.

SOUTHERN REGION E.M.U.'s

The end of July saw the last workings of 2-BIL and 2-HAL sets on the Southern Region, although during August many were still stored, particularly on the line to the West of Brighton. These were believed to be available in cases of emergency for service, should failures leave the Brighton area short in the Rush Hour. Some of the stored units are given below.

2-PAN units No's 061 to 064 were stored near Walton on Thames during August, but are probably still to be used. Two further sets (also formed of old 2-BIL/2-HAL sets) numbered 065 and 066 were at Hove station, along with two other 2BIL/HAL sets.

Stored/Withdrawn EMUs were at the following:-

2BIL/HAL:- West of Ford station, West of Lancing Station, Hove Station, Near Gatwick Airport Station

4BUF/4GRI- Near Gatwick Airport Sta.

HOVE:- 2672 065 066 and others. LANCING:- 2685/98/28/94/79/99/23/02/03 2014/16 2139 and others GATWICK AIRPORT STA:- 3072/82/86 2024 2684 3077/84/87/88 and others

COMPETITION PAGE

In this edition of our magazine there are two answers to each question. You are given the name of a motive power depot that was open 10 years ago. We want you first to give the code of the depot at that time, and then state in which city, County Borough or Borough it is situated or near too. All fully correct answers received will be placed in a draw, and the first two to be picked out will receive vouchers worth £1-00 each towards future tours. In the event of no fully correct answers being received the two entries with the highest number of correct answers will receive the prizes..

- | | | | |
|-----|--------------------|-----|------------------|
| 1) | Exmouth Junction | 26) | Darnall |
| 2) | Kittybrewster | 27) | Parkhead |
| 3) | Canton | 28) | Hurlford |
| 4) | Croes Newydd | 29) | Ladyr |
| 5) | Lower Darwen | 30) | Landore |
| 6) | Colwick | 31) | Heaton |
| 7) | Bushbury | 32) | Hornsey |
| 8) | Copley Hill | 33) | Lees |
| 9) | Dalry Road | 34) | Green Ayre |
| 10) | Heaton Mersey | 35) | New England |
| 11) | Kipps | 36) | Upperby |
| 12) | Stewarts Lane | 37) | Bricklayers Arms |
| 13) | Polmont | 38) | Green Park |
| 14) | Tyseley | 39) | Bescot |
| 15) | Bank Hall | 40) | Oxley |
| 16) | Patricroft | 41) | Friary |
| 17) | St. Margarets | 42) | Kings Cross |
| 18) | Parkeston | 43) | Stourton |
| 19) | Whitemoor | 44) | Canklow |
| 20) | Ardsley | 45) | Lostock Hall |
| 21) | St. Phillips Marsh | 46) | Kentish Town |
| 22) | Neasden | 47) | Gorton |
| 23) | Sutton Oak | 48) | Agecroft |
| 24) | Aston | 49) | Norwood Junction |
| 25) | Rose Grove | 50) | Brunswick |

Copy your answers onto a plain piece of paper and send them to Mr. A. Fawcett, 29, Clarence Street, BARNOLDSWICK, Via Colne, Lancashire. (Please note NEW address). All winners will be notified accordingly, and a full list of answers and winners will appear in the next edition of our magazine. All entries must arrive before 15th October, 1971. If you can only answer a few of the questions in this competition it may be worth your while to send your entry, a lot of members recently have not bothered to send their entries because they thought they had not answered enough questions correctly, when they could have won a prize.

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VOUCHER REBATE SCHEME

As you may have read in notes from the Committee, the price of tours has had to be increased slightly. This has been caused the everlasting increases in the cost of coaches, running expenses of the Society in the way of stationary etc., cost of producing this very magazine has virtually doubled in the past 5 years since we last put our prices up.

However to alleviate some of the increase to members who regularly attend tours, the increase will be very small by the virtue of our new voucher rebate scheme. For every day tour you attend you will receive a voucher worth ONE point, for every overnight tour you attend you will receive a voucher worth TWO points and FOUR points for long weekend tours such as Easter and August Bank Holiday. When you have collected a total of TEN points, you should send them along with a stamped addressed envelope to the Treasurer: Mr. W. J. Frisby, 60, Kings Road, Fairfield, BUXTON, Derbyshire. You will then be sent a voucher worth £1-00 towards any future tour.

The vouchers are only issued on the following conditions:-

- 1). That you have paid for the tour in full at least 7 days before the tour. (In other words if you book at the last minute or do not pay your remainder from a deposit before the tour, you will NOT get a voucher).
- 2). Your new membership card (when issued) MUST be presented to the official issuing the vouchers on the coach (No Membership Card - NO Voucher).
- 3). They are valid 12 months only from the date of issue.
- 4). They are not transferable to other members. (In other words you and you alone can use them).
- 5). You are also responsible for looking after them, if you loose one, you can not get a duplicate, so put them in a safe place

As we have stated previously this is the first time in over five year that we have increased the prices of our coach tours but if they are to remain at this level for another five years it is essential that we have more members attending tours, and that each coach is nearly full. If we don't get sufficient support for a tour we shall have no alternative to cancel it. So if you see someone train spotting, tell them about the N.C.T.S. and get them to join, a supply of handouts can be obtained from S. Warr, 64, Greenhill Road, BURY, Lancashire, enclosing foolscap Stamped addressed envelope please.

Your new membership card similar to the one used by the old B.W.R.E. will shortly be issued to you, except if your subscriptions are due for re-renewal on 30th November, 1971, and then it will be issued to you when your subscriptions are received. This must be used as directed after the date you receive it, otherwise your booking will be returned to you. If you have any queries about the Voucher Rebate Scheme or your new membership cards please contact Mr. Felton.

STEAM SPECIALS

It was learnt just before this magazine went to press that British Railways propose letting steam special behind privately owned locomotives run on a limited scale over the next few months.

Over the past four, to five years British Railways have banned the use of steam trains on their metals for various reasons, but now at last they appear to have relaxed this ban just a little. It is expected that the first special will be run in three or four weeks time from Birmingham to Paddington and back behind the King at present at Hereford. No definite details are at present available, but we hope that we can give members some information on the East Anglia Tour.

It is expected that if this tour is a success and no trouble to British Railways, other steam special will follow later this year. It is possible that they may be restricted to one per month or something like that, we shall just have to see, although B.R. in Manchester are believed to be in favour of running steam special in their division, so it may not be long before we can all see steam on the move again.

We hope to have further information about these tours in the next edition of our magazine.

