

NORTHERN COUNTIES TRANSPORT SOCIETY



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MAGAZINE NUMBER 20 19.

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COACH PICKING UP POINTS

SHEFFIELD	Midland Station Forecourt (across the road)
MANCHESTER	Victoria Railway Station (202/203 Bus Stop)
DERBY	Siddals Road, Works Entrance
ASHTON	Swimming Baths

VARIOUS POINTS EN ROUTE :- Provided prior arrangements have been made with the Bookings Secretary.

The Photograph on the front cover is of 1737 $\frac{1}{2}$ a mile North of Standish Junction near Gloucester taken on 11-8-72 by M. Griffiths.

NOTES FROM THE COMMITTEE

There are still plenty of places available on the GRAND SCOTTISH Tour this coming August Bank Holiday weekend (for details see tours programme) Although it was stated in the last magazine that £7.00 of the total cost of the tour must be paid by 16th June, this does not now apply and anybody who wished to go on the tour but has not booked, should now do so as soon as possible. As usual we shall endeavour to visit every depot and stabling point in Scotland on this tour, which is one of the best and most popular tours of the year. SO TO AVOID DISAPPOINTMENT BOOK NOW

From the 1st of September 1974, the cost of membership has unavoidably had to be increased from 40p to 50p. This increase is due to the ever rising costs of postage, paper and printing over the last 12 months. It is the first time that our membership fees have been increased for 2 years and even at 50p they are considerably less than most other Societies in the country.

If any members have any complaints regarding the running of tours, or the organisation of the Society in general, will they please submit them, in writing, to any official listed on the first page of the magazine. The committee always have the members interests at heart and any suggestions to improve any aspect of the Society are most welcome.

There is still a very small minority of members who are not on their best behaviour on tours, who tend to make a nuisance of themselves. This reflects very badly on the rest of the members, and will not be tolerated. Over the past twelve months we have had to expel two members from the club because of persistent misbehaviour on tours, and anybody who causes any form of trouble on any future tour will suffer the same consequence. We pride ourselves on running a Society which has amicable relations with its members, and very important, with British Railways, and anybody who spoils these relationships will not be tolerated.

N.C.T.S. Allocation books, DMU/EMU books, Stabling Point Books, Society Badges and loco badges, P.V.C. Covers complete with your name or the Society Name are available on all coach tours. A full price list appears later in the magazine. If you are sending for one of these items by post, please remember to enclose the correct amount of postage. All orders to be sent to Harry Howells whose address appears inside the front cover along with all other officials.

OPEN DAYS WHICH WE ARE INTENDING VISITING ARE AS FOLLOWS:-

DERBY	(LOCOMOTIVE WORKS)	31st AUGUST
SWINDON	(LOCOMOTIVE WORKS)	7th SEPTEMBER
BARROW HILL		22nd SEPTEMBER

Please note that Crewe Works will NOT be having an open day this year.

NOTICES

STAMPED ADDRESSED ENVELOPES You must always enclose an S.A.E. with all correspondence to Society Officials when you require a reply. Failure to do so will only result in having to increase prices - SO PLEASE DON'T FORGET

POSTAL ORDERS/CHEQUES These must be crossed A/C payee only and made payable to Northern Counties Transport Society or N.C.T.S. and must not be made payable to Society Officials or individuals. Although we mention this in every magazine, there are still some members who do not adhere to this rule. If you are not sure how to fill in a Postal Order correctly, leave it blank. If the bank returns any that have been filled in incorrectly then your booking will be cancelled.

MEMBERSHIP CARDS These must be used as directed. You must send yours with every booking for a tour, and must present it as a receipt on every tour that you attend no membership card on a tour and you will not receive a token towards our voucher rebate scheme. Remember this must also be valid for the tour you are booking for otherwise it will be rejected.

MEMBERSHIP NUMBER The number which appears on your membership card MUST be quoted on all correspondence to officials.

BOOKINGS FOR TOURS When you book for a tour, follow the directions on the membership card, and send the necessary booking form. If you find at the last minute that you are unable to attend a tour, PLEASE let an official know, as it may be possible to find someone to fill your place. If you place is not filled, you will not have your money refunded unless medical evidence can be produced. Also please note that when you have paid the deposit for a tour the balance of the outstanding money MUST be paid in full at least seven days before the intended tour. Failure to do so may result in you losing your place and will mean that you will not get a voucher. TELEPHONE BOOKINGS CANNOT BE ACCEPTED

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

VOUCHER REBATE SCHEME If you have paid all the money for a tour 7 days preceding the date of that tour you will receive a voucher towards this scheme. When you have collected a total of 10 points you should send them, along with your membership card to the treasurer G. BARLOW and you will receive a credit note worth £1.00 towards a future tour. For day tours you get 1 point, overnight tours 2 points and for 4 day tours 4 points. Remember that these vouchers are valid only for 12 months.

CONDITIONS OF VISITS Will members please note that visits to depots advertised are subject to permits being available. The conditions that B.R. impose on our visiting depots vary from time to time and usually these are altered at short notice and it may not be possible to inform members before the actual tour. Also please note that B.R. are raising quite high levies for us to visit depots, and if there are insufficient members to fill the coach a small extra levy may have to be raised

EDITIONS OF THE MAGAZINE The dates that the magazine goes to press do vary from time to time, but in general any items, including rail news, should reach the Editor by the end of the first week in March, July and November in order to appear in the next edition.

Opinions raised in articles in the magazine are those of the contributors and not necessarily of the Committee or the club in general.

THE STOREFIELD LINE

Storefield steamers were tough old locomotives which were used to haul the heavy trucks of iron-ore from Storefield mines of the South Durham Steel and Iron Company to the main British Rail sidings.

The mines are in a hilly part of Northamptonshire, three miles from Kettering five miles from Corby, two miles from Geddington and four miles from Desborough.

To reach the main line sidings the line covers about two miles, and is laid out like a big square.

Although the mines are situated approx a quarter of a mile from the main line, the Storefield line has to make a detour, taking in a wood, passing under a road bridge, through deep cuttings, and finally up a long incline.

This line is picturesque in every season of the year, greenfields of summer, leaves of Autumn and the white crisp scenery of Winter.

The locomotives had to work hard in all kinds of weather, before they were taken over by diesel in 1968 (June).

The locomotives:- 'Caerphilly' 0-6-0 built in Leeds in 1936, 'Andrew Barclay' No. 11 0-4-0 built in Kilmarnock in 1905, and 'Andrew Barclay' No. 19 0-4-0 built in 1904. The colours of the Storefield locomotives were Green, with splashes of red in places. They were a great sight, very clean and worth a second glance from a passer by.

P. R. Hodgkiss,
30, McMahon Avenue,
Staveley,
Chesterfield,
Derbys.

Mem No. 2021

It has come to the notice of the Committee that a certain Railway Society in the North of England is about to cease activities due to lack of support from its members.

The Northern Counties is YOUR Society and will only keep going as long as its members support it. This means participating in tours as often as possible. The same loyal members appear on almost every tour, where there are many of you we hardly ever see. There is no danger of the N.C.T.S. folding up at the moment, but the Committee would like to stress, that lack of support will result in us meeting with the same misfortune as the Society mentioned above.

Wolverton Works & Derby Works Carriage & Waggon Section, open days are both on 17th August. N.C.T.S. Members who need Shunters off either Bletchley or Derby would find a visit here worthwhile as Bletchley shunters only visit Bletchley occasionally for refueling etc.

ALL VISITS TO DEPOTS ADVERTISED ARE SUBJECT TO PERMITS BEING AVAILABLE.

23rd/24th/25th/26th August 1974.

Tour No. 74.19

GRAND SCOTTISH.

Depots to be visited will include:- AYR, ARDROSSAN, HAMILTON, NOTHERWELL, POLMADIE, EASTFIELD, GLASGOW WORKS, GRANGEMOUTH, STIRLING, FORT WILLIAM, INVERNESS, ELGIN, KEITH, ABERDEEN, DUNDEE, PERTH, KIRKALDY, MARKINCH, LADYBANK, METHIL, THORNTON YARDS TOWNHILL, HAYMARKET, MILLERHILL, SOUTH LEITH, and others as time permits.

Coach will depart Friday evening the 23rd

SHEFFIELD	6.30pm
MANCHESTER	8.00pm
SALMESBURY	8.50pm

Coach will return Monday evening the 26th

SHEFFIELD	7.00pm
MANCHESTER	8.30pm
BURY	9.00pm
BURNLEY	9.30pm
BARNOLDSWICK	10.00pm

The cost includes two nights bed & breakfast and will be £11.00.
A deposit of £3.00 will secure your place on this tour. BOOK NOW !!!

Sat/Sun - 7th/8th September 1974

Tour No 74.20.

NEWCASTLE & HULL

Depots to be visited will include:- DARLINGTON, THORNABY, WEST HARTLEPOOL, SUNDERLAND, BLYTH, HEATON, SOUTH GOSFORTH, NEWCASTLE, STATION, GATESHEAD, TYNE YARD, SHILDON, YORK, HULL, GOOLE, KNOTTINGLEY, HEALEY MILLS, HOLBECK, BRADFORD, and others as time permits.

Coach departs Saturday evening :-

SHEFFIELD	6.00pm	returns	8.50pm
MANCHESTER	7.30pm	returns	7.20pm

Cost will be £3.50
Minimum deposit £1.00

Sat/Sun 21st/22nd September 1974.

Tour No. 74.21

LONDON

Depots to be visited will include:- MARCH, CAMBRIDGE, OLD OAK COMMON, STRATFORD, FINSBURY PARK, HITHER GREEN, STEWARTS LANE, TINSLEY and others as time permits.

Coach departs Saturday evening:-

BARNOLDSWICK	6.00pm	returns	10.00pm
MANCHESTER	7.30pm	returns	8.30pm

Cost will be £3.50
Minimum deposit £1.00

Sunday 6th October 1974.

Tour No. 74.22

DONCASTER & DERBY WORKS.

Depots to be visited will include:- WATH, DONCASTER SHED ONLY NOTTINGHAM, TOTON DERBY WORKS, WESTHOUSES, BARROW HILL, ROTHERWOOD, and other depots as time permits

Coach departs Sunday morning

BARNOLDSWICK	6.15am	returns	10.10pm
MANCHESTER	7.45am	returns	8.30pm
SHEFFIELD	9.15am	returns	7.00pm

Cost will be £2.00

Sat/Sun 19th/20th October 1974

Tour No 74.23

SOUTH WALES

Depots to be visited will include:- PANTYFFYNON, CAERMARTHON, LLANELLI, LANDORE, SWANSEA EAST DOCK, MARGAM, LLANTRISSANT, RADYR, BARRY, CANWON, CARDIFF DOCKS, PILL NEWPORT EBBW JUNCTION, SEVERN TUNNEL JUNC., and others as time permits. BRISTOL will be included if permits become available.

Coach departs Saturday evening:- SHEFFIELD 6.00pm returns 8.50pm
MANCHESTER 7.30pm returns 7.20pm

Cost will be £3.50
Minimum deposit £1.00

Sunday November 3rd 1974.

Tour No. 74.24.

MANCHESTER, CREWE & LIVERPOOL

Depots to be visited will include:- CREWE, CREWE WORKS, WIGAN, WARRINGTON, CHESTER, LONGSIGHT, REDDISH, ALLERTON, BIRKENHEAD, EDGE HILL, and other as time permits.

Coach departs Sunday morning:- SHEFFIELD 6.45am returns 8.50pm
HEMSWORTH 7.15am PICK UP ONLY
BARNESLEY 7.30am PICK UP ONLY
MANCHESTER 9.00am returns 7.20pm

Cost will be £1.75p
Minimum deposit 0.75p

Sat/Sun 16th/17th November 1974

Tour No. 74.25

GLASGOW, EDINBURGH & CARLISLE

Depots to be visited will include:- EASTFIELD, POLMADIE, ST. ROLLOX WORKS, HAYMARKET, MOTHERWELL, HAMILTON, GRANGEMOUTH TOWNHILL, MILLERHILL, CARLISLE YARDS and DEPOT.

Coach departs Saturday evening :- SHEFFIELD 6.00pm returns 8.50pm
MANCHESTER 7.30pm returns 7.20pm

Cost will be £3.50
Minimum Deposit £1.00

Sunday 1st December 1974

Tour No. 74.26

LINCOLNSHIRE DAY TRIP

Depots to be visited will include:- SHIREBROOK, TINSLEY, IMMINGHAM, GRIMSBY, WORKSOP, DONCASTER SHED & WORKS, FRODDINGHAM and others as time permits.

Coach departs Sunday morning:- BARNOLDSWICK 6.15am returns 10.10pm
MANCHESTER 7.45am returns 8.30pm
SHEFFIELD 9.15am returns 7.00pm

Cost will be £1.75p
Minimum deposit 0.75p

Friday/Sat 13th/14th December 1974

Tour No 74.27

NORTH EASTERN TRIP

Depots to be visited will include:- HULL, YORK, THORNABY, SHILDON, DARLINGTON, SUNDERLAND, WEST HARTLEPOOL, GATESHEAD, TYNE YARD, HOLBECK, HEALEY MILL and others as time permits.

Coach departs FRIDAY evening :- SHEFFIELD 6.00 pm returns 8.50pm
MANCHESTER 7.30 pm returns 7.20pm

Cost will be £3.75p
Minimum Deposit £1.00

Sunday 12th January 1975

Tour No 75.1

MIDLANDS DAY TRIP

Depots to be visited will include:- STOURBRIDGE, LICKEY INCLINE, BESCOT, WORCESTER, TYSLEY, GLOUCESTER, SALTLEY, STOKE, CREWE, and others as time permits.

Coach departs Sunday Morning :- SHEFFIELD 6.45am returns 8.50pm
HEMSWORTH 7.15am PICK UP ONLY
BARNSELY 7.30am PICK UP ONLY
MANCHESTER 9.00am returns 7.20pm

Cost will be £1.75p
Minimum deposit 0.75p

N.C.T.S. SALES LIST.

DIESEL & ELECTRIC LOCOMOTIVE ALLOCATION BOOK -----15p

DMU/EMU Allocation Booklet -----15p

"Where the !*!* are they?" A LIST OF LOCO/ SHUNTER STABLING POINTS -----10p

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Cost will be £1.75p
Minimum deposit 0.75p

BRADFORD AND THE "WEST RIDING LIMITED"

Bradford in the early nineteenth century, was the centre of the Woolen and Worsted industry, and the engineering industry was now beginning to establish itself in Bradford. So when the railways came to Bradford they were gratefully received. But it was not easy to build the railways of Bradford. The centre of Bradford lies at the bottom of a large basin, with the suburbs of Bradford lying on the top of the basin. This fact as far as transport is concerned makes life very difficult, and travelling by road out of Bradford, one can not find a route where one does not have to climb. So bearing this in mind, it was not until 1846, before the Leeds and Bradford Railway was opened to Wellington Street, Leeds. Later came the Leeds, Bradford and Halifax Junction Railway in 1854, and the Leeds, Bradford and Wakefield Railway of 1857. But because of the geographical position of Bradford, these railways were expensive, for it was essential to tunnel, blast, and cut the railway through the rock. Later, in 1865 the Leeds, Bradford and Wakefield Railway was absorbed by the Great Northern Railway.

So, after a quick, uneventful half-century, we come to the construction of the Nidd Valley Light Railway, between 1904 and 1908. Built by Bradford Corporation to run between Pateley Bridge and Angram, where the corporation were building two reservoirs, Angram and Scar House. Passenger trains were run for some time, but the service closed in 1929, and when Bradford finished its Scar House Reservoir in 1936, the line was taken up.

On to July 9th 1923, when "The Harrogate Pullman" was introduced but only lasted five years under that title, before being renamed "The West Riding Pullman" on June 13th 1928.

"The Yorkshireman", a Bradford Exchange - St. Pancras train of the 1930's had a post war descendant called "The South Yorkshireman" from Bradford to Marylebone. That has now gone, so too has the history making "West Riding Limited".

The streamlined non-stop flyer ran from Bradford to Kings Cross. The "West Riding Limited" had a short lived existence of only two years.

It was introduced in 1937 by the L.N.E.R. and could manage the 186 miles in 2hrs 2.43 mins northbound and 2hrs 44 mins southbound with an average speed of 68.4 m.p.h. Eight streamlined coaches were specially built for the train, weighing altogether 278 tons behind the tender.

Two of the L.N.E.R.'s celebrated A4 Pacific locomotives were allocated to haul the train. They were the Golden Fleece and the Golden Shuttle. The service was extremely popular, but it was withdrawn when war broke out in 1939, and unfortunately the service was never restored in 1945.

The fine service on board the train was reflected in the price and quality of a 5 - course lunch, which was only 3s 6d, with tea or coffee 4d extra, a glass of Sherry or Port was 9d, and a bottle of beer 7d or 9d !. Passengers were entitled to note paper and envelopes, available free from the attendants on the train.

So the 'Limited' died, but not all trains and services died, and in 1954 Diesel railcars began running between Bradford, Leeds and Harrogate Central.

But the saddest moment in Bradford railway history was when the last DMU arrived at Bradford Exchange Station for the very last time on January 14th 1973.

Ian Fraser,
68, Woodall Avenue,
Thornbury,
Bradford,
Yorks.

A REPORT OF MOTIVE POWER THROUGH SWINDON

On the whole, for people living in this town, trainspotting is restricted to seeing the usual Western Region allocated diesels. But as I and many of my acquaintances have found, the odd Midland, Eastern or Southern based locomotive strays on to this region, the following is a report of such things:-

About six months ago saw the start of an influx of non-western based diesels when 6818, then off Thornaby, came in on the Gloucester line hauling 'ready for scrap' carriage flats. The following day, after seeing the English E. 3, a pair of Type 1's numbers unknown, also came off the Gloucester line with a cement train bound for Ashford. Rare visitors indeed!

Another source of strange motive power has been the Dagenham car train. To date the following diesels have been reported on it:- 6805, 37.044, 37.034, 1981, 1888, 37.259, 37.264, 47.011, 47.150, 37.049, 37.129, 47.014, 37.047, 37.247.

Throughout December, and upto and including this month (June), diesels, especially off Eastern rails have been coming through.

47.346 was noted in March on a stone train, also on stone trains have been, :- 1876, 7620, 25.021, 25.146.

During the day-time freight trains come in and the diesels go on to the stabling point, some strangers have included:- 47.191, 47.017, 22, 31.208, 46.031, 21, 57, 46,056, 1787, 45,117, 47,204, 47,366, 1001, 1002, 1883, 1884, 1889, 1888, 1523, 1524,

Recently Southern based diesels have been seen working on tankers, coal trains, stone trains, and army passengers, such as 33.037, 33.041, 33.107, 33.206.

Some diesels have been used to bring condemned Westerns, and Hymeks into the works. An unidentified Peak brought in 5 Westerns, then an English E. 3 brought in another three condemned Westerns, if my memory serves me right I think it was 37.239.

Today 13-6-74 was the biggest surprise when 37.080 (TE) brought Hymeks 7097, 7054, 7056, and 7068 into the condemned yard.

So, excluding these Hymeks, Swindon Works at present contains 15 scottish DMU's, 3 Eastern region Clacton Units, a couple of other DMU's, 1000, 1007, 1002, 1004, 1032, 1039, 1038, 1060, 1024, 1020, 1042, 1018, 1019, 1017, 806, 818, 824, 7023, 7089, 7100, 7009, (see works section of rail news for later list). Another stranger working in Swindon is unrenumbered 3066.

To finish off with I think the best thing to be seen here were steam engines 3650, 4942, 3738, 4144, hauled by a Brush 4 to Didcot.

Listed here are other visitors seen here, minus the ones already mentioned:- 40, 41, 44, 47, 11, 12, 15, 27, 191, 167, 71, 56, 52, 53, 54, 55, 61, 67, 68, 70, 84, 89, 98, 99, 100, 163, 132, 133, 138, all Western Region, Peaks and so on. 1620, 1616. 4122. 1819. 1851. 4130. 7595. 1897 (IM), 5846, 6836, 6966, 3758, 5559, 1995, 1631, 6526, 1874, 1868. 5571, 5585, 5276, 1865, 1626, 1838, 5527, 1760, 1704, 1978, 5237,

Martin Buck,
4, Kenilworth Lawn,
SWINDON.

THE TAY BRIDGE DISASTER

In the Autumn of 1879, Queen Victoria travelled across the newly completed Tay Bridge on her way to Balmoral, pausing on her journey to Knight its designer Thomas Bouch. The bridge was praised as a masterpiece of engineering skill, and at that time was the longest in the world. Major General Hutchinson who inspected the bridge on behalf of the Board of Trade, had approved it, recommending a speed limit of 25 m.p.h. be imposed. He also expressed his wish to have the opportunity of seeing the effects of a high wind as a train crossed over the bridge. How significant those words were to become.

On that fateful night of 28th December 1879 the passengers on the Edinburgh - Dundee train endured the small ferry boat across the Firth of Forth from Granton to Burntisland. There they were taken forward on the return working of the Sunday mail from Dundee, hauled by NBR No. 224, a 4-4-0 express built by Wheatley in 1871. It had been blowing a terrible gale up the Firths and when the train reached St. Forth, at the Southern end of the bridge, the storm was particularly bad. Such was the magnitude of the wind, that Barclay, the signal-man, had to crawl back to his cabin on his hands and knees after handing over the staff for the single line section across the bridge.

Barclay and his assistant then watched the train crossing the bridge from their cabin. They did so because when the last train passed over, Barclay had noticed sparks flying from the wheels. He was just pointing out the phenomenon to his assistant when a furious gust of wind shook the cabin. There was a brilliant flash of light and then total darkness. There was no sign of the train on the bridge. The two men set out across the bridge to discover what had happened, but were driven back by the force of the wind. Then they went down to the shores of the Firth to find to their horror that all the main girders had collapsed.

The signal-man at Dundee wondered why the train did not appear and the villagers of Newport were concerned that their water supply, which was piped over the bridge from Dundee, had failed. A sailor on a ship moored in the Firth was watching the train across the bridge when the sudden gust of wind that Barclay experienced caused him to turn his head. When he looked again he saw a gap in the bridge, but no sign of the train. Yet he had heard no sound above the roar of the wind.

A man was also watching the train from his house on the Northern shore. As the gust of wind came up the Firth he saw three separate balls of fire falling from the bridge. This would not have stirred him as he thought it was the fireman throwing out red-hot ashes. But the disappearance of the tail lights caused him to focus a telescope on the bridge, to discover the main spans had gone. He alerted Dundee Station, from where two officials went out in the storm to bring back the news that the bridge was definitely down. But they had seen a red light across the bridge, which caused high spirits in Dundee. Was this the train at St. Fort, or the Port Light of a ship in the Tay?

None of these people could say with certainty they had seen the fate of the train. Those people at the South hoped the train had cleared the bridge before it collapsed, whilst those at Dundee hoped it had stopped in time to go back to St. Fort. Communications across the Tay were broken. Reports came in from the Broughty Ferry that some mail bags had been washed ashore and a fisherman found a destination board in the sea at Tayport. At 10 o'clock the Tay steamer ferry struggled across to establish the catastrophe beyond doubt. It tried to search for survivors but it could not approach the wreckage for fear of the wind smashing it against the piers and twisted girders.

It was later established that every soul on the train was drowned in the Tay. It would perhaps have been better for Sir Thomas Bouch had he been with them, for the enquiry published this damning verdict:-

continued overleaf

The bridge was badly designed, constructed and maintained and its downfall was due to inherent defects in the structure which must sooner or later have brought it down. For these defects Sir Thomas Bouch is mainly to blame? Bouch had assumed the Tay had a rock base and when he discovered that this was not so he failed to change his design accordingly. A mention should be made of the engine No. 224, which was very reluctant to leave the Tay. First a chain broke when she was being hauled to the surface and then the tackle broke as she was being pulled ashore, and she sank for the third time. When she was recovered her chimney, cab, and dome casing were missing and her footplate was buckled, but she was able to run under her own steam to Glasgow for overhaul. She worked on until 1919.

G. BARLOW

FOR SALE

SHED PLATES :- 9D, 9K, 10F, 12A, 26A, 32A, 55C, 55H, 56G,

BUILDERS PLATE :- MIDLAND RLY. Co. DERBY 1914

WATER CAPACITY PLATE :- 3000 GALLS, LMS No 9491/1936

SMOKEBOX No. PLATE :- 47436

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LIST OF BADGES FOR SALE

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| 'COOKHAM MANOR' | 'GREAT WESTERN' | 'WESTERN STAR' | 'EMPIRE OF INDIA' |
| 'G.J. CHURCHWARD' | 'KING GEORGE V' | 'CORONATION' | 'GREAT NORTHERN' |
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RAIL NEWS

London Midland Region

WARRINGTON On 26-4-74 47.298 (GD) was seen in charge of an oil train on the lower line running through Warrington. The line runs between Manchester and Warrington.

CREWE On 1-4-74 47.091 (LE) passed through Crewe with a southbound chemical tank train. Noted on the depot on the same day were 40.101 (KM), 358 (HA), and 25.189 (WN). On 6-4-74 strangers on shed included 25.185, /309, both (WN) 47.060 (CF), 47.295/248 (CF), 25.032 (EJ). was noted at Crewe on 25.4-74. On 11-5-74 1931 (CF), 25.031 (EJ), 25.032 (EJ), 25.052 (BR), 47.090 (BR) and 47.099 (CF), were all on Crewe stabling point. On 28-5-74, 31.106 (IM), and 47.079 (OC) were seen here. On 3-6-74, 7520 (CF), 40.053 (YK), were there. On 4-6-74. 25.076 (TO), 122 (TO). and 47.136 (BR), were noted also on 10-6-74 31.116 (IM) and on 12-6-74 31.244 (IM) were on the depot. On 30-6-74 1642 (OC), 47.006 (GD), 47.091 (BR) were all on depot

MANCHESTER On 25-4-74 47.296 (GD) was noted working a boat train from Picadilly Station.

STOKE On 8-4-74, 47.268 (HA) was a visitor to Cockshute Depot. Strangers through Stoke Station on 1-6-74 included 47.087 (OC) and 47.464 (LE) and on 30-5-74 25.152 (CF) was noted on Cockshute Depot.

DERBY Unusual visitors to the Derby area on 8-4-74 were 37.219 (TE), on East bound oil tanks, 37.060 (TE), 47.363 (TE) on a westbound steel train and on the same date 09.011 (AF) was on shunting duties in an ex works condition.

LEICESTER On 8-4-74 47.175 (IM) was noted on Leicester M.P.D. On 23-6-74 31.234 (MR) was on shed.

CARLISLE A very unusual visitor here on 20-4-74 was 31.276 (TI)

LOUGHBOROUGH Ex 73F shunter 3101 was seen here on 12-4-74 in yellow livery.

CHINLEY Two strangers to the area on 12-4-74 were Toton engines 20.135/173.

NEWTON HEATH Noted here on 15-6-74 were 25.171 (CF) and 25.281 (BS).

CRICKLEWOOD On 12-4-74 a Manchester Travel Club excursion to Brighton was pulled by 33.037 (HG) from here to its destination. Other BRCW engines seen here on the same day were 33.038, and 33.044 (both HG)

NELSON Visitors on a mystery excursion at Nelson were 47.001 (GD), on 6-4-74 and 47.279 (TI) on 13-4-74.

KEARSLEY Visitors through Kearsley during the early part of the year were, Peak 83 (TO), on 20-4-74 and 47.445 (CD) pulling a Manchester - Hadfield 3 car set on 29-5-74.

BESCOE On 18-5-74 engines on depot included 31.309 (BR) and 40.109 (LO). On 23-6-74 25 (HO). and 20.134/61/73/76 (all TO) were all on depot or in the yard.

RAIL NEWS

London Midland Continued

WILLESDEN On 14-4-74, 40.066 (HA) was inside the electric depot, and on 4-6-74 47.181 (SF) was seen in the yard. On 4-5-74 37.131 (SF), 37.266 (SF), 47.401 (FP) and 73.112 (SC) were all in Willesden Yard awaiting to take out freight trains.

CARLISLE (2) Stabled in Carlisle Yard on 28-4-74 were 101 (HO), 66 (TO), 47.041 (TI), 47.311 (TI), 47.377 (CF), and 47.433 (BS). as well as the usual abundance of SCR locos. On 21-5-74, 25.127/30 (TO), 25.188 (BS), 47.079 (OC) 47.118 (SF), 47.216 (IM), and 47.457 (HO), were all in the yard at Carlisle.

TOTON On 2-6-74, 37.148 (ED) and 47.543 (CF) were very unusual visitors.

SALTLEY On 23-6-74, strangers on depot included 20.014/35/90, 20.149/50/62 20.174/99 (all TO), 25.164 (CF), 31.265 (OC), 37.168 (TE), 37.227 (CF), and 40.017 (SP)

BLETCHLEY Noted at Bletchley Depot recently was 44.006 (TO) which had a split fuel pipe and had been dragged from Rugby by a class 25 engine.

CHESTER On shed on 12-6-74 was 7506 (CF) and on the same day 47.038 (IM) was seen working a westbound freightliner. On 13-5-74, 47.037, (IM), passed through on eastbound empties.

LOUGHBOROUGH (2) 1200 'Falcon' was taken out of traffic during the first week of June and returned to the makers at Loughborough. It stood in the sidings for 3 weeks before BR discovered the rail connection to Brush works had been taken out. Therefore it was then sent to Derby for a check up and has since returned to service at Newport.

BURNLEY Rose Grove has now closed completely.

Eastern Region

DONCASTER On 12-4-74, 31.273 (OC) was seen a long way from home on Doncaster Depot.

FRODDINGHAM Another Western engine on Eastern territory was 31.294 (BR), also on 12-4-74.

LINCOLN Withdrawn EX BR shunter 3006 was on Lincoln shed on 12-4-74 sporting the number ADB 966507. Presumably it has now entered Departmental Service.

MARCH Unusual Brush 47 here on 12-4-74 was 47.198 (CD). On 2-6-74 40.080/84 (YK) and 40.197 (HM) were strangers on shed. Another unusual visitor here on 22-6-74 was 44.003 (TO) accompanied by 40.154 (GD).

SHEFFIELD On 1-6-74 the following locos were all stabled on Tinsley depot or in the yard; 25.302 (SP), 25.304 (LO), 37.117 (TE), 40.038 (HM), 47.074 (CF) and 47.235 (CF),

RAIL NEWS

Western Region Continued

TYNE YARD Noted here on 25-4-74 were 25.021 (TI), and 47.229 (CD) (in yard)

THORNABY An unusual class 37 amongst the many of this class which shed here was 37.146 (ED), on 28-4-74.

DARLINGTON On 28-4-74, Paak 46.049 (BR) was seen here.

YORK Strangers here on 28-4-74 were, 25.129 (TO), 8176 (TO), 20.144 (TO) 20.211 (TI), 46.028 (BR), and 47.196 (CD).

LEEDS Unusual Peak on Holbeck on 28-4-74 was 56 (CW).

HEALEY MILLS On 28-4-74, 25.124 (TO), 31.157 (FP), and 31.299 (TE) were all on depot.

Scottish Region

AYR On 20-4-74, 47.104 (BS) was seen passing by Ayr shed.

GRANGEMOUTH On depot on 21-4-74 was 40.129 (LO)

MILLERHILL Healey Mille engine 40.073 was a visitor here on 21-4-74.

HAYMARKET On 25-5-74, strangers on shed were 40.069 (YK), 1715 (TI), 47.160 (IM) 47.405 (FP), 47.458 (HO), and 47.501 (BS). On 21-5-74 40.187 (HM) was on depot.

POLMADIE On 21-5-74, 40.180 (SP), 47.049 (TI), and 47.168 (TI) were on Polmadie depot and 4 days later on 25-5-74, an unusual visitor Brush 47 ventured over the border 47.380 (TO), also seen here on 20-6-74 were 47.106 (BR), 47.501 (BS), 47.167 (TI) and 46.052 (BR).

QUEEN ST. STATION 47.197 (CD) was seen on an Aberdeen train on 21-5-74.

MOTHERWELL Since the electrification through to Glasgow was completed, electric locos are now stabled at Motherwell Station.

NORWOOD JUNCTION Seen here on 19-6-74 was class 37 loco No. 37.040 (HM)

EASTFIELD Two Dundee shunters here for overhaul on 20-6-74 were 3539 and 3543 the latter undergoing wheel-tuning.

Southern Region

STEWARTS LANE On 12-4-74 47.514 (TO) was on depot. On 2-6-74. 31.291/95 were noted on shed.

HITHERGREEN A visitor on the depot on 13-4-74 was 47.066 (OC). On 2-6-74 47.470 (HA) was noted on shed.

EASTLEIGH As usual numerous Brush 47's have been in evidence on Eastleigh depot during the past few months. These have included:- 47.004 (GD), 47.074 (BS) 47.115 (SF), 47.123 (CF), 47.140 (BR), 47.223 (IM), 47.350 (CD), and 47.359 (TE)

RAIL NEWS CONTINUED

Southern Region

EASTLEIGH (Cont) On 14-4-74 and 23-6-74 47.063 (BR), 47.101 (CF), 47.184 (IM) 47.338 (CD) and 47.433 (BS) were a few of the many engines of this class on depot.

MAIDENHEAD 47.164 (SF) passed through on a Westland freight on 4-5-74.

Western Region

SEVERN TUNNEL JUNCTION Foreign locos here on 16-6-74 were 25.237 (LO), 47.255 (TI), 45.115 (TO), 31.101 (MR)

PENZANCE 2 350 hp shunters were noted here on 23-6-74, 08.954 (PZ) and 08.928 (LA), the latter presumably on loan for the holiday period.

SOUTH WALES LINE Engineering work in preparation for the high speed trains causes delay in Sunday Services. For example on 16-6-74 the 11.00 from Paddington - Swansea was 29 mins late at Newport and the 15.40 Paddington - Swansea was 18 mins late at Cardiff. On this date services were being diverted via Westbury. A more inexplicable delay on this date was the 55 min late arrival of the 13.45 Crewe - Cardiff cross-country DMU.

W.R. MAIN LINE On Saturday 22-6-74 the 21.20 Newcastle - Newquay was noted at Exeter 56 mins late behind 46.032 (GD) and the 23.53 Liverpool - Penzance was noted 50 mins late behind 47.491 (BS).

SWINDON On 18-5-74 Peak-45.122 (TO) and 31.114 and 31.318 (both IM) were all seen around Swindon Station. On 15-4-74 47.141 (IM) was seen on Swindon stabling point.

GLOUCESTER. Noted on shed on 18-5-74 were, 25.316 (CW) and 31.244 (IM) and passing by were, 20.001 and 20.135, both off Toton. On 3-6-74 strangers on depot were 25.284 (SP), 47.339/42/68 all off Crewe DD. 47.366 (CD) 20.136/81 both (TO) were on depot 23-6-74.

O.O. COMMON On depot on 14-4-74 were 47.149 (BS), 47.440 (CD) and 47.515 (CD) and on 2-6-74 the following class 47's were all noted:- 47.201 (TO), 47.368/69 (both CD) 47.438/76 (both BS), 47.480 (CD) and 47.487 (BS). On 22-4-74 41.001 41.002 were on depot awaiting trial.

READING Strangers noted here and around the Reading area recently have included 1539 (BS), 1746 (BS), 47.224 (IM), 47.440 (CD), on 14-4-74 47.034/113 (BS) on 22-4-74, 47.238 (CD) on 4-5-74 and 47.366 (CD) on 23-6-74. Noted in a 3 hour spell between London & Reading on 22-4-74 were no less than 8 westerns :- 1011/25/34/36/41/43/55/68. On the same day 37.014 (MR) passed through westbound, on a car train.

OXFORD On 15-4-74 47.109 (TI) and 47.333 (BS) were all on the stabling point.

WESTBURY On 15-4-74 there were no less than 8 'Western' locos on Westbury stabling point as follows:- 1011/12/33/53/56/62/63/68 and on 23-6-74, 1010/22/28/29/51 were all noted at the same place.

WORCESTER Stabled in the station on 3-6-74 was Tinsley engine 31.252.

Western Region Contined

ACTON Strangers in Acton Yard or Station on 22-4-74 included 33.005 (EH) on a freight, 37.125 (SF), 37.261 (SF), 47.115 (SF) and on another freight 74.007 (EH) On 4-5-74 33.005 (EH) and 33.209 (HG) passed on a freight.

TAUNTON On 4-5-74 31.103 (FP) was on the Stabling Point.

NEWTON ABBOT On 4-5-74, 33.028 (EH) was noted on depot.

RAIL NEWS WORKSHOPS

CREWE WORKS on 22-6-74

08.055, 3247, 3290, 20.006/65/88/102, 24.100, 25.251/86, 40.001/02/03/18/31/70/72/74/75/87/88/91/92/100/04/22/63/66, 41.001/02/, 47.005/06/09/50/109/16/26/41/51/57/70/75/79/80/212/18/54/57/58/64/71/98/310/13/48/54/65/408/12/20/26/30/32/43/74/86/517/28/32/37/39. 50.008/13/14/15/24/32, 405, 76.029/34, 81.002, 82.005, 83.002/04/12/ 84.003, 85.009/23/25, 86.008/201/14/21/33, 87.032/33/34/35/36, E3082.

DERBY WORKS on 22-6-74

08.134/40/333/64/466/592/673/703/810/48/56/90/929/31/33, 09.019/25, 3020/47, 24.079 24.084, 25.032/54/57/58/60/108/73/203/49/76, 5225, 45.015/131, 46.007/10/41/42/48/53/54, 15/17/33/36/40/48/78/99, 114/26/32, 8521/98.

STRATFORD WORKS on 14-4-74 & 2-6-74

On 14-4-74, Hymek 7016 (OC) was a visitor here. On 2-6-74 08.522, 31.006/07/181/408, 37.057, 46.039, 47.118/150/287, DB960001.

SWINDON WORKS on 23-6-74

806/18/24, 1000/2/4/7/17/19/24/32/38/39/60, 7009/23/54/55/68/89/97/100

ST. ROLLOX WORKS on 20-6-74

08.017/08/16/25/29/31/32/36/52/74/80, 08.322/421/753, 3383, 20.046/78/123, 24.016 009/069/150, 5008, 26.020, 27.018/24, 27.107/111/16/24, 5330/51/81.
St Rollox works inform us that 12 of these Claytons are to go South to help with the east coast suburban electrification out of Kings Cross. Presently 16 are stored at Polmadie and 11 at St Rollox Works. (see list).

For rail news in this edition we are indebted to Messrs. Barlow, Clements, Fawcett, Garner, Hodgkiss, Jenkinson, Lewis, Massey, Morris, Perry, Stafford, and Taylor.

ENGINES TO BE RE RENUMBERED

The following engines which have already been renumbered in accordance with the BR scheme are to be renumbered for a second time:-
31.172/97 to become 31.420/21 41.001/2 to become 43.000/1
47.126 to become 47.555 86.201/2/3 to become 86.101/2/3
It is known from a reliable source that 1715/23 are to be rebuilt with 4000 HP E.E. engines and air brakes only, and are to be renumbered as 47.601/2.

LATE RAIL NEWS

MARRIN TON. A strange appearance here has been that of a five header consisting of 4 'dead' locos and brakevan hauled by 47.338. All were on route to crew. The train was composed of 86.250 (WN), 82.002 (LG), 40.104 (KM) and 47.272 (HA).

BIRMINGHAM NEW ST. Noted here on 30-5-74 was 37.302 on an up man train. Also the afternoon Paddington train was hauled by 31.295 and 31.291.

STOKE ON TRENT Peak, 44.002 (Helvellyn) was noted on a special coal train on June 1st.

SHEFFIELD MIDLAND The rare appearance of a class 40, 40.194 occurred on June 1st when it hauled a St. Pancras train.

YORK Here on 1-6-74 47.083 (Orion) was on shed. It later came off to haul a Bristol train taking over from a class 31 which had worked from Scarborough.

POLMADIE Claytons were still intact here on 29-6-74 (15 of them) and also there was a withdrawn class 08, 3089 (ex SP)

MOTHERWELL On 29-6-74 24.117 (IS) was a long way from home here.

CARSTAIRS Another Inverness based loco 26.032 was even further away from home here on 29-6-74.

CHESTERFIELD Foreign locos are appearing here in ever increasing numbers now, noted here during June were, 40.051, 40.083, 25.298, 1755, 20.165, 20.174, 37.024, 25.087, 24.037, 24.040, 47.213, 25.037, 20.064, 20.047, 47.209, 47.362, 47.068, 25.296, 37.080, 37.168, 47.119, 25.237, 47.143, 37.067, 47.089, 40.009, 47.355, 44.004, 47.431, 63, 47.080, 47.361, 44.010, 25.254, 40.035, 40.022, 40.183, 40.013, 40.194, 40.039, 40.056, 40.131, 31.112, 37.203, 37.181, 37.186, 37.256.

On 17-6-74, no fewer than (90) locos passed through Chesterfield on freight and passenger between 14.30 & 21.00

On August 10th 1974 Steam loco 4472, Flying Scotsman will pass through here in the evening, enroute to Carnforth open day which is August 11th - 25th also on shew will be 4771 (60800) 46.201, 92220 and many others, steam, diesel, and electric.

DIDCOT OPEN DAY Noted steamers here were, 6106, 4942, 6998, 5322, 5900, 1466, 6697, 5051, 7808, 4144, 7202, 3650, 3738, and rail-bus No.4. Diesels stabled here were:- 47.013, 47.230, 08.640, 1724.

BOSEND YARD Stabled here were:- 81.022, 84.002, 84.006, 86.037, 86.218, 86.005, 85.002, 86.029, 86.002, 86.041.

MOTHERWELL STATION 3080, 84.010, 81.003, 86.023, E3061, E3091.

GLASGOW CENTRAL 87.020, 87.009, 87.026, 81.021, 84.009, 82.007, 87.016, 84.005, 86.016, E3059.

DONCASTER WORKS on 9-7-74 08.552, 3882, 08.871, 03.090, 08.098, 08.707, 08.706, 08.873, 08.417, 08.100, 08.138, 13.001, 08.750, 08.404, 08.070, 08.052, 08.056, 03.079, 03.371, 03.173, 08.495, 55.002, 55.003, 55.013, 55.014, 37.154, 37.242, 37.183, 37.238, 37.053, 31.217, 31.322, 31.304, 31.306, 31.259, 37.267, 31.293, 37.099, 31.156, 37.265, 31.307, 37.219, 37.256, 55.016, 31.296, 31.226, 37.252, 31.172, 31.420, 31.102, 31.163, 84.008, 84.001.