

Northern Counties Transport Society



MEMBERSHIP LIST. 10 JANUARY, FEBRUARY AND MARCH, 1972.

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COACH PICKING UP POINTS

Manchester - Victoria Railway Station (No. 19 Bus Stop)
 Altrincham - Station Forecourt
 Barnoldswick - Free Car Park
 Bolton - Trinity Street 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 - X23/43 Bus Stop
 Fairworth - Black Horse Hotel
 Kearsley - Moss Rose Hotel
 Hyde - Market Place
 Macclesfield - Railway Station
 Nelson - Bus Station (Specials Stop)
 Sheffield - Midland Station Forecourt
 Stockport - Wellington St. South (Foot of station approach)
 Swinton - Windmill Hotel (Corner of station Road)

 MEMBERS may also be picked up at other points on the route provided that this is by PRIOR arrangement with the Bookings secretary AT THE TIME OF BOOKING. If any last minute changes are necessary, it may be possible to arrange this provided that Mr. Fawcett is contacted on the Saturday Afternoon before the trip leaves Barnoldswick. The committee cannot accept responsibility for members being at places other than those arranged beforehand.

NORTHERN COUNTIES TRANSPORT SOCIETY

Magazine Number 18. January, February and March 1972

TREASURER

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AREA REPRESENTATIVES

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Burnley	P. Bancroft	17, Mayville Road, BRIERFIELD, Lancs
Fylde	S. T. Fenn	Burwains, 9, Inskip Pl. ST ANNES ON SEA
London & S.E.	A. Eden	151a Annerley Road PENGE, London SE20
Marple	N. Binstead	13 Ashwood Crescent, MARPLE, Ches.
Sheffield	D. Lewis	72, Lansbury Road, ECKINGTON, Nr. Sheffield
South West	N. K. Taylor	27, Edgerton Park, Pennsylvania, EXETER
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Tyne Side	A. Douglas	6, Coquet Ave., WHITLEY BAY, Northumb.
Sussex	P. Sharpe	30, Foxes Croft, BARNHAM, Sussex.
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S. Manchester	D. A. Griffiths	59, Elms Road, Heaton Moor, STOCKPORT
S. Midlands	P. L. Robinson	73, Birchfields Road, NORTHAMPTON
W. Midlands	M. Littler	102, Lichfield Road, Pelsall, WALSALL.
Warrington	W. G. Beff,	15, Sinclair Ave., Longford, WARRINGTON

We are still in need of area representatives, especially for the Bury and Bolton Areas, vacancies existing due to the promotion of Messrs Warr and Collier. If you wish to become an area representative please contact any committee member, who will be pleased to give you details of what is required.

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We would like to begin by wishing all our members a very merry Christmas and a prosperous New Year. We look forward to seeing you all in 1972, and thank you for your support during the last year.

We would also like to take this opportunity to welcome three new members to the Committee. All three have been keen supporters of the club for some time now, and we hope that they will bring with them new ideas for the club. These appointments became effective during the course of the last magazine.

It is with regret, however, that we have to say goodbye to Mr. Towey, our magazine editor, who has looked after the magazine since the club started over two years ago, although only carrying the title for some 18 months. During this time the magazine has increased in size reaching a peak of no fewer than 26 pages, which was reached with Magazine number 7. The current magazine, number 10 and the last to be produced by Mr. Towey, it is again 26 pages. As regular attenders of tours will know, Mr. Towey has been unable to attend tours for some months, and has resigned for personal reasons. He has however just taken up his place on the committee of the Dinting Railway Centre, and will be keeping his interest alive in the Preservation Field. We wish him good luck, and hope to see him occasionally.

On a brighter note, we wish to point out to our members the two extended trips in this magazine, the first on 12th. and 13th. February, visiting London and the Southern Region, and the second at Easter visiting the South West and Wales. The former has a one-night Hotel stop in London, whilst the latter involves two nights in hotels. Both represent excellent value, enabling visits to be made to depots not normally visited. We hope that you will book for these trips, and early bookings for these would be appreciated.

Will all members please note that our Membership Secretary, Mr. Capelle is at present at Nottingham University for parts of the year, and that there may be some slight delay in correspondence from him. This will not affect you as far as the club is concerned, but we ask you to be a little patient when waiting for a reply.

On several coach tours recently members have not been quite as keen as necessary, in observing our rules. Will ALL Members remember that when the party is on a depot you MUST keep close together, and under no circumstances must any member wander off on his own, except with permission from a committee member, and that all members must follow the official in charge. This is essential if we are to avoid nasty accidents, and if we are to keep up the good relations that we have with the staff at the depots.

When on the coaches will members please try to keep litter down to a minimum. On a few trips recently, the coach has looked like a rubbish dump. It is not pleasant to sit on a coach surrounded by rubbish, and if all members used a little sense, and placed all their rubbish in the bin provided this would not be necessary. Please, PUT your litter in a bin, NOT the floor of the coach. At the end of each tour, an official will come round with a box for any rubbish that has accumulated, and we ask you to help at this time to tidy up. Remember, your drivers have worked long hours for your enjoyment. They are tired, as you are, but they have to clean out the coach before they finish for the evening. You can help them. THANK YOU.

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 visit. 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)

LOCOMOTIVE LIGHT ENGINE HEADCODES

From Time to time, we hope to publish details of various headcodes for tthe general information of members. This month we cover light engine codes for G.W.R., E.R. and a few E.M.R.

G.W.R.

OF70	Old Oak Common	OF78	St. Blazey	OF84	Canton
OF71	Reading	OF79	Penzance	OF85	Margam
OF72	Oxford	OF80	Gloucester	OF86	Landore
OF73	Swindon	OF81	Worcester	OF90	London Division
OF74	Bath Road	OF82	Severn Tunnel Jn.	OF91	Bristol Division
OF76	Newton Abbot	OF83	Ebbw Jn.	OF92	Cardiff Division
OF77	Laira				

E.R.

OB01	Kings Cross	OD01	Doncaster	OJ01	Barrow Hill
OB02	Clarence Yard	OD02	Workshop	OJ03	Tinsley Service
OB03	Hornsey	OD03	Frodinham	OJ04	Shirebrook
OB04	Hatfield	OD04	Grantham	OJ05	Wath
OB05	Hitchin	OD05	Lincoln	OJ06	Darnall
OB06	New England	OD06	Boston	OJ07	Staveloy
OB07	Cambridge	OD07	Immingham	OJ08	Rotherwood
OC01	Stratford	OP01	March	OL53	Wakefield
OC02	Temple Mills			OL01	York
		OH02	Hull	OL50	Holbeck
				OL53	Healey Mills

L.M.R.

OF81	Derby	OF54	Toton	OF94	Leicester
OF80	Burton	OF70	Notts Sdgs		

If any members have any definite details of similar headcodes, could they please forward these for the next magazine.

EX-B.R. DIESEL LOCOMOTIVES

Below we print a further list of disposal of ex-B.R. diesel locomotives that we hope will be of use to members.

2041	CEGB Richborough, Kent	2125	Birds Commercial, Cardiff
2132	NCB Betswood	2133	British Cellophane, Bridgewater
2138	"	2139	GWENT Coal, Newport
2178	Adams (Contracts) Newport	2181	"
2182	Caerphill Tar Co.(ex-Glyn	2184	NCB Southend
2186	NCB Aberaman Neath)	2192	Dart Valley, Buckfastleigh
2193	NCB Tomyrefail	2194	Coed Bach Washeries NCB
2195	Llanelli Steel Co.	2203	Lightweight Concrete, Hemel Hempstead
2204	Briton Ferry Steel Co.	2205	Middlesboro' Docks & Harbour
2207	Lightweight Concrete, Hemel	2208	Manvers Main, Wath
2211	Coal Concentration, Carmarthen	2209	"
2219	Barnsley Coke & distillers	2213	"
2228	Bowaters, Sittingbourne	2225	"
		2229	NCB Brookhouse, Sheffield,

2238 Manvers Main, Wath	2243 Middlesborough Docks & Harbour
2244 Monsanto Chemical Newport	2245 D.V.L.R. York
2246 NCB Crawley	2259 Bowaters, Sittingbourne
2262 Fords, Dagenham	2270 Briton Ferry Steel Co.
2267 /"	2274 NCB Maltley Main
2281 Briton Ferry Steel Co.	2298 D.V.L.R. York
2300 NCB Shireoaks (Worksop)	2302 NCB Allscott (Wellington)
2304-7 Llanelli Steel Co.	2308 Briton Ferry Steel Co.
2310 NCB Tolworth	2317 Fords, Dagenham
2322 NCB Orgreave (Sheffield)	2323 Manvers Main, Wath
2324 NCB Alyesbury	2325 NCB Norwich
2326/32/4-7 Manvers Main Wath	2328 NCB Denaby Main, Mexboro'
2330 Fords, Dagenham	2333 Briton Ferry Steel Co. also 2340
2373 Manvers Main, Wath	2432 Queensbury Wharf, Sheerness
2511 NCB Brodsworth, Doncaster	2513 NCB Cadeby, Mexboro'
2518/9 NCB Hatfield, Doncaster	2561/8 Llanelli Steel Co.
2569/70 Briton Ferry Steel Co.	2578 Bulmers, Hereford
2584/95 CEEGB Chadderton	2597 NCB Hickleton
2598 NCB Rossington	2599 NCB Frickley
2600 Briton Ferry Steel Co.	2601 Llanelli Steel Co.
2607 NCB Streetley	2601 NCB Edlington
2613 NCB Brodsworth, Doncaster	2616 NCB Hatfield, Doncaster
2617 Hunslett Engineering	2726 Queensbury Wharf, Sheerness
2736/57 Birds Commercial Cardiff	2763 Thos. Baldwin, Landore
2767 Burmah Oil, Stanlow	2858 Hutcheson, Widnes
2864 Attercliffe, Sheffield	2866 Arnott Young, Dunbarton
2867 Montsorral Loughborough	2950 Llanelli Steel (could be broken up
2953/7 Thames Matex, Tilbury	2952 Shebl, Norwich (" " " "
	2956 Kings Norwich (" " " "
	2956 Llanelli Steel (" " " "
	ex-departmental No. 81
2958 Booths, Rotherham	3489 Felixstowe Docks & Harbour
	3613/8 NCB Betsworth
3452/76 Fowey Harbour & Docks	3642 BSC Scunthorpe
3497 " "	4092 NCB Gwaun Cae Gurwam
3619 NCB Gedling, Notts	9500/2/8/11/14/17/18/19/21/27/35/6/45 NCB Ashington
4067 NCB Bettshanger, Kent	9504/9/25/40 12051/60 12119/20/33 NCB Philadelphia
9500/2/8/11/14/17/18/19/21/27/35/6/45	9505/34 Earles Cement, Chinley
9504/9/25/40 12051/60 12119/20/33	S & L Corby
9503/48 S & L Grantham	9513/31 Coal Disposal, Barnsley
9507/16/29/32/3/7/9/42/7/9/51/2/3/4	9526 NCB Watsbury
9510/12/15 S & L Highdyke	9530 Gulf Oil, Milford Haven
9520/3 S & L Elenton	9538 Shell Oil, Milford Haven
9541 S & L Grantham	9543/6 R.E. Tremm, Finningley Doncaster
9544 S & L Highdyke	9550 " " "
9555 NCB Burradon	
12131 NCB Bettshanger, Kent	
DO226 KWVLR Haworth	

We hope that this will fill in some gaps missed out previously, and hope that any members coming across any further information will communicate this to the society.

REMEMBER, whenever writing to an official to enclose a STAMPED ADDRESSED ENVELOPE if you require a reply. If there is no envelope, there will be no reply.

L.M.R. 4th. December, 1971 E.R. 11th. December, 1971 ScR 27th. November
S.R. 4th. December, 1971 W.R. 8th. November, 1971

During this period many locos were allocated to new depots, some moving several times. Where this has occurred the final depot is given. Locomotives which were withdrawn and then reinstated are shown *.

12 55A;	13 55A;	18 55A;	20 55A;	21 55A;	22 55A;	166 55A;	174 52A;
179 52A;	184 82A;	185 82A;	186 82A;	188 82A;	189 82A;	193 52A;	256 52A;
258 52A;	290 D08;	291 D09;	347 55C;	371 D09;	803 83A;	804 wdn;	805 83A;
808 wdn;	809 wdn;	815 wdn;	817 wdn;	819 wdn;	821 83A;	822 wdn;	823 wdn;
824 83A;	825 83A;	826 wdn;	827 83A;	828 wdn;	829 83A;	831 wdn;	832 83A;
833 wdn;	834 wdn;	839 wdn;	841 wdn;	842 wdn;	844 wdn;	845 wdn;	852 wdn;
853 wdn;	854 wdn;	855 wdn;	857 wdn;	858 wdn;	861 wdn;	862 wdn;	866 83A;
867 wdn;	868 wdn;	869 wdn;	870 wdn;	1000 84A;	1003 84A;	1009 84A;	1013 84A;
1015 84A;	1025 84A;	1026 84A;	1027 84A;	1029 84A;	1030 84A;	1031 84A;	1032 84A;
1034 84A;	1035 84A;	1038 84A;	1055 84A;	1059 84A;	1060 84A;	1061 84A;	1062 84A;
1063 84A;	1065 84A;	1066 84A;	1067 84A;	1068 84A;	1072 84A;	1105 55A;	1105 55A;
1513 34G;	1514 34G;	1516 34G;	1522 55B;	1523 55B;	1524 55B;	1535 30A;	1540 D16;
1544 D16;	1546 40B;	1547 30A;	1548 30A;	1549 30A;	1551 D16;	1552 D16;	1553 D05;
1554 D05;	1555 D05;	1566 40B;	1567 40B;	1568 40B;	1573 30A;	1593 82A;	1622 D16;
1623 D16;	1627 D02;	1629 D02;	1631 D01;	1633 D16;	1634 D16;	1635 D01;	1647 82A;
1680 82A;	1684 86A;	1685 86A;	1686 86A;	1687 86A;	1688 86A;	1705 52A;	1706 40B;
1720 86A;	1722 86A;	1723 86A;	1728 86A;	1729 86A;	1730 86A;	1731 D02;	1732 86A;
1739 86A;	1740 86A;	1741 86A;	1745 86A;	1747 86A;	1750 86A;	1755 86A;	1779 41A;
1789 55G;	1790 55G;	1819 D05;	1820 D05;	1821 D05;	1822 D05;	1823 D05;	1824 D05;
1833 D16;	1834 D16;	1858 D05;	1859 D05;	1861 D05;	1880 41A;	1881 41A;	1883 41A;
1884 41A;	1894 51L;	1895 51L;	1936 82A;	1939 D02;	1940 D02;	1941 D02;	1942 D02;
2043 wdn;	2046 wdn;	2049 wdn;	2050 32A;	2057 wdn;	2070 wdn;	2084 70F;	2093 wdn;
2100 wdn;	2101 wdn;	2103 32A;	2116 wdn;	2117 wdn;	2122 85A;	2126 wdn;	2136 82A;
2173 50D;	2199 12G;	2217 wdn;	2239 wdn;	2289 wdn;	2397*70F;	2398 wdn;	2431 wdn;
2435 wdn;	2436 wdn;	2439 wdn;	2443 62B;	2851 st.	3034 36A;	3048 73F;	3049 6G;
3080 36C;	3082 16C;	3093 73F;	3095 73F;	3098 73F;	3104 8F;	3133 67C;	3136 66A;
3180 36A;	3182 66A;	3185 86B;	3188 1E;	3211 61B;	3241 64H;	3313 36A;	3335 8F;
3372 8F;	3373 8F;	3378 55C;	3407 8F;	3418 66A;	3458 36A;	3472 70D;	3509 83A;
3513 82A;	3530 12A;	3531 12A;	3538 8F;	3550 61B;	3558 61B;	3591 66A;	3593 86B;
3594 86B;	3634 wdn;	3641 wdn;	3650 wdn;	3669 75C;	3677 61B;	3687 55B;	3688 34G;
3689 34G;	3706 30A;	3728 66A;	3774 36A;	3775 36A;	3784 12A;	3787 60A;	3789 16A;
3806 86B;	3813 83A;	3817 73F;	3832 8F;	3858 8F;	3876 36A;	3905 2A;	3911 52A;
3919 52A;	3921 62B;	3924 73C;	3925 9A;	3927 9A;	3928 73C;	3934 52A;	3935 51L;
3933 15A;	3937 55B;	3938 51L;	3957 64B;	3983 8F;	3985 64B;	3998 73F;	4016 82A;
4036 41E;	4048 41A;	4065 wdn;	4131 2F;	4164 85A;	5000 66A;	5001 66A;	5010 66A;
5011 66A;	5012 66A;	5013 66A;	5014 66A;	5015 66A;	5016 66A;	5017 66A;	5018 66A;
5019 66A;	5073 66A;	5090 66A;	5096 66A;	5097 66A;	5098 66A;	5099 66A;	5100 66A;
5101 66A;	5112 66A;	5113 66A;	5131 wdn;	5147 66A;	5148 66A;	5149 65A;	5150 65A;
5157 65A;	5161 65A;	5167 51L;	5168 52A;	5170 51L;	5171 52A;	5172 51L;	5178 65A;
5180 84A;	5162 55A;	5164 55A;	5251 D08;	5415 65A;	5520 55B;	5521 55B;	5522 55B;
5527 55B;	5529 30A;	5531 52A;	5532 30A;	5533 52A;	5534 52A;	5537 52A;	5538 41A;
5541 55A;	5542 51L;	5543 51L;	5544 51L;	5549 30A;	5550 30A;	5558 30A;	5559 30A;
5562 40B;	5565 40B;	5567 40B;	5583 55B;	5587 55B;	5588 55B;	5591 D10;	5594 55A;
5596 55A;	5597 55A;	5598 40B;	5600 55B;	5603 55A;	5616 55B;	5618 55B;	5650 34G;
5651 34G;	5652 34G;	5653 34G;	5654 30A;	5656 34G;	5686 40B;	5692 WR	5695 WR
5693 40B;	5694 40B;	5696 52A;	5802 30A;	5809 82A;	5812 82A;	5817 30A;	5825 30A;

MOTIVE POWER ALTERATIONS (Ctd)

5847 40B; 5848 30A; 5849 40B; 5850 55B; 5858 41A; 6100 wdn; 6102 wdn;
 6103 wdn; 6107 wdn; 6113 wdn; 6114 wdn; 6121 wdn; 6123 wdn; 6124 wdn;
 6129 wdn; 6130 wdn; 6132 wdn; 6308 wdn; 6319 wdn; 6322 wdn; 6326 wdn;
 6328 wdn; 6330 wdn; 6334 wdn; 6336 84A; 6337 wdn; 6339 84A; 6343 wdn;
 6348 wdn; 6356 wdn; 6549 70D; 6550 70D; 6551 70D; 6552 70D; 6553 70D;
 6600 87A; 6601 87A; 6602 87A; 6603 87A; 6604 87A; 6605 87A; 6606 87A;
 6607 87A; 6608 87A; 6700 51L; 6721 51L; 6729 55C; 6739 41A; 6759 30A;
 6773 31B; 6774 31B; 6777 31B; 6778 31B; 6786 31B; 6791 41A; 6801 51L;
 6802 51L; 6806 52A; 6807 52A; 6809 51L; 6810 51L; 6812 51L; 6813 51L;
 6814 51L; 6828 30A; 6829 30A; 6833 30A; 6835 D16; 6860 30A; 6870 41A;
 6915 41A; 6916 30A; 6926 41A; 6960 30A; 7002 wdn; 7006 wdn; 7011 81A;
 7016 81A; 7017 81A; 7022 81A; 7044 81A; 7058 wdn; 7059 wdn; 7060 wdn;
 7062 wdn; 7063 wdn; 7064 wdn; 7067 wdn; 7069 wdn; 7072 wdn; 7074 82A;
 7075 82A; 7078 wdn; 7079 wdn; 7081 wdn; 7083 wdn; 7525 D01; 7526 D01;
 7527 D01; 7528 D01; 7539 D08; 7540 D08; 7541 D08; 7557 D10; 7573 84A;
 7574 84A; 7575 84A; 7577 84A; 7586 55A; 7587 D09; 7588 D09; 7593 55A;
 7596 55A; 7598 D09; 7599 D09; 7600 D09; 7601 D09; 7606 D16; 7607 D16;
 7615 D02; 7616 D02; 7617 D02; 7626 D16; 7656 84A; 7657 84A; 7675 84A;
 7676 84A; 7677 84A; 8000 64B; 8001 64B; 8004 64B; 8005 64B; 8007 64B;
 8008 64B; 8009 64B; 8017 64B; 8018 64B; 8019 64B; 8024 65A; 8027 65A;
 8030 65A; 8034 65A; 8041 65A; 8046 65A; 8048 65A; 8055 65A; 8056 41A;
 8082 66A; 8091 66A; 8096 66A; 8098 66A; 8099 66A; 8101 66A; 8112 66A;
 8113 66A; 8118 66A; 8121 66A; 8125 66A; 8300 41A; 8301 41A; 8302 41A;
 8303 41A; 8304 41A; 8305 41A; 8306 41A; 8307 41A; 8308 41A; 8309 41A;
 8502 wdn; 8503 wdn; 8504 wdn; 8505 wdn; 8506 wdn; 8513 wdn; 8515 wdn;
 8516 wdn; 8529*64B; 8525 wdn; 8528 wdn; 8531 wdn; 8538 wdn; 8539 wdn;
 8540 wdn; 8541 wdn; 8542 wdn; 8543 wdn; 8545 wdn; 8546 wdn; 8549 wdn;
 8550 wdn; 8551 wdn; 8555 wdn; 8557 wdn; 8559 wdn; 8661 wdn; 8662 wdn;
 8565 wdn; 8567 wdn; 8568 wdn; 8573 wdn; 8574*66A; 8579 wdn; 8580 wdn;
 8581 wdn; 8583 wdn; 8586 wdn; 8587 wdn; 8588 wdn; 8592 wdn; 8593 wdn;
 8594 wdn; 8598 wdn; 8598*64B; 8599 wdn; 8600 wdn; 8601 wdn; 8602 wdn;
 8603 wdn; 8604 wdn; 8607 wdn; 8608 wdn; 8610 wdn; 8612 wdn; 8613 wdn;
 8614 wdn; 8615 wdn; 8616 wdn; 12049 wdn; 12051 wdn; 12056 wdn; 12061 wdn;
 12071 wdn; 12073 wdn; 12075 wdn; 12077 wdn; 12082 wdn; 12083 wdn;
 12094 wdn; 12079 wdn; 12103 wdn; 12108 wdn; 15214 wdn; 15219 wdn;
 15220 wdn; 15221 wdn; 15222 wdn; 15224 wdn; 15225 wdn; 15229 wdn;
 15230 wdn; 15231 wdn; E3027 wks; E3028 wks; E3039 wks; E3040 wks;
 E3139 LMW; E3129 LMW; E3173 LMW; 26037* 9C; 26045 WDN; 26019 wdn;
 26031 wdn; 26037 wdn;

Renumbered 26050 now renumbered 76.050

Stored Steam Locomotives 7, 8, 9(at 6F)

* indicates a locomotive withdrawn then re-instated

2851 was taken from store at 8J, returned to traffic, and then stored at 8J again during this period.

NOTE As no fewer than 635 locomotives were re-allocated in this period details of locos fitted with dual Brakes etc. etc. cannot be fitted on these pages, and may be found elsewhere in this issue.

MOTIVE POWER ALTERATIONS

Modifications

L.M.R.

Period to 9th. October:- NIL

Period to 6th. November:-

Fitted with Dual Brakes:- 40 109 117 201 3694 8146 8165 E3077

Fitted with B.R. A.W.S.:- 8165

Modified Triple Valve additions:- 5063 5075 5135 5230 5267 5282 5287 5288
5297 7511 7512 7514 7518 7560

Fitted Dual A.W.S.:- 5230

Period to 4th. December:-

Fitted with Dual Brakes:- 95 110 1692 1724 4147 8083 8154 E3095

Modified Triple Valve additions:- 5054 5079 5082 5245 7510 7525 7559

A.W.S. additions & Alterations:- 7511 Fitted dual AWS then WR ATC shoes removed temporarily.

5230 WR ATC shoes temp removed

Snow Plough Brackets Fitted:- 5269.

E.R.

Fitted Dual Auto/Air Brakes:-

W/E 21.8.71 1526 3706 6777

W/E 28.8.71 23 6808

W/E 4.9.71 355 6870

W/E 11.9.71 NIL

W/E 18.9.71 3687

W/E 25.9.71 1522 5683

W/E 2.10.71 5659 6760

W/E 9.10.71 191 3701 5592 5670

W/E 16.10.71 254

W/E 23.10.71 267 3692 6767

W/E 30.10.71 1521 3688

W/E 6. 11.71 6722

W/E 13.11.71 1529

W/E 20.11.71 167 5589

W/E 27.11.71 3689 5862 6795

W/E 4.12.71 397 5656 6812

W/E 11.12.71 268 5583 6757

ScR

Period to 18th. August, 1971:- * Fitted Dual Brake = Fitted AWS + Boiler fitted

365* 5391* = 5392* = 5393* = 5403* = 5404* =+ 5407* =+ 5408* =+ 5409* =+ 5410* =
5411* =+ 5412* = 5413* =+

Period to October 2nd.:- NIL

Period to October 30th.:- NIL

Period to November 27th:-

Fitted EQ Brake :-5177

Fitted Dual Brake:-6919

S.R.

Fitted Dual Brake:- 3924 3928

Slow Speed Control; 6586 6591

Vacuum only Fitted:- 3817 3998

Vacuum NOT Fitted:- 3893 3095 3098

W.R.

1047 DB DAWS; 6974 DB DAWS; 7677 BRAWS*; 155 DB; 184/5/6/8/9 BRAWS DB
1043 DB DAWS; 1052 DB DAWS; 1684-8/1720/2/3/8/30/2/9-41/5/7/50/5 DAWS
3813 DB RTR; 3817 RTR; 5809 BRAWS EQ; 5812 BRAWS; 6955 DB; 7675 SP; 141 DB
1021 DB DAWS; 1936 ETH 3812 DB; 7573 BRAWS; 7574 BRAWS EQ SP DAWS;

MOTIVE POWER ALTERATIONS (MODIFICATIONS)

W.R. (Std)

7575 BRAWS; 7577 BRAWS; 7656 BRAWS EQ *; 7675 BRAWS* DAWS; 7676 BRAWS*

Codes:-

DB Dual Brakes DAWS Dual Automatic Warning System

BRDAWS B.R. " " " "

ETH Electric Train Heating * No Boiler RTR Radio Telephone Rem

EQ EQ Brakes, SP Snow Plough Brackets Fitted

(These apply also to D.M.U. lists)

MULTIPLE UNITS

51943 BJ; 55990 9D; 55996 9D; 55997 6A; 55998 8A; 55997 6A;
50979 withdrawn; 56215 withdrawn; 59742 withdrawn;

EMU Class 53 Max. speed now 100 mph
Class 503 Trailers Composites now Trailer Seconds

DMU
50410/972 56254 withdrawn
Fitted Dual AWS:- 50050/72/105 51143
" WR ATC only:-50663

DMU 59199 to 50C; 50140 51514 59047/77 to 55H; 50185/268 59066/75 to 5
50167 to 32A; 50171 to 32A; 50369 56124/33/44 to 32A; 50389 to 50C
51278 56437/40 40A; 56435 to 50C; 50266 to 55H; 50388 56440 to 50
50344/418 51121 56172/3/318 all withdrawn. Also 50029/34.

DMU
79085 64H to 67C then to 64H then stored. 79101 stored at 64H
79085 67C to 64H then stored. 79088 64H to 67C.

DMU
55987 withdrawn; 56289 81D; 50854 DAWS 51319 DAWS 50681 DAWS
59284 82A; 59447 Store; 50907 DAWS 51328 DAWS 50701 DAWS
59587 82A; 50658 86A; 51349 DAWS 50653 DAWS 51304 DAWS
50665 86A; 50711 86A; 51351 DAWS 50707 DAWS 51313 DAWS
50715 86A; 51574 82A; 51355 DAWS 51391 DAWS 51393 DAWS
51581 82A; 51583 82A; 51397 DAWS 55024 DAWS 50666 DAWS
51585 82A; 55024 84A; 52088 DAWS 52099 DAWS
59040/261 86A; 60090/93/730/1 81A.

Multiple Units Fitted with BR standard AWS (LMR)

50310/1/8/22/3/8/9/35/50/1/3/7/8/99 * since withdrawn
50405/7/9/32/7/9/44/53/68/70/3/84/91/5/6
50503/22/3/5/7/31/2/6/8 50629 50805 50928/28/32/3/9/45/67/72*/4/83/6
51180/3/8 51201/2 51420 51565/6/9/70 51852/8/60 51909/11/4/7/22/3/9/3
52044/55/9/63 56108/54/75/81 56212/22/8/50/7/69 56335/41/9/60 52046

A Full list of locos now fitted with ETH (Electric Train Heating is a
follows:- 1101-1111 1500-1519 1936/60/1/75 5589/92 6500-97 9000-902
E5001-E5014 E6001-E6049, E6101-E6110 400-4495616/46/56 5856...
and many of the LMR A.C. Electrics series E3001-E3200

TOURS PROGRAMME

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 Loco Works etc. Coach will depart Saturday evening as follows:-

	Barnoldswick	at 18-30	due back for 22-00
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 16th January, 1972. CREWE WORKS ONLY Tour Number 93C

Visit to Crewe Locomotive Works Only. Meet Victoria Ave., entrance at 14-20, or the Duke of Bridgewater from 12-00 onwards if over 18 years of age. Visit fee 15p payable in advance. Please note there will be no visits in future round Crewe Works at 12-30 hrs.

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

Motive Power Depots to be visited will include:- 1E Bletchley; 2A Tyseley; 2C Stourbridge; 2E Saltley; 2F Bescot; 16A Toton; 16F Burton; 14C Bedford; 31A Cambridge; 31B March; 34D Hitchin and 85A Worcester etc. Coach will depart Saturday evening as follows:-

	Barnoldswick	at 18-30	due back for 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 for 21-00
	Manchester	at 20-00	due back for 20-45
	Sheffield	at 21-30	due back for 19-30

Sunday 6th February, 1972. CREWE WORKS ONLY Tour Number 95C

Visit to Crewe Works Only. 14-30 party. Visit fee 15p as tour 93C.

Saturday/Sunday 12/13th February, 1972. LONDON AND SOUTH EAST
Tour Number 96Q

Motive Power Depots to be visited will include:- 30A Stratford; 70D Eastleigh; 70F Bournemouth; 75A Brighton; 73C Hither Green; 73F Chart Leacon; 75D Stewarts Lane; 81A Old Oak Common; 34G Finsbury Park; 1A Willesden, and other Southern Region and London area Stabling Points. Coach will depart FRIDAY evening returning Sunday.

	Barnoldswick	at 18-30	due back for 22-00
Cost will be £6-25	Burnley	at 19-00	due back for 21-30
Minimum deposit £1-50	Bury	at 19-30	due back for 21-00
	Manchester	at 20-00	due back for 20-45

The above cost is inclusive of one nights Hotel Accommodation in London on Saturday evening and Breakfast Sunday morning. All booking MUST be received no later than 1st February, 1972.

Sunday 27th February, 1972. GLASGOW & EDINBURGH Tour Number 97T

Motive Power Depots to be visited will include:- 64B Haymarket; 62C Townhill; 64H Leith; 65A Eastfield; 66A Polmadie; 67A Corkerhill and Glasgow Works etc. Coach will depart Saturday evening as follows:-

	Barnoldswick	at 18-30	due back for 22-00
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

TOURS PROGRAMME Cont.

Sunday 5th March, 1972.

CREWE & DERBY

Tour Number 98D

Motive Power Depots to be visited will include:- 5A Crewe CDD; 5D Cockshute; 16C Derby; Derby Locomotive Works; Crewe Locomotive Works and various stabling points in the Liverpool area. Coach will depart Sunday morning:

Barnoldswick	at 06-45	due back for 22-00
Burnley	at 07-15	due back for 21-30
Bury	at 07-45	due back for 21-00
Bolton	at 08-15	PICKING UP ONLY
Manchester	at 08-45	due back for 20-45
Stockport	at 09-05	PICKING UP ONLY
Derby	at 10-50	PICKING UP ONLY

Cost will be £1-50
Minimum deposit 50p

Visit also to Crewe Locomotive Works Only, meet Victoria Ave. entrance at 14-25, visit fee 15p payable in advance.

Sunday 19th March, 1972.

EAST ANGLIA

Tour Number 99P

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
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
Sheffield	at 21-30	due back for 19-30

Cost will be £2-75
Minimum deposit 75p

Friday, Saturday, Sunday and Monday 31st March 1-3rd April, 1972.

Grand Easter Weekend Tour to SOUTH WEST & S. WALES Tour Number 100W

Motive Power Depots to be visited will include:- 82A Bristol Bath Road (subject to permits) 83A Newton Abbott; 83B Taunton; 84A Plymouth Laira; 84B St. Blazey; 84D Penzance; 85A Worcester; 85B Gloucester; 86A Cardiff Canton; 86B Newport Ebbw Junction; 86E Severn Tunnel Junction; 87A Landore; 87B Margam etc., and various stabling points as well as Barry Island Scrap Yard. The coach will depart on Good Friday afternoon and return Monday evening as follows:-

Barnoldswick	at 12-00	due back for 22-00
Burnley	at 12-30	due back for 21-30
Bury	at 13-00	due back for 21-00
Manchester	at 13-30	due back for 20-45

Cost will be £9-00
Minimum deposit £2-50

Arrangements can be made to pick members up from the Birmingham area at Walsall, further details on request from Bookings Secretary. The cost is inclusive of two nights Hotel accommodation on Saturday and Sunday evenings in Cardiff and Breakfast on Sunday and Monday Mornings. Friday night will be spent travelling down to Penzance. Booking for this tour MUST be received 18th March, 1972 no later.

Sunday 9th April, 1972.

CREWE WORKS ONLY

Tour Number 101C

Visit to Crewe Loco Works Only. Meet Victoria Ave entrance at 14-25 or Duke of Bridgewater Hotel, if over 18 years of age from 12-00 onwards. Visit fee 15p payable in advance.

Provisional Dates Only.

Sunday 16th April, 1972
Sunday 30th April, 1972

- LONDON)
- NORTH EAST) Further details in
next magazine.

THE SCOTTISH RAILWAYS

Prior to 1923 there were five large Scottish railway companies. During the nineteenth century each of these companies had grown from small beginnings by amalgamation and "take-over" until they had spread to the furthest corner of the land that might provide revenue. These companies were:-

(1). The CALEDONIAN RAILWAY, which was the name of the line opened in stages in 1848 between Carlisle, Carstairs, Glasgow & Edinburgh, and engineered by Joseph Locke. The main economic strength of the Company lay in the monopoly of South Lanarkshire coalfield, which it tapped by many miles of branch lines. Elsewhere in Scotland it poached on the territory of other companies, rather like the Midland Railway in England, and such competition, although romantic and interesting to the railway historian, was in the long run wasteful, and resulted in the construction of many duplicate lines. The Caledonian was nevertheless the most opulent of the Scottish Companies. The locomotives were both handsome and utilitarian, and its architecture, at its best - as in Wemyss Bay station - was little short of splendid. In short, although in some ways it was rather a cad, paying its servants badly, it was rather an engaging one.

(2) The GLASGOW & SOUTH WESTERN RAILWAY. The Sou' West had its roots in Glasgow, Paisley, Kilmarnock and Ayr Railway, opened in 1840. By the end of the decade this had been extended to join the Caledonian line to Carlisle at Gretna via Dumfries, providing a route to the South which competed with that of the "Caley". This, the "Midland - Scottish" route, was later adopted by the Midland Railway to compete with the London & North Western, but although scenically the best way to travel from England to Scotland, it never succeeded in wresting much traffic from the "West Coast Route". The Sou' West's most serious competition with the Caley was in the field of steamer services, both on the Clyde, and between Scotland and Ireland. It secured an effective monopoly of Glasgow-Stranraer-Larne traffic by its direct line, and provided the most direct services to Arran. Although a small concern, it exercised a disproportionate influence both on the Caledonian, and on Scottish railway history in general.

(3) The GREAT NORTH OF SCOTLAND RAILWAY. This grandiose title masked a modest Company which served the land of Buchan and Speyside. It was originally opened in 1854 between Aberdeen and Huntly, and reached Keith, where it met the Inverness & Aberdeen Junction, two years later. Much of its subsequent history was that of a persistent quarrel with the I & A's successor, the Highland, over running rights to Inverness. The question became academic in the 1890's when the Highland's direct Aviemore-Inverness line made the Aberdeen-Inverness route of only secondary importance. This quarrel effectively depleted resources of the GNS and the line existed in a state of torpor almost right up to the 1890's. Thereafter however it concentrated on improving its local services on its great mileage of branch lines. Its passenger locomotives were predominately 4-4-0 tender engines, which in fact performed on almost all duties except shunting and suburban work. It also had a collection of odd pieces of machinery, including steam railcars with - apparently - spherical boilers, one rather ephemeral geared steam engine and three narrow-gauge tramcars. The Company also possessed the only vehicle on a Scottish Railway with any pretence of being a 'Royal Coach'. (This is now preserved at the S.R.P.S. depot at Falkirk).

(4) The HIGHLAND RAILWAY, a far-flung, wild, woolly, company, engaged in extracting a living from the most unpromising terrain. Hence it was distinctive line, with quite peculiar, not to say unique forms of locomotives and rolling stock. It had its beginnings in the Inverness and Aberdeen Junction Railway, opened about 1853 between Inverness and Elgin. The Highland itself came into existence in 1865 when the I. & A. J. merged with the Ross-shire Railway and the Inverness & Perth, which had been opened to connect the railheads of Forres and Dunkeld in 1863. By 1875 the line was at almost its greatest extent, with routes radiating from Inverness to Strone Ferry Stanley (near Perth), Wick and Thurso, and Keith. Thereafter funds for investment were not available for major extensions, and only a few branches and light railways were built. The line carried a vast military and naval traffic in both world wars.

(5) The NORTH BRITISH RAILWAY, the first line to cross the border, when in 1846 it opened its line from Edinburgh to Berwick-on-Tweed, with a branch to Haddington. At the end it owned a considerable mileage of branches in England, reaching Hexham, Morpeth & Silloth. It spread a grid of lines over south-east Scotland and Fife, territories which it monopolised. It was the largest company in Scotland but was by no means as profitable or proud as its rival railway the Caledonian. Indeed, until competition from the other stimulated it, it was rather a scruffy concern, with execrable rolling stock and nondescript locomotives painted a nondescript colour. The collapse of the Tay Bridge in 1879 had the salutary effect of bringing it to its senses, and its career took an upward turn with the completion of the Forth Bridge and the West Highland Railway in the 1890's. By 1923 it was in a position sufficiently good to engage and win a battle with Lloyd George government for war reparations which were owing. It always favoured four-coupled locomotives for passenger duties, and 0-6-0's for goods work, and certainly may be said to have produced the ultimate in both designs. Despite its archaic title, the North British Railway was by 1923 a very modern concern.

In 1923 all major British railway Companies were combined into four main-line concerns. Of these, two only reached Scotland

- 1) The LONDON, MIDLAND & SCOTTISH RAILWAY, which absorbed the Caledonian, the Glasgow & South Western and the Highland Railways.
- 2) The LONDON & NORTH EASTERN RAILWAY, taking over from the Great North of Scotland and North British Railways.

A further twenty-five years later the process of amalgamation took a further turn by nationalisation, and everything north of the border simply became the Scottish Region of BRITISH RAILWAYS.

Information for the above article from S.R.P.S. - D. Felton.

WINNERS OF THE LAST COMPETITION

Member 1851: Phillip R. Taylor, 2, May Ave., Norris Bank, Stockport, Cheshire.

Member 1166: Denis A. Whitehead, 40, Sutherland Road, Firswood, Manchester, 16.

Both these members will receive a voucher worth £1-00 towards future coach tours. For the answers please see inside back cover - also this month's competition.

Fylde Coast

Illuminations traffic in 1971 has tremendously increased and below we give details of two dates, 25th. September, and October 2nd.

September 25th

1891 (Leeds) 1615 (Milford)
1643 (Chippenham) 1609 (Aberdare)
1612 (Swansea) 1763 (Spalding)
5095 (Aberdeen) 7515/87 (Stoke)
5226/7505 (Notts)

October 2nd.

1920 (Swansea) 1568 1575 (Rotherham)
1531 (Sheffield) 1960 (Nottingham)
1525 (Clacton) 1705 (Leeds) 1924 (Nuneaton)
1548 (Peterborough) 1926 (Cardiff)
1664 (Pembroke) 1644 (Plymouth) 1921 (Llan)

SHEFFIELD/WATH ELECTRICS.

This class of locos include the first two locomotives to be renumbered. The first to bear its new number was E26050 now numbered 76.050 This was officially renumbered on 12th. November, followed later by E26054 (now 76.054) This was noted so numbered in Tinsley yard on 8th. December. The new numbers consist of the class number, followed by the loco number. Details are not available yet of full renumbering, It is presumed that E26001-E26057 will become 76.001-76.057. The A.C. electric locos in Doncaster works have had similar numbers chalked on them, but whether the renumbering will be across the set E3001-E3200 or across classes is not known. The likeliest seems to be E3001-23 (81.001-81.023) E3024-35 (83.024-83.035) etc. although E3024 may become 83.001. So far electrics have been the only locos affected, but no doubt diesels will soon be appearing as 47.001 etc.

BIRMINGHAM AREA

Noted here at the end of November were the following:- Class 44 No. 9 'Snowdon', Class 40 No. 306, Class 31 Nos 5653 & 5688 (double-headed) Class 33 Nos 6520 & 6534 (Double Headed), and Class 25 Nos 7626 & 7535 (Double-headed - allocated to D16 and 84A resp.) Noted on the same day at Derby were:- 1943 (1E78), 3104 (ex-works in blue), 8521 (in blue livery) 1895, 6835, 6953, 1698 and 5662.

ST. PANCRAS

A class rarely seen on passenger work is Class 44, but one was noted here on September 23rd, being No. 6 'Whernside' returning with the 15.30 hrs to Nottingham.

STEAM LOCOMOTIVES

Noted in a special freight through Birmingham on September 20th. was No 600 'Gordon' from the Longmoor military Railway en route to the Seven valley, hauled by Hymek 7099.

CREWE

Further information about the new diesels undergoing construction at Crewe Works is as follows:-

"It is now learned that the new diesels under construction at Crewe of which one is a Brush/Sulzer of 2,250 h.p are prototypes for the 125 mph schedules to be introduced around 1974/75.

"The first will go on trials presumably the GWR as from June 1972 " LOCOMOTIVES being cut up at Crewe Works so far include the following (Some still awaiting cutting), 8211/4/5/6/8/20/1/2/4/5/6/8/9/30/1/2/4/9/42.

EDGE HILL TO BRADFORD

Noted on 6Z41, a freight from Edge Hill to Bradford on 7th. December 1971 was 5603, passing through Manchester Victoria at about 16.55 hrs. Noted stabs were 368 (64B) waiting in the Holding Sidings for the 00.12 Newcastle papers.

OLD OAK COMMON

Noted here on 23rd. October were 821, 827, and 818 (all 83A) Rail Hymeks were 7041 (82A) and 7090 (86A) and a number of withdrawn locos, bei 7069, 817, 823, 809, 842, 7006, and 7081. Two days later the only warship in use here was 821 (83A), Unusual locos around the depot were 6744 (31B) and 5817 (30A) both on freights.

ISLE OF WIGHT. The only loco based on the Island No. 2554 is reported as receiving a repaint, in blue livery. This is due to be completed in the new year.

SCRAP SALES Further to our list published in the last edition of the magazine, we are informed of the following alterations:-

Chadderton 2584/95 NOT 2587/93
2247 (quoted at both Fords Dagenham & Briton Ferry) may have in fact been cut up at Blyth! A further list is published elsewhere in the magazine.

SWINDON Further steam loco undergoing overhaul at the Works is loco No. 46 (B.R. No. 30583) owned by the Bluebell Railway.

WITHDRAWN WESTERN REGION LOCOS are reported stored as follows:-

St. Phillips Marsh:- 6340* 845* 834* 858* 6331* 6315* 6354* 6327* 855* 831
822* 867* 819* 868* 7078* 843* 826* 857* 7062* 6318* 7002* 6323* 808* 854
839* 815* 861* 6330* 6322* 831* 869* 6308* 6348* 6319* 6328*
6337* 6334* 7058+ 7006+ 7063* 7072*

HACKNEY SIDINGS (Exeter) Not in use now

LAIRA 841+(seen Swindon 26/10/71)

OLD OAK COMMON 842+ 809+ 817+ 823+ 7081+

BIRDS LONG MARSTON (Nr. Gloucester) 844+
CANTON 7059= 7060= 7064= 7067= 7069= 7079= 7083=

* Noted 8th and 20th. November, 1971 = noted 12th. November
+ Noted 8th. November only

SWINDON WORKS. Noted here on 26th. October were:-

*Stored = cut + Shell only

870+ 835* 6309* 856+ 6352= 6307= 864= 830= 6349= 2378* 836* 6343+ 6326+
828* 6312+ 846* 850* 6332+ 6356+ 804* 862* 849* 2140* 838* 841* 15232*
847* 837* 859* 851* New arrivals (17/11/71):- 852/3/60 1013/37.

WESTERN REGION NORTH BRITISH TYPE 2's still in service are 6333/6/8/9. These have been reported as follows:-

6333 No reports received
6336 Exeter Area several reports
6338 St. Blazey area
6339 Exeter Area

CLASSES NOW ALMOST EXTINCT

Several Classes are now almost extinct, and we give details here of the surviving members of the classes:-

WARSHIP All remaining locos allocated to 83A Newton Abbot, survivors being:-
803/5/6/7/10/1/2/3/4/6/8/20/1/4/5/7/9/32/66 19 survivors all class 42 (out of 38) Class 43 all 33 now withdrawn.

CLASS 04 (2213-) All now withdrawn - last to be withdrawn 2217 (5/12/71)

CLASS 29 North British Type 2- all survivors based at 65A Eastfield, these being 6106/12/16/19/33

Class 22 North British Type 2- all survivors based at 85A Laira, these being 6333/36/38/39

Class 17 Clayton Type 1- survivors at 66A* and 64B=, these being:-

8507= 8508* 8529=+ 8552/8* 8563= 8574*+ 8598=+ + recently re-instated
also 8512/21 allocated Derby Research Centre.

Class 11. Ex- LMS Shunters All 120XX series at Wigan (8F), all 121XX series at Stratford (30A). Remaining members of Class are:-

12063/74/76 (all 8F), 12109/10/27/30/32/34/36 (all 30A).

Class 12 Shunters all S.R. based. Remaining locos are 15211 (75C) and 15212 (73

The survivors of these classes are not expected to remain in service for long, and indeed some may be extinct already. Other classes which have had large withdrawals recently, include Hymek Class 35 (15 withdrawn and some stored)

L.M. based Electrics at present at Doncaster Works include E3027/8/32/3/4
E3037/8/9/40/2/3/98 E3100. E3034 is expected out early in the new year, being at present in the Paint shops. These may carry the re-numbered fleet numbers.

SCOTTISH REGION

At the beginning of October the Scottish Region received over 50 diesels from the Eastern & London Midland Regions. All were allocated to the Glasgow area with the exception of 10 Type 1's going to Haymarket. The Type 1's from D16 arrived in pairs, and by the evening of 4/10/71 they were all gathered at Polmadie shed. The LM type 2's arrived the same day, but the ER type 2's took longer to arrive, although most had arrived by the end of the week. The type 2's took over the Motherwell area duties, the Claytons returning to Polmadie to be placed in store until eventually there were 30 of the in the yard. Some of them were soon reinstated and at the end of November 12 were still active. They are mainly employed on duties in and around the Glasgow area. On Sundays, they are either on shed or working P. way Trains from the Rutherglen P. Way depot.

The Type 2's work the Gen. Terminus Quay-Ravenscraig Iron Ore Trains, the first time this type has appeared on these duties.

The Type 1's allocated to Eastfield along with the type 2's took over the duties of the NBL Type 2's most of which are withdrawn. Due to rebuilding however, space at Eastfield was at a premium, and four NBL's were sent to Polmadie, where they had their components removed. These were 6101 6123/30/37. After this they were stored at the top end of the yard, along with 5390, which seems to have sustained collision damage.

The ten type 1's allocated to 64B have replaced the claytons which are stored at Millerhill Yard.

RAIL NEWS

BRUSH TYPE 2's to LMR.

During the currency of the last magazine several Brush Type 2's have been on loan to the LMR, and we are giving here a list of locos involved and some of the workings. These are basically in use for Driver training. All dates given for allocations are Week Ending

<u>LOCO</u>	<u>DEPOT</u>	<u>DATE</u>
5825	D16	14/8/71 then ER 11/9/71
5538	D10	11/9/71 then ER 9/10/71
5817	D16	11/9/71 then ER 9/10/71
5597	D10	23/10/71 then ER 6/11/71
5603	D10	6/11/71 then ER 20/11/71
5591	D10	20/11/71 still on loan in December

Locos appeared at Barrow M.P.D. on 11th. September, 1971. Noted in the Barrow/Carnforth area were 5538* (18/9/71) 5801=(9/10/71) 5801*(3rd, 9th and 16th. October, 1971) 5658*(6/11/71 with one other unidentified) 5597+(6/11/71 with one other) * at Carnforth; = at Barrow; + Skipton. Brush Type 2's now work all Leeds-Morecambe and Healey Mills-Barrow parcels and freight trains.

LEEDS CITY Rare working for a 'Deltic' on a parcels train into Leeds City. The loco, No. 9009 pulled 12 parcels vans in the parcels sidings at 13.32 (Headcode 6E10). Unfortunately our correspondent did not give a date for this.

BARRY ISLAND SCRAPYARD Noted here on 7th. November, 1971 for preservation were 7200, 7202, 5643, 4144, 4930 'Hagley Hall', 9681, 5164, 2857, 5541, 563, 6960 'Ravingham Hall', 4561, 7819 'Hinton Manor', 3738, 34106 'Bodmin', 41312, 42968, 46447, 48431, 92212, 78009, 75069, 76077, 80151 and an unidentified S15 4-6-0.

BRISTOL-PORTSMOUTH. The 09.15 Cardiff-Portsmouth and 14.20 return to Bristol is now often in the hands of a Brush Type 4 (Class 47). Noted have been 1935 (16/10/71), 1931 (6/11/71) both B2A based. The more normal 'Hymek' power was however used on 20/11/71 when 7006 worked the train.

BRISTOL. Noted on the depot on 16th. October was 7656 on route from D08 to Plymouth area. Also noted here were a number of Cardiff Hymeks, 7062/8/93, both the B2A based Brush Type 2's and Warships 839/61/7. On the same date 826 (B4A) was in use at Severn Tunnel Junction, only two days before its withdrawal.

DIVERSION of the 17.35 Bristol -Portsmouth train took place on 16th. October. The train left Bristol 15 minutes late, and was further delayed by having three extra stops, because of the cancellation of the earlier Bristol-Westbury stopper. By the time it reached Salisbury it was about 10 minutes late only. From Romsey it was diverted via Eastleigh, instead of Southampton, and travelled via Netley to join the Southampton-Portsmouth line, at Fareham. Arrival at Portsmouth harbour, despite these delays was 10 minutes EARLY.

STRATFORD Noted here on 23rd. October was ex-B.R. loco no. 2330, now owned by Fords, and bearing their number '8'.

RAIL NEWS

The following depots/stabling Points/signing on Points are to close before the end of 1972:-

LONDON MIDLAND

Kidderminster, Tyseley, Heaton Mersey, Stockport (Edgeley), Trafford Park, Accrington, Glazebrook, and St. Helens.

EASTERN

Sudbury, Louth, Hatfield, Royston, and West Hartlepool

SCOTTISH

Beattock, Carstairs, Dumfries, Elgin, and Leith Central

SOUTHERN

Dartford, Maidstone, Margate, Ore, Ascot, Chertsey, Dorking, Hounslow, Southampton Docks, Strawberry Hill, Windsor, Addiscombe, and Crystal Palace.

WESTERN

Barnstaple, Truro, Liskard, and Radstock.

Major depots which are to close by the end of 1975 (decision not absolute but agreement has been reached by B.R.) are:-

LONDON MIDLAND

Banbury, Edge Hill, Springs Branch, Burton, Westhouses, and Rose Grove.

EASTERN

Grantham, Retford, Spalding, Bury St. Edmunds, Goole, Halifax and Hull (alexandra Docks)

SCOTTISH

Bathgate, Corkerhill, Polmadie and Whiffleet.

SOUTHERN

Stewarts Lane

WESTERN

Newton Abbot, Worcester, Taunton, Didcot, Southall, Oxford and Bromsgrove.

This list is reproduced from an official B.R. document, which also contains details of closure of other smaller places.

RAIL NEWS (WORKSHOPS)

CREWE WORKS (12th. December, 1971)

English Electric Class 40	206/10/20/21/49/60/68/69/77 255 301/3/13/27/40 358/70
English Electric Class 50	400/13/17/18/26/30/46
Brush/Sulzer Class 47	1110 1504/7/10/19/30/34/37/62/63/70/95 1601/32/87 1705/13/35/38/44/46/52/55/56 1819/23/56/65/67/86, 1891/8 1958/60/64/68/72
Shunters (Class 08-10)	3068 3105/81/94 3868
English Electric Class 20	8039 8167/79/84
B.T.H. Type 1 Class 15	8214/16/24/26/28/29/31/39 (all for cutting up)
LMW Electric Locomotives	E3013/18/49/50/51/55/56/78/96 E3105/31/33/35/37/45/47/48/51/52/95
Sheffield Electric Class 76	26022/25

Continued opposite

RAIL NEWS (WORKSHOPS)

ST ROLLOX WORKS 28th. November, 1971

English Electric Class 40:- 366 (64B);
Brush/Sulzer Class 47 :- 1836 (D05);
Barclay Class 06 :- 2431/39 (wdn); 2440(62C);
British Railways Class 08-10:-3885 (64H); 3894 (65A); 3907/17 (66A);
3932 (61B); B
B.R./Sulzer Class 24 & 25:- 5012/17/97 (66A); 5105 (52A); 5115/30 (60A);
5131 (wdn); 7582 (64B);
Birmingham Class 26 and 27:- 5312 (64B); 5338 (60A); 5351/3/5/7/64/82 & 65.
5392 (64B); 5401 (65A); 5408 (64B).
English Electric Class 20:- 8049 (40B); 8127 (66A); 8300 (41A);
Clayton Class 17 :- 8501/3/6/9/14/8/9/20/2/3/6/7/32/3/43/6/9
8555/90/2/4/9 8604/6 (all withdrawn)

Doncaster Works 19th. December, 1971

British Railways Class 03:- 2085 2198 (wdn);
British Railways Cl. 08-10:- 3205 (40A); 3326 (30E); 3516/35 (36A)
3547 (55F); 3675 (50C); 3713 (34D);
Brush Class 31:- 5505 (30A); 5553/4 (40B); 5559 (51L);
5598 (40B); 5608/26/46 (34C); 5656 (30A);
5650 (34C); 5657 (55A); 5678 (34C); 5691 & 40
English Electric Class 37:- 6726 (31B); 6764/93 (52A); 6816 (31B);
6824/7/35 (41A); 6873 (52A); 6937 (64B);
6954 (86A); '
'Deltic' Class 55 9004 (64B); 9007 (34C); 9021 (64B);
L.M.S. Class 11 12082/97 (wdn)
LMW AC Electrics Class 81-86:-E3027/8/32/3/4/7/8/9/40/2/3/98 E3100

Swindon Works 27th. October, 1971

Warship Classes 42/43 804/28/30/5/6/7/8/41/6/7/9/50/1/2/3/6/9
860/1/2/4/70 (all withdrawn)
Western Class 52 1001/11/13/4/21/6/36/46/9/51/3/7 (84A)
Brush Prototype 1200 (82A)
BR Class 03 2140 2378 (wdn)
BR Class 08 3040 (70D); 3048 (73F); 3101(73F); 3094 (75
3358 (82C); 3810/1/2 (86B); 3815 (73C);
3816 (86B); 3967 (81F); 4016 (82A);
NBL Class 22 6307/9/12/26/32/43/52/6/49 all withdrawn
BR Class 12 15232 (wdn)
Departmental PWM650

STRATFORD WORKS 20th. November, 1971

'Peak' Class 46 164
'Sulzer Class 47 1503/16 1761/3/5 1909
BR Class 03 2010
BR Class 08 3001 3128 3303/9 3705 3920
Brush Class 31 5516/80
English Electric Class 37 6819
B.R. Class 11 12136

RAIL NEWS

DONCASTER

Noted here in ex-works blue in the month of November were the following:- 3656 3319 5653* 5589* = 6795* 6812* 5656* (* fitted Air brakes = fitted ETH)

Due to a derailment on the Sheffield-Manchester line (Electric) on 20th. November the following were stabled at Rotherwood, following cancellation of several? ballast jobs on the following day:- 26001/8/16/36/51/56 26027/9/45/9 26002/20/4/44 and 3694 (9A) air baked and in ex-works condition.

DERAILMENT

Locomotives involved in the derailment at Wentworth were 26022/25 These are now stored at Crewe Works. Members of this class were cut up at Reddish and it is expected that 26017/35 26019/31/42 will be so treated. 26037 has been re-instated.

KINGS CROSS

Unusual locomotives noted here on 25th. October, 1971 were 1860 (D01) 276 (55B) and 189 (82A) also 175 (52A). Two days earlier another 82A based 'Peak' No. 158 was noted at nearby St. Pancras Station on a Manchester bound express.

STRATFORD

Withdrawn locos here still included 5905/9 on 25th. October, along with 2216, 12105/14/15.

The Rail News in this edition of the magazine is rather smaller than of late, partly due to a decrease in information received, and partly due to circumstances beyond our control. We hope that many more members will send in Rail News, so that we can get our magazine back to the usual standard in the next edition. Will all members please note that all rail news for inclusion in the next edition ONLY should be sent to MR. FRISBY, and NOT to Mr. TOWEY. Details of the new Magazine, Editor will be announced in the next Edition,

Our Thanks for Rail News, etc. in this edition of the magazine go to the following:- Mr. C. Lamsdell (Isle of Wight), Mr. H. Collier (Bury), Messrs MJ Dagger, C Sattersby G Barnett, R. Burgess D. Lewis (Brush), D. Raynes, I Bright, 'Muckle', The Exeter Carriage Spotters Association, D. Brierley, W.J. Frisby, A. Douglas, B.J. Towey, G. Unsworth, B.M. Caine, M. Kirk, S. Warr, P. Hodgekiss, N.F. Phillips, R.R. Beck. any any others whose name I have inadvertently forgotten.

RE-ALLOCATIONS

Lists of re-allocations of B.R. locomotives will continue to be forwarded to subscribers at approximately monthly intervals, giving up to the minute information of all re-allocation of B.R. locos, details of fitting of Dual Brakes etc (where possible), D.M.U. transfers, etc. This service is available to new subscribers at a cost of only 50p per annum, commencing from the current edition. Full details are available from B.J. Towey, 25, Calder Cres., WHITEFIELD, Manchester M25 6LH. All cheques, postal orders etc. must be made payable to B.J. Towey, and NOT to the society.

The publication of further copies of the allocation booklets is at present in doubt, although a new edition will be available in January. This may be the last edition, although any future edition will be advertised in this magazine. Copies of this edition may be obtained from the above address, at a cost of 10p only, along with a S.A.E. PLEASE REMEMBER THE S.A.E. These booklets give the allocation of all B.R. locos as up to date as possible in depot order (all locos allocated to each depot are given.).

VOUCHER REBATE SCHEME

Since the last edition of our magazine the new Voucher Rebate Scheme has come into operation. Members who have paid all their money towards a tour at least 7 days prior to that tour, and presented their membership card to the official requesting to see it on a coach tour have received their Voucher. If these two conditions are not observed, members do not receive their voucher. When you have collected a total of ten points you should send your vouchers, along with your current membership card to the Treasurer: Mr. W. J. Frisby, 60, Kings Road, Fairfield Buxton, Derbyshire, not forgetting to enclose stamped addressed envelope. You will then be sent a Credit Note worth £1-00 towards any future N.C.T.S. coach tour. If you have any queries with regards to the voucher rebate scheme, or your new membership card, which everyone will by now have received, please contact Mr. Felton. Please note that as and from 1st January, 1972, your new Membership Card MUST be sent with every booking for a tour, and presented to the official(s) in charge on the coach tour you attend.

GET YOUR FRIENDS TO JOIN THE N.C.T.S. : To enable us to keep coach tour prices at their present level, it is essential that we always, or nearly always fill every coach tour. To ensure that this happens we must have a steady flow of new members joining and attending tours. So please ask your friends at School, work, or anyone you get talking to whilst out spotting to join our Society. A Supply of Application of Membership Forms and/or Society handouts can be obtained upon request from Mr. S. Warr, 64, Greenhill Road, BURY, Lancashire, enclosing a stamped or "Foolscap" S.A.E.

10 YEARS ON

It is just about 10 years ago now since diesels started to gain ground against the steam locomotive. In those days both train spotters and other enthusiasts never thought the day would actually come when there were no more steam locomotives running on B.R. metals, but alas as we all know now the day came a lot quicker than anyone ever expected. Here is a days reminiscence of spotting at Doncaster: The day Sunday 29th October, 1961.
Doncaster Station: 60008 Dwight D, Eisenhower; 60123 H. A. Ivatt; 60139 Sea Eagle; 60145 Saint Mungo; 60943; 61135; 61934; D257; D3473; D3622/48; D5621; D9000. Plant Locomotive Works: 60003/21/3/; 60046/55/65/6/71/80/9; 60108/12/120/7/162; 60518/25/38; 61003/12/89/96; 61143/63; 61207/49; 61367/89; 61892; 62037; 63927/60/2/73/81; 64646; 65478; 43083; 43151/9/60; 70000/8/13/44; 73000; 73170; D364; D3153/66; D2021; D3447/8/76/77/78; D5020; D5520; D5606; D5600/9/66; D5802/5; D9004; also being built E3067-74. 36A Doncaster mpd.
43062; 48290; 60012/50; 60113/4/6/20/2/5/8/49/56; 60523/33; 60800; 60826/49/60/78/97/99; 60908/18/21/28; 61055; 61111/21/2/7/8/58/96; 61250/1; 61314/60; 61444; 61829/68/87/94/5; 61929/40/89; 62007/36/40/69; 63613/8/77/93; 63928/51/61/8/87; 67784; 68917/23/6/83/0/7; 70001; 73046; 90001/18/42/76/9; 90146; 90235/55/79; 90305; 90484; 90502/59/60; 90677; 92170/3/5/6; 92191/2; D356; D3482/4; D5818/9.
Totals: STEAM 145; DIESEL 29; ELECTRIC 8 (under construction).

COMPETITION PAGE

The competition in this issue of our magazine is of former railway companies. Listed below are the initials and/or the abbreviations of former railway companies, we want you to list on a plain piece of paper the full title of these companies. Send your entries to Mr. A. Fawcett, 29, Clarence Street, BARNOLDSWICK, Via Colne, Lancashire, to arrive no later than 15th February, 1972. All fully correct answers will be put into a draw and the first two out will receive vouchers worth £1-00 towards any future N.C.T.S. coach tour. The answers and a list of winners will appear in the next edition of our magazine.

- | | | |
|----------------|----------------------|--------------|
| 1. B. & M. | 11. H. R. | 21. M. R. |
| 2. C. F. | 12. I. of M. R. | 22. N. & B. |
| 3. C. W. R. | 13. I. of W. R. | 23. N. B. |
| 4. C. L. C. | 14. L. & Y. | 24. N. E. |
| 5. E. & M. | 15. L. S. & P. Junc. | 25. N. L. R. |
| 6. F. R. | 16. L. C. & D. | 26. R. & E. |
| 7. G. E. | 17. L. T. & S. | 27. S. & D. |
| 8. G. N. | 18. M. C. | 28. S. E. R. |
| 9. G. N. of S. | 19. M. S. & L. | 29. T. V. R. |
| 10. G. W. R. | 20. M. S. J. & A. | 30. W. L. R. |

The judges decision shall be final and no correspondence will be entered into with regards to our competitions.

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Answers to Competition in our last magazine:-

1) 72A Exmouth Junction, Exeter; 2). 61A Kittybrewster - Aberdeen; 3) 88A Canton - Cardiff. 4). 89B Croes Newydd - Wrexham. 5). 24D Lower Darwen - Darwen/Blackburn. 6). 40E Colwick - Netherfield/Nottingham. 7). 21C Bushbury - Wolverhampton. 8). 56C Copley Hill - Leeds, 9) 64C Dalry Road - Edinburgh, 10). 9F Heaton Mersey - Stockport; 11). 65E Kipps - Coatbridge. 12). 73A Stewarts Lane - London; 13). 65K Polmont - Falkirk; 14). 84E Tyseley - Birmingham; 15). 27A Bank Hall - Liverpool; 16). 26F Patricroft - Eccles; 17). 64A St. Margarets - Edinburgh; 18). 30F Parkeston - Harwich; 19). 31B Whitemoor - March; 20). 56B Ardsley - Wakefield; 21). 82B St. Phillips Marsh - Bristol; 22). 14D Neasden - London; 23). 8G Sutton Oak - St. Helens; 24). 21D Aston - Birmingham; 25). 24B Rose Grove - Burnley; 26). 41A Darnall - Sheffield; 27). 65C Parkhead - Glasgow; 28). 67B Hurlford - Kilmarnock; 29). 88B Radyr - Cardiff; 30). 87E Landore - Swansea; 31). 52B Heaton - Newcastle; 32). 34B Hornsey - London; 33). 26E Lees - Oldham; 34). 24J Green Ayre - Lancaster; 35) 34E New England - Peterborough; 36). 12B Upperby - Carlisle; 37) 73B Bricklayers Arms - London; 38). 82F Green Park - Bath; 39). 21B Bescot - Walsall; 40). 84B Oxley - Wolverhampton; 41). 83D Laira - Plymouth; 42). 34A Kings Cross - London; 43). 55B Stourton - Leeds; 44). 41D Canklow - Rotherham; 45). 24C Lostock Hall - Preston; 46). 14B Kentish Town - London; 47) 9G Gorton - Manchester; 48) 26B Patricroft - Salford; 49) 75C Norwood Junc - London; 50) Liverpool.



