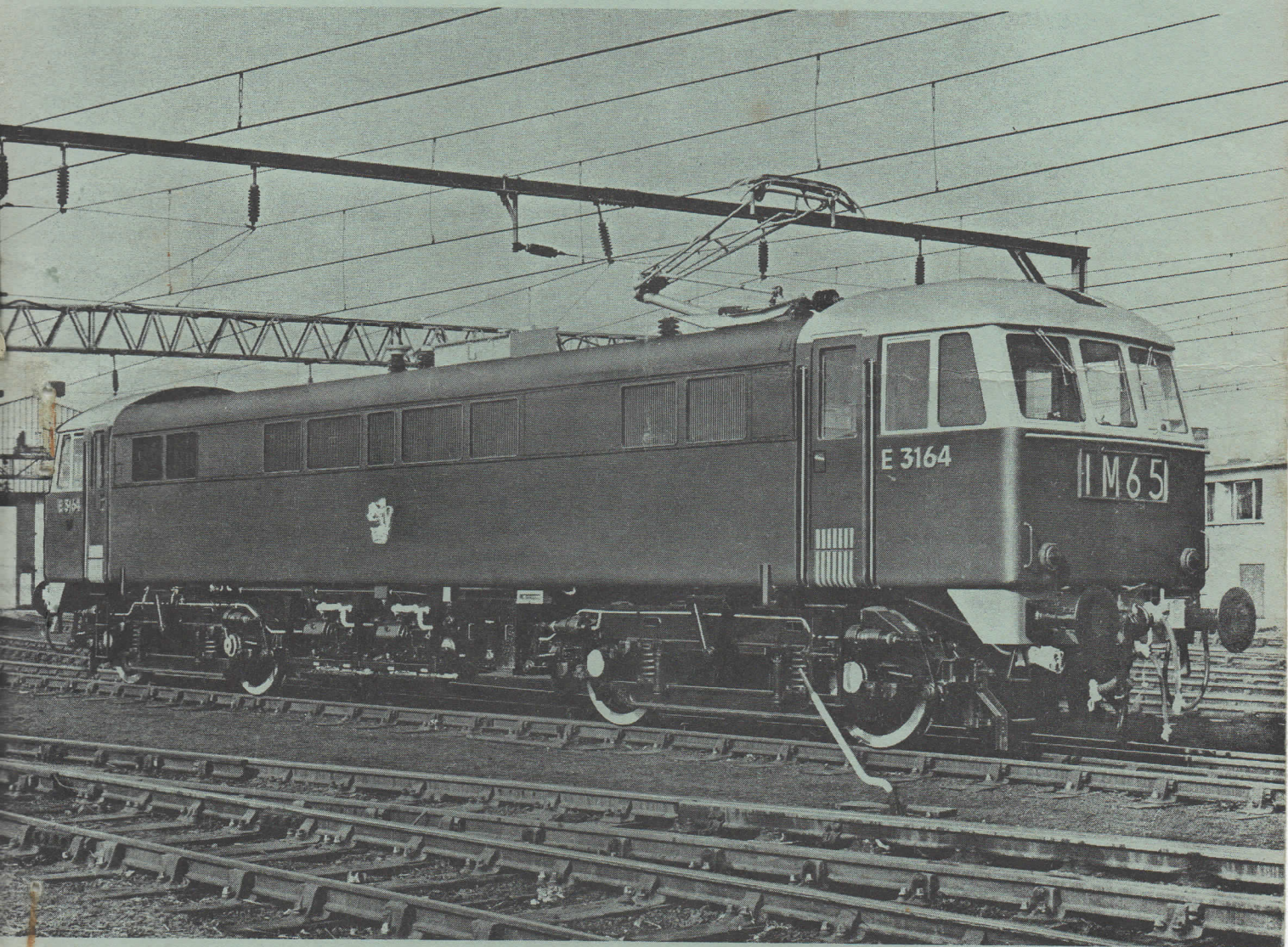


NORTHERN COUNTIES TRANSPORT SOCIETY



NORTHERN COUNTIES TRANSPORT SOCIETY

Magazine Number 15

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COACH PICKING UP POINTS

Sheffield - Midland Station Forecourt
Manchester - Victoria Railway Station (202/203 Bus Stop)
Swinton - Swinton Church
Stockport - Wellington Rd. South (Opposite Station Approach)
Derby - Siddals Rd. Works Entrance.
Hyde - Market Place (A57)

Members may also be picked up at other points on the route, PROVIDED THAT PRIOR ARRANGEMENTS HAVE BEEN MADE WITH THE BOOKINGS SECRETARY AT THE TIME OF BOOKING. The Committee cannot be held responsible for members being at places other than those arranged beforehand

SPECIAL FEATURES IN THIS MAGAZINE INCLUDE :-

The TGV 001,

Steam Railtours 1973.

The demise of the Warships

Plus all the usual articles, Allocation Lists, Rail News etc.

NOTES FROM THE COMMITTEE

A number of changes in the committee have taken place during the currency of the last magazine. The Navigator, Nigel Capelle, has resigned owing to his starting employment in South Wales. We wish Nigel all the best in his new job and thank him for all the excellent work he carried out navigating tours and also in his capacity as membership secretary.

As you will have probably noticed from Page 1, P. Dever is the new navigator, and P. Howells the new Membership Secretary. We wish them both the best of luck in their respective positions.

Will any members who already have a supply of membership forms please change the name and address on these to:- P. HOWELLS, 44, STANWELL RD., SWINTON, Lancs. before they issue any of them.

Will all members please note that ALL tours will now start from SHEFFIELD, and pick up at Manchester. This is because a firm from Sheffield will in future be supplying all coaches until further notice.

There are still a few places on the Easter Tour available (Details in the last magazine). Any member wishing to book should do so as soon as possible to avoid disappointment.

It was decided some time ago to increase the price of certain overnight tours to £3-50 each. Owing to increased costs and the introduction of V.A.T. the price of each overnight tour will be £3.50 each and day trips will be £1.75. We were loathe to make any further increase to the cost of tours but this is unavoidable. However, as you will realise, not all tours have risen in price.

Because of increases in printing costs and the price of postage, we shall in future only be issuing 3 magazines each year. By doing this, it saves an increase in membership fees and there will be nothing lost, as members will still receive as much rail news, etc. as before, only they will get it three times a year instead of 4 times each year.

Will all members please note that membership must be renewed within 1 month of receiving their renewal for, or date of expiry of membership. This will help us to keep our records up to date. Also we are in the process of introducing new expiry dates, so yours may be affected slightly. It is worth remembering that if membership is not renewed within 1 month of expiry then all vouchers held automatically become invalid for further use.

As the total number of members is dropping, it is up to individual members to go on as many trips as possible and to persuade fellow members to come, in order to ensure that the society continues. Remember that in order to keep tours as cheap as possible every coach must be fully booked.

To end on a brighter note, you will see from the Tours Programme that we are running two new trips. On the 5/6th May we are going to N. Wales, Crewe and Liverpool and on the 19/20th. May we will be visiting Carlisle & Newcastle. The latter should be a particularly interesting tour as we will be doing all the Newcastle area in the light for a change. Also of course, at August Bank Holiday we shall be paying our annual visit to Scotland and as usual will endeavour to go round every depot and Stabling Point North of the Border.

We hope that you will support the society by attending as many of the tours as possible.

Please note the new dates for Rail News Articles etc to be supplied. Details for the next magazine should be received by the end of the first week in July (6th. July)

NOTICES

STAMPED ADDRESSED ENVELOPES - You MUST always enclose a S.A.E. with all correspondence to a society official when you require a reply. Failure to observe this rule will only result in having to increase the price of subscriptions -SO **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 postal orders that have been filled in incorrectly, then your booking will be cancelled.

MEMBERSHIP CARDS - These must be used as directed. You must send it 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 that you are booking for, otherwise you will be rejected.

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

BOOKINGS FOR TOURS - When you book for a tour, follow directions on your mem. membership card, and send the necessary booking form. If however you find at the last minute that you are unable to attend a tour, even at the last minute, please let an official know, as it may be possible to find someone to fill your place. If your 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 a deposit towards a tour, the balance of the money outstanding MUST be paid in full at least seven days before the intended tour. Failure to do this can 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 coach tour - even if it is at the very last minute, please try to let an official know, and where possible we will try to hold the coach, otherwise the coach will start **PROMPT** at the times stated.

VOUCHER REBATE SCHEME - If you have paid all your money for a tour seven days preceding the date of the tour, you will receive a token towards this scheme. When you have collected a total of 10 points, you should send them along with your membership card to the **TREASURER**, and you will then receive a credit note worth £1.00 towards future tours. For day tours you get 1 point, overnight 2 pts. and four day tours (e.g. Easter) 4 points.

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

NEW EDITIONS OF THE MAGAZINE - The dates that the magazine go to press do vary but in general terms any items, including Rail News, should reach the editor by the end of the first week in March, July or November in order to appear in the next edition of the magazine. Any Rail News, articles etc. received after this date will only be included if space and time permits. Opinions expressed in articles in the magazines are those of the contributors and not necessarily of the committee or the club in general.

In the last edition of the magazine, I gave details of the conditions etc. for the 1973 steam hauled railtours, and in this edition, I can give full details of all runs authorised by B.R. These are, in date order, listed below; following details of some minor changes.

The authorised route between Guide Bridge and Dore and Topley has now been extended to Sheffield Midland, giving a further route mileage, whilst the approved list of locomotives has been increased to include 60009 'Union of South Africa', a B1 and a further Class 5. These additions have been made to make the Scottish routes more feasible, The A4 already being in Scotland, and the B1 and class 5 are going to the Strathspey Railway, and will run the Kyle line tours. Runs on the Barrow to Sellafield and on the Inverness to Kyle lines will all be double headed, the locomotives running tender to tender, as locos cannot be turned at either Sellafield or Kyle, and this method will ensure that the leading loco will always be running 'right-way-round'.

The authorised tours for 1973 are as follows:-

				Owners
A	Sa 21/4/73	York-Hull-Scarboro'-York York-Scarborough-Hull-York	60019 Hull-Scarboro' 4498 Scarboro'-York	Blue Peter Society A4 Society
B	Sa 5/4/73	Euston-Ravenglass & Ret.	2 LMS Class 5's	Lakeside Rly Estates.
C	Mo 7/5/73	Edinburgh/dundee/Pitlochry/ Edinburgh	60009 Inverkeithing Circular	John B. Cameron
D	We 9/5/73	Tyseley-Stratford Ret Tyseley-Knowle Return	7752 throughout	Standard Gauge Steam Trust
E	Su 13/5/73	Birmingham (Moor st)- Stratford & Return (3 trips)	7752 throughout	Do.
F	Sa 19/5/73	Paddington-Oxford-Hereford- Newport-Paddington Swindon-Newport-Hereford- Oxford-Swindon	6000 Newport-Hereford 92203 Hereford-Oxford	HP Bulmer Ltd Shepherd Rly preservation Trust.
G	Mo 28/5/73	Swansea-Hereford & Return	5322 Newport-Hereford	GWS LTD.
H	Ea 2/6/73	Euston-Carnforth-Leeds-St. Panc Leicester-Leeds-Carnforth- Crewe-Leicester	LMS Class 5 Carnforth Leeds	Lakeside Rly Estates Ltd.
I	Sa 9/6/73	Glasgow-Kyle & Return Cl. 5	1306 Inverness-Kyle	B1 Loco Soc Strathspey Rly Co.
J	Su 10/6/73	As Tour E		
K	Su 17/6/73	Manchester-Guide Bridge-Sheffield- -York-Scarborough & Return St. Panc-Sheffield-Guide Bridge- Dinting & Return	60019 York-Scarboro' 5506 G.B. to Sheffield	Blue Peter Pres. Soc.

KEY TO PROMOTERS:- A City of York Dept. of Tourism B Ravenglas & Eskdale Rly Co.
C John B. Cameron D I.M.E.(Private charter) E & J :- LCGB G:- GWS Ltd H:- LCGB
F Oxford Publishing Co. I Steam Enterprises Ltd. K Dinting Rly Centre/Williams & Glyn

L Sa 24/6/73 Paddington-Didcot-Hereford- Didcot-Hereford 6998 (GWS Ltd)
 L -Shrewsbury & Return Here-Shrewsbury 6000 (HP Bulmer)
 M Sa 30/6/73 Aberdeen-Kyle & Return Inverness-Kyle 1306 (B1 loco Soc)
 Cl. 5 (Strathspey)
 N Su 1/7/73 RESERVED
 O Sa 1/9/73 Manchester-Gidge Bridge-
 -Sheffield-Hull & Return
 Kings Cross-Sheffield- Guide Bridge-Sheff 5596 (Dinting Rly
 -Gidge Bridge-Dinting & Ret. Centre)
 P Sa 15/9/73 Birmingham-Didcot-Hereford & Ret 7029 (Birm-Didcot) (Standard Gauge
 29 Steam Trust)
 Q Sa ~~22~~/9/73 Padd-Didcot-Stratford & Ret. 6998 Didcot-Stratford (GWS Soc).
 R Sa 22/9/73 Euston-Ravenglass & Ret. 2 LMS Cl 5's (Carnforth-Ravengl. (Lakeside)
 S Sa 6/10/73 Newcastle-Carlisle-Carnforth) 2 LMS Cl. 5's (lakeside)
 -Barrow & Ret) 4498 (blue Peter Soc)
 Euston-Carlisle-Newcastle-
 & Return }
 T Sa 13/10/73 RESERVED
 U Sa 20/10/73 RESERVED

PROMOTERS:- L&Q GWS Ltd MSteam Enterprises Ltd. D
 O SLS P LCGB R LNER Soc S A4 loco soc.

Details of these tours can in general only be obtained from the promoters shown in the key. The only further details at present at hand are as follows:-

Tour 17/6/73:- Bookings Manchester Train:- GC Davies c/o Williams & Glyn's Bank 572, Stockport Road, Longsight, Manchester. Cost £5.75 (£1.75 half)
 Bookings London Train:- K.J. Tait, 15, Priestnall Rd, Heaton Mersey, Stockport, Cheshire SK4 3HR. Cost:- £4.95 (£3.95 half)

1/9/73:- Tour also includes trip across the Humber on the ex-LNER coal-fired steam driven paddle steamers. Bookings via SLS

28/5/73 and 24/6/73 to:- Great Western Society, Didcot, Berks.

21/4/73 Bookings:- David Patmore Ltd., 20, Stonegate, York (£5.00 full £4.25

5/5/73 Details:- Ravenglass & Eskdale Rly Co. Ltd. Ravenglass, Cumberland.

OTHER STEAM NEWS

S.R. 'Schools' Class 925 Cheltenham, as reported in the last issue, has now arrived at the Dinting Railway Centre Ltd. Steamings here are as follows

Every Sunday 1/4/73 to 14/10/73 at least 1 tank loco. Also Easter/Whit/August Bank Holiday Weekends at least 2 locos, probably including 5596. Also Vintage Transport Day, 7/5/73, Schools day Friday 6/7/73. Full details from Dinting Railway Centre Ltd., Glossop, Derbys.

Admission now Adults 12p Children 6p (due to VAT) New exhibition hall NOW OPEN Party visits at reduced rates.

by 6148

FAREWELL TO THE WARSHIPS -- A Steam Enthusiast takes a factual backward look at the end of yet another diesel class.

A Steam enthusiast-definitely, but unfortunately born at the startings of the age of diesels. When I started 'spotting' diesels were only really starting on the main line, and as such were something different. I guess that this is the only reason I took any interest in these soul-less hunks of iron. Don't think however that this is an anti diesel article. At the age of 10 the first of the 'warships' was introduced (for the purposes of this article we will forget the 600 series ones).

800 to 803 were introduced at the back end of 1958, B.R. built and of a lower horsepower than the bulk of the class 2,000 instead of 2,200. 830, incidently was 2,400 hp. The series were 800-32 & 866-870 BR built, 833-865 North British built.

The first of the normal 'Warships', No. 803 was introduced during the month of March, 1959, whilst the last, 865 was introduced during July, 1962. All the names were in alphabetical order from 803 to 870, making 800 to 802 even more odd. They were also the first of the class to be withdrawn, all being withdrawn in the period ending 9th. October, 1968.

At the demise of 800 to 802, All members of the class were allocated to one of three depots, 81A Old Oak Common, 83A Newton Abbott and 84A Laira (Plymouth). 68 locos left from the 71, allocated 20 to Old Oak (all NB built) 21 to Laira (all BR built) and 27 to Newton Abott (mixed).

The other odd-bod 830 the 2,400 hp member of the class looked like the next to go, when it was placed in store along with 833/9/41/2/5/8/52/4/5/8/61/3 all these being NB built unlike 830. Indeed 830 was the next to go, as it was withdrawn on 26th. March, 1969 along with 842/8/63. A month later 858 and 840 had joined them (19th and 26th. April, 1969 respectively, whilst 850/7/65 were also in store. 845 however came out of store, only to be returned a few weeks later, whilst 839/41/52/4/5 came back into service. Already keeping track of the Warships was becoming difficult. 852 & 855 were soon back in store but 833 went into works along with 857/8/65. 842, which had actually been withdrawn then re-entered traffic in July after some three months withdrawn. Locomotives were soon in and out of store, and occasionally withdrawn and then re-instated, sometimes to be withdrawn later sometimes much later. Much of these movements were caused by simple shortage of power in the summer months, and the easiest way to show these movements is, I think in numerical order rather than in date order, but even so a code system is necessary. These are
* withdrawn = stored + reinstated ex store, @ reinstated ex-withdrawn & works

800 *9/10/68; 801 *9/10/68; 802 *9/10/68; 803 *1/1/72; 804 *3/10/72; 805 *24/10/72
806 *2/11/72; 807 *26/9/72; 808 *3/10/71; 809 *3/10/71; 810 *3/21/72; 811 2/1/72;
812 *3/12/72; 813 *2/1/72; 814 *2/1/72 @ 1/5/72 *7/11/72; 815 = 21/9/71 *3/10/71;
816 *2/1/72; 817 *3/10/71; 818 *2/11/72; 819 *3/10/71; 820 *2/11/72; 821 *3/12/72;
822 *3/10/71; 823 *3/10/71; 824 *3/12/72; 825 *2/1/72 @ 1/5/72 *23/8/72;
828 = 13/7/71 *28/8/71; 829 *2/1/72 @ 1/5/72; *26/8/72; 830 = 15/3/69 *26/3/69;
831 *3/10/71 832 = 7/11/72 *16/11/72 - last of the class.
833 = 15/3/69 & 16/8/69 = 21/9/71 *3/10/71; 834 *3/10/71; 835 *3/10/71;
836 and 837 = 2/5/71 *22/5/71; 838 *27/3/71; 839 = 15/3/69 + 3/5/69 *3/10/71;
840 *26/4/69; 841 = 15/3/69 + 3/5/69 = 6/12/69 & 3/4/70 - 17/6/70 *3/10/71;
842 = 15/3/69 *26/3/69 @ 16/8/69 *3/10/71; 843 = 2/5/71 * 22/5/71;
844 *3/10/71; 845 = 15/3/69 + 14/6/69 = 21/9/71 *3/10/71;
846 = 2/5/71 *22/5/71 - the only one allocated away from WR (went to D02 LMR 1wk)

Demise of the Warships (Concluded).

847 * 27/3/71; 848 = 15/3/71, *26/3/71; 849 =2/5/71 *22/5/71;
850 =3/5/69 +14/6/69 = 2/5/71 *22/5/71; 851 =2/5/71 *22/5/71;
852 =15/3/69 +3/5/69 =14/6/69 £27/9/69 =21/9/71 *3/10/71;
853 =16/8/69 £16/3/70 *3/10/71.
854 =15/3/69 + 3/5/69 =14/6/69 + (unknown) =27/9/69 £ 1/11/69 *3/10/71;
855 =15/3/69 = 3/5/69; =14/6/69 £1/11/69 *3/10/71; 856 =2/5/71 *22/5/71;
857 =3/5/69 £16/8/69 *3/10/71;
858 =15/3/69 *19/4/69 @ 16/8/69 £ 16/9/69 * 3/10/71; 859 *27/3/71;
860 *27/3/71; 861 =15/3/69 +16/8/69; *3/10/71;
862 = 7/9/69 + 1/11/69 =1/1/70 £ 9/3/70 *3/10/71
863 =15/3/69 *26/3/69; 864 *27/3/71;
865 =3/5/69 £16/8/69 =2/5/71 *22/5/71 866 *1/1/72; 867*18/10/71
868 *3/10/71; 869 *3/10/71; 870 =13/7/71 *28/8/71;

From these dates, it can be quite clearly seen that many of these locos would have been withdrawn much earlier than their final dates, had it not been for a drastic shortage of Motive Power on the Western Region during the peak summer months. Many of these locos were withdrawn early in the year, and during the summer had to be pressed back into service when the Western Region ran short. Several were then put through works to make sure that such a shortage did not occur again. In fact of course the pattern repeated itself the following year. Fi

First built in 1959-1962, the class were all withdrawn between 1969 & 1972. Some lasted 13 years, others only 7 years. This of course favours very poorly, even with the shortest lived steam loco whose life was prematurely cut short, when they were killed off, and disgracefully when compared with many, which were withdrawn when life expired at anything up to 100 years of age.

Most of the class suffered the same fate, being cut up at the British Rail Workshops at Swindon, the very place that had kept them alive, but one, No 862 was spared that fate. Even after withdrawal it was still alive and kicking, running under its own power to Derby, where it is now used at Derby Research Centre. Will the Warships be used to pave the way for some super diesel? I doubt it, but I am sure that they will yield some valuable information in the form of test data obtained in the future with 862.

Gone, but probably not with regret, are the Warships as revenue earning locos. Soon the type they represent, the Diesel-Hydraulic, will also be gone, as the numbers of these dwindle. Hymeks have already been drastically split assunder, and will surely soon be extinct, and the day cannot be far off before the untoughed class of Westerns begins the rapid fall to obscurity.

Are the diesels dying, whilst steam makes its comeback? Of course not, but diesels are being withdrawn, whilst steam locos are being allowed to make more & more trips onto the Main Line, on more and more lines Ah! Sweet Dreams. Which class of diesel can I mourn next? Seriously, though, I hope that this rather unusual look at the Warships has been of some interest to the reader, and that he has found it worth reading.

MOTIVE POWER ALTERATIONS
(RE-ALLOCATIONS)

These lists are correct to the following dates:-

LMR 24/2/73; ER 24/2/73 ScR 24/2/73 SR 24/2/73 WR 17/2/73.

52 D01; 138 84A; 140 84A; 141 84A; 187 52A; 191 52A; 233 D09; 239 55C;
244 D08; 250 55B; 251 55B; 255 D09; 270 55B; 271 55B; 276 D08; 259 55B;
279 D08; 282 D08; 290 D10; 302 55C; 369 55C; 383 55C; 387 55C; 810 wdn;
312 wdn; 814 wdn; 821 wdn; 824 wdn; 832 wdn; 1518 52A; 1519 52A; 1521 30A;
1525 52A; 1527 52A; 1531 D02; 1532 30A; 1535 D16; 1543 30A; 1547 D05; 1550 52A;
1551 D02; 1555 D02; 1558 D05; 1566 D05; 1570 30A; 1571 D05; 1574 D05; 1575 D05;
1583 86A; 1588 86A; 1591 82A; 1597 D05; 1599 86A; 1607 87A; 1608 87A; 1614 D02
1616 D16; 1617 41A; 1621 D02; 1622 40B; 1627 D02; 1634 D02; 1635 40B; 1639 D02; 16
1641 82A; 1644 81A; 1664 81A; 1665 86A; 1666 D02; 1676 82A; 1694 D02; 1697 D02;
1706 30A; 1721 41A; 1727 40B; 1728 82A; 1729 82A; 1730 82A; 1737 41A; 1765 30A;
1830 D16; 1939 87A; 1947 87A; 1950 D02; 1954 87A; 1959 82A; 1963 40B; 1965 ER;
1997 41A; 1998 41A; 2051 wdn; 2065 wdn; 2073 50C; 2122 wdn; 2151 50C; 2152 50C;
2157 50C; 2169 50C; 2172 55B; 2173 50C; 2382 82A; 2387 wdn; 2426 62B; 2444 61B;
3000 wdn; 3006 wdn; 3012 wdn; 3035 wdn; 3037 wdn; 3038 wdn; 3045 wdn; 3069 wdn;
3078 wdn; 3087 8F; 3106 1A; 3107 1E; 3178 14A; 3183 wdn; 3199 36A; 3202 8F;
3202 8F; 3241 67C; 3255 wdn; 3261 wdn; 3261 wdn; 3269 14A; 3278 41A; 3279 31B;
3285 51L; 3316 62C; 3453 86B; 3541 62B; 3591 67C; 3600 82C; 3601 85B; 3602 86B;
3696 8F; 3700 2E; 3716 30A; 3730 66C; 3740 8F; 3749 86B; 3750 82C; 3764 2E;
3766 5A; 3819 86B; 3921 65A; 3964 85B; 3992 82A; 4004 82A; 4013 70D; 4039 41E;
4119 85A; 4125 84A; 4129 84A; 4158 83A; 4175 82A; 5101 65A; 5251 D16; 5252 D16;
5253 D16; 5291 D02; 5292 D02; 5329 60A; 5601 D16; 5617 81A; 5665 31B; 5692 81A;
5695 81A; 5803 82A; 5809 82A; 5810 55B; 5814 82A; 5818 82A; 6709 52A; 6710 52A;
6732 52A; 6736 41A; 6768 52A; 6778 D16; 6794 41A; 6770 51L; 6772 51L; 6776 52A;
6777 51L; 6795 51L; 6819 31B; 6840 86A; 6842 87A; 6858 87A; 6859 87A; 6873 51L;
6936 87A; 7028 81A; 7044 82A; 7045 wdn; 7052 wdn; 7054 wdn; 7068 wdn; 7074 wdn;
7080 wdn; 7093 82A; 7096 wdn; 7097 wdn; 7098 wdn; 7502 86A; 7503 86A; 7504 86A;
7505 86A; 7507 82A; 7508 86B; 7522 D01; 7539 D16; 7540 D16; 7607 D08; 7608 D08;
7614 D02; 7615 D02; 7624 84A; 7625 84A; 7629 D08; 7633 D08; 7650 D08; 7656 84A;
7657 84A; 7667 D08; 7675 84A; 7676 84A; 7677 84A; 8000 65A; 8007 65A; 8318 64B;
8319 64B; E3082 Shields (ScR).

Locomotives Renumbered:-

E3024 to 83.001 (13/1/73) E3026 (83.003); 26010 to 76.010 (24/2/73);
E3030 to 83.007 (10/12/72); E3036 to 84.001; E3150 to 86.202; 26030 to 76.030 (22/12/72)
Diesel & Electric Multiple Units:-

50439/40/91/2 59147/8 9L; 51934-43/45-7 52050-61 9D; 70779 ex store 70780/147 75147 stored
70161/87 75161/87 returned to traffic.
50369 56143 30A; 50371 56128 32A; 50343 51100/7/24 reinstated to 64B; 51487/9/90 65A;
50413/4 56168/9 56282 all wdn; 56300 reinstated 55H; 56074 55H; 56300 32A;
50340/2 51122/7 reinstated 64B; 50254/64 59568 65A; 56479 66C; 50340/2 62B then 64B;

SR EMU(s):-

1121 on loan WR; 1109 St. Leonards, 5220 wdn; 6012 Durnsford Rd.

REMEMBER, If you want to receive allocations regularly at monthly intervals (up to 2 months more up to date than Railway Periodicals, you can do so. Send £1-00 and a stamped addressed envelope to B.J. Towey, 25, Calder Crescent, WHITEFIELD, Manchester M25 6LH. for a years subscription. This fee includes details of modifications, allocations etc. etc. plus FREE Copy of the NCTS Allocation booklet each time this is produced. (All cheques/P.O's to be made payable to B.J. Towey and NOT to the NCTS.)

In recent years, the technological battle for the title of the World's best railway has been a long and hard-fought struggle. The DB (West Germany) lost the title in the 1960's to BR's Inter-City services, whilst the SNCF (France) designed and built beautiful locomotives to haul its trains to time even though their availability figures fall short of those of the BR Fleet, despite BR's greater utilisation. The Japanese built their 'Tokaido' Line and the Italian FS plans to open its 'direttissima' line from Rome to Florence for 250 km/h (155mph) in 1975.

The older readers will remember BR's experiments with gas turbines of different types which were discontinued because the existing technology did not render them economically viable. But, in 1966, the SNCF decided, in view of the advance in electronics and turbines made in the last decade, to take up where BR left off and converted a two-car DMU to gas turbine operation by installing an aircraft-type turbine borrowed from the Ministry of Aviation. This TGS001 was still a crude device, even using a diesel engine as well as a turbine, but it performed very satisfactorily during tests between 1967-9 and the SNCF ordered a fleet of 14 commercial gt.mu's, the ETG sets. These units, now all in service have been working the Paris-Cherbourg express passenger services since March 1970 with a great deal of success (passenger traffic has increased by 25%) and an American Railroad has recently negotiated an agreement to hire two of them for trials in America for up to two years.

Encouraged by the success of these units the SNCF then ordered a further 16 units, the RTG's to work the major cross country services, for so long a bone of contention between the SNCF and the public. Due to have entered service at the beginning of this year, they have been delayed because of building difficulties and will not now enter service until the end of the year. They are scheduled to take over the Lyon-Bordeaux and Lyon-Strasbourg services with considerable improvements in journey times.

Not content to rest on their laurels, the SNCF announced, at about the same time as did BR the APT, the TGV 001, a much improved gt.mu which is clearly destined to play a major role in French and European Railway operation. Because of the enormous distances to be travelled, speed is an important factor. The TGS reached 252 km/h (155mph) and the ETG's run regularly (2,625 mls daily) at 100 mph although this is only a small percentage of the total daily figure of 12,500 mls daily at this speed (in addition to 500 mls daily at 125 mph).

Therefore, after initial tests, the units were taken down to the Landes area in SW France, to the line where the world record of 331 km/h (207 mph) was set up in 1955. In the first 6 months the set ran 38,000 mls with regular maxima of 300 km/h and a maximum of 308 (193 mph).

The TGVO01 is a five car articulated set (power car at each end, 34 seat 1st and 56 seat 2nd class and dynamometer car in the middle, since the set is experimental) Each power car has two 1250hp gas turbines, giving 5000hp total output. The turbines drive, via reducing gear, two alternators, supplying current to a traction motor on each axle. The unit is streamlined with detachable nose which serves as a shock absorber. In the interests of weight saving the coaches have no chassis, being built with a rigid framework covered with aluminium paneling.

Obviously at these speeds braking is important, bearing in mind the dangers experienced in the 1955 test by SNCF drivers. Four braking systems are installed in the TGVO01, plus a parting brake, the main system being rheostatic braking, assisted by an eddy-current brake, used at half power, unless the primary brake fails and an oleopneumatic brake used gently and for final stopping. There is also an emergency magnetic brake, a parking brake and a parting brake.

These are some of the new developments which appear in this unit. Nothing has been spared to produce the most comfortable train in the world and the SNCF deserves success, if only for their courage in investing heavily in someone else's cast-offs.

TOURS PROGRAMME

ALL VISITS TO DEPOTS ADVERTISED ARE SUBJECT TO PERMITS BEING AVAILABLE FOR DEPOTS CONCERNED AT THE TIME OF THE TOUR

WILL ALL MEMBERS Please tell parents that if at any time the coach is late in arriving back, that they can ring Mrs P. Howells (061)-794-8831 for information This will save any distress such as was caused on a recent Scottish Tour when the coach broke down. This should only apply if the coach is more than 1 hour late.

Sat-Sun 5th-6th May, 1973

Tour Number 73.8H

NORTH WALES

Motive Power Depots to be visited will include Croes Newydd, Llandudno, Holyhead, Crewe Works, Chester, and stabling points in Liverpool.

Cost will be	£3.50	<u>COACH LEAVES</u>	<u>RETURNS</u>
Minimum Deposit	£1.00	Sheffield	21.00
		Manchester	22.30

Sat-Sun 19th-20th May, 1973

Tour Number 73.9Z

CARLISLE AND NEWCASTLE

Depots to be visited will include:- Barrow, Workington, Carlisle, Gateshead, (subject to permit), Thornaby, Darlington, & Stabling points in the N.E. area.

Cost will be	£3.50	<u>COACH LEAVES</u>	<u>RETURNS</u>
Minimum Deposit	£1.00	Sheffield	18.30
		Manchester	20.00

Saturday 2nd. June, 1973

Tour Number 73.10B

DERBY WORKS & BIRMINGHAM

Depots & Works to be visited will include :- Toton, Saltley, Bescot, Derby Works and stabling points in the Nottingham area,

Cost Will be	£1.75	<u>COACH LEAVES</u>	<u>RETURNS</u>
MINIMUM Deposit	£0.75	Sheffield	07.30
		Manchester	20.60

Sat-Sun 16-17th. June, 1973

Tour Number 73.11S

GLASGOW & EDINBURGH

Depots to be visited will include:- Ayr, Motherwell, Hamilton, Eastfield, Polmadie, Haymarket, Thornton, St. Rollox Works, Millerhill and stabling points en route.

Cost will be	£3.50	<u>COACH LEAVES</u>	<u>RETURNS</u>
Minimum Deposit	£1.00	Sheffield	18.30
		Manchester	20.00

Sat-Sun 30th June/1st. July 1973

Tour Number 73.12L

LONDON

Depots to be visited will include:- Willesden, Stratford, Finsbury Park, Hither Green, Selhurst, Stewarts Lane, and stabling points in the London area.

Cost will be	£3.50	<u>COACH LEAVES</u>	<u>RETURNS</u>
Minimum Deposit	£1.00	Sheffield	21.00
		Manchester	22.30

TOURS PROGRAMME (Ctd).

Sat - Sun 14th-15th July, 1973

Tour Number 73.13W

EASTLEIGH & BRISTOL

Depots to be visited will include:- Southampton Docks, Eastleigh, Bournemouth, Weymouth, Bristol, and other depots & Stabling points en route as time allows that are not normally visited on other tours.

		<u>COACH LEAVES</u>	<u>RETURNS</u>
Cost will be	£3.50	Sheffield 18.30	22.00
Minimum Deposit	£1.00	Manchester 20.00	20.30

SUNDAY 29th. July, 1973

Tour Number 73.14C

Visit to Crewe Works only. Meet at Victoria Avenue entrance at 14.15 hrs. Visit Fee 15p payable in advance.

Sat-Sun 11th-12th August, 1973

Tour Number 73.15V

SOUTH WALES

Depots to be visited will include:- Landore, Margam, Cardiff, Newport, valley stabling points and Barry Island Scrapyards.

		<u>COACH LEAVES</u>	<u>RETURNS</u>
Cost will be	£3.50	Sheffield 18.30	22.00
Minimum deposit	£1.00	Manchester 20.00	20.30

AUGUST BANK HOLIDAY WEEKEND

GRAND SCOTTISH TOUR

TOUR NUMBER 73.16Y

This tour will visit all possible depots and stabling points north of the border.

Coach will leave on Friday night and return on Monday evening. Hotel accomodation will be provided on Saturday and Sunday nights and is included in the cost of the tour

Cost will be £9.00
Minimum Deposit £3.00

Please book early to ensue that we can book suitable hotel accomodation, which is harder to obtain at this time of the year.

ADVERTISEMENTS

For Sale Smokebox numberplate 4292 (GWR 2-8-OT 4200 class). Immaculate condition. Contact Graham Barlow (address & Telephone number on P.1) All reasonable offers considered.

If any member over 18 years of age is interested in an all-line railrover between Sat 9th and Friday 15th. June, 1973 will they please contact G. Barlow (address & Telephone number see P. 1).

If anyone knows the whereabouts of an oval brass worksplate $\frac{1}{4}$ " thick appx. 12" x 8" in size with the words "JOHN FOWLER & Co." on the top "No 22599" across the middle & "(LEEDS) LTD) across the bottom, would they please contact P. Hodgekiss, 30, McMahon Ave.; Inkersall, Staveley, Chesterfield, Derbyshire.

MANCHESTER

Foreign locos noted on Liverpool-Newcastle trains in recent months have included Peaks 77 (D16), 144 & 163 (both 82A), Brush 47's 1551 (40B), 1641 (81A), 1668 (87A), and 1922 (86A), Clayton 8598, based at Longsight depot has been working on the Styal line recently, mainly on Sundays. Other visitors in Manchester were two Class 37's 6895 (51L) on oil tankers on 3-2-73 and No. 6945 (55C) on 13-2-73 hauling cattle vans.

DERBY

Warship 832 is now owned by the research centre and will be used as an experimental loco. Derby Works are now overhauling Type 1's formerly done at Crewe. Noted in the yard on 8-1-73 was Brush class 31 No. 5619 (40B) 41.002 was also seen here on the same date. Unusual workings in the Derby area have been triple-headed freights. Two such workings saw 8166, 8193, and 102 together, and also 8088 8081 and 5670. Noted awaiting entry into the works on 3-3-73 was Steam loco 4472 "Flying Scotsman" and withdrawn shunters 3034, 3092, 3094, 3098, and 3101. For full workshop list see the Workshops section.

BIRMINGHAM

BRCW's 6540 & 6543 (both 70D) were seen on an oil train at Washwood Heath on 8-1-73 and on the same date 'baby deltic' 5901 was noted on a test train run. Unusually working from Moor St. instead of New Street station on 13-1-73 were football specials to Swindon, hauled by 1680, 1755 (both 86A) and 1845 (D05).

CARLISLE

Scottish engines seen at Carlisle on 11-2-73 included 5010 5097 5348/52/67/73 5402 6838/43/45/47/54, all based at Eastfield. All were seen at Citadel Station, the diesel depot or the New Yard.

PRESTON

On 14-2-73 in a passing loop at Bamber Bridge was 217 (D08) hauling 3 brake vans, 2 wagons and a 3-car Wirral & Mersey EMU set. They were being hauled in an easterly direction.

CARNFORTH

A further locomotive, 35005 'Canadian Pacific' has arrived here from Barry.

WILLESDEN

Unusual sightings here recently were BRCW 6554 (73C) on shed 18-1-73 Brush Cl $\frac{1}{2}$ 47 1617 (41A) just outside the depot on 17-2-73 and on the same day Brush Cl. 31 No. 5679 (31B) passed through the station on freight.

Kearsley

Visitors here in recent months have included 276 (55B), on 12-2-73 261 (64B) on 13-2-73 and 5844 (55A) on freight on 15-2-73.

LEICESTER

Noted here on ballast trains during February were 6723/53/64/97 and 6825. On shed on 17-2-73 were 5627 (34G) and 6834 (41A)

SALTLEY

BRCW's 6506/27/30 and WR Class 37's 6607 (87A) and 6939 (86A) were on depot on 8-2-73. Unusual locos on shed on 21-2-73 included 1667 (87A), 1675 (81A), 5027/37/77 and 5134 (D05), 5228 (41A), 5523 (40B), 6835 (41A), and Eastleigh based BRCW's Nos 6525/40/2.

PADDINGTON

Eastleigh based BRCW No 6510 was noted here on a train from Exeter on 14-1-73. During the same week Old Oak Common based Hymek 7029 was the only member of the class working on the Worcester service.

NEWPORT

It appears that Cashmoors have started cutting up locos again as 15211/12/20/35 were seen during January.

SWINDON

The locomotive workshops here are due for closure in the near future. Eastleigh will take over all diesel shunters, whilst it is at present rumoured that Crewe will take over the overhaul of Westerns.

OLD OAK COMMON

Two unusual Brush Class 47's on shed on 17-2-73 were 1570 (41A) and 1955 (D05).

BRISTOL

Noted on a special in Temple Meads on 17-2-73 were Southern Region DMUS Nos 1033 & 1034.

Westbury

Strangers here on 17-2-73 were two Brush 47's Nos 1109 (55A) and 1555 (D05).

HOLLAND

The ex-Manchester Sheffield Co-Co Electrics now in Holland are all in service except 27005 (used for spares. Renumbering was from 27000/1/2/3/4/6 to 1502/5/6/1/3/4 respectively.

BARRY

Southern Pacific 34039 'Boscastle' is reported to be on the move, in time, to Loughborough Central, for the Main Line Steam Trust, and it is reported that King 6024 has been secured for £4,000, although no fixed destination is known as yet.

RENUMBERING OF ELECTRICS

New numbers for class 81 & 82 electrics given in magazine 12 were in error, a correct list being as follows:-

Class 81:- E3001-23/96/7 to 81.001 - 81.022 (E3002/9/19 are withdrawn)

Class 82:- E3047-E3054 to 82.001 - 82.008 (E3046/55 are withdrawn)

Also class 86 locos will be renumbered as they go through works as follows 86.001-86.048 for freight work locos. and 86.201 - 86.252 for passenger work Those renumbered so far are E3191 to 86.201, E3150 to 86.202, and E3143 to 86.203.

STABLING POINTS (London area)

1A Willesden

Euston Carriage Sidings -1

Camden NCL -1

Camden Carriage Sidings -1

Harlesden -1

Stonebridge Truck Works -1

Watford -1

Willessden Sidings -1

Kensington Olympia -1

Stonebridge Carr. Sdgs -3

Stonebridge Freight Yds -3

14A Cricklewood

Marlebone MPD -1 St. Pancras Sta -1 St Pancras NCL -1 Brent Sdgs -1

RAIL NEWS (WORKSHOP)

CREWE WORKS (4-3-73)

229/71/75/81/93; 326/34/39; 414/17/18/25/28/39/41; 1107; 1518/31/45/47/51
1558/66/74/79; 1607/14/18/24/37/65/74/79; 1717/63/64/90; 1819/25/80;
1939/54/70/78; 3291; 3798; 3801; E3001/04/12/17/20/22/65/94; E3108/29/30
E3173 87.001 to 87.012.

EASTLEIGH WORKS (18-2-73)

2994/97; 4178; 6515/58/71; E6003/26/42;

ST. ROLLOX (18-3-73)

266; 3284; 3392; 3416; 3932; 5004/14/19/67; 5108/23; 5303/27/36/50/61/74
5381/84/95; 5401/05/09; 8000/19/48; 8565;

STRATFORD (11-3-73)

48; 170; 1506/14/23; 1751; 3661; 5621; 6825/70; 12110.

DONCASTER (17-3-73)

2044; 2129; 3001; 3112; 3233/36/44; 3324/30; 3655; 3707/10/27; 3938;
4502; 5500/08/22/28/59/66/70; 5603/18/19/48/90; 5816/32; 6723/24/37/38;
6854/55/69/94; 6982; 9011/14; 12127; E3100; 26012/43.

DERBY (10-3-73)

7 15/19 51/9 67 82/6 96 116/18/29/33/40/60/65/82; 242; 3034; 3092/94/98;
3100/75; 3351; 3765/81/92; 3843/56; 3905/12; 4135/49; 5055; 5137/58/60
5176; 5222/26/81; 5391; 7503/17/39/50/59/92; 8040/63; 8123/35;
Steam Locomotives 45690 'Leander' and 4472 'Flying Scotsman'

NOTE:- Peak Class Nos 116 and 86 may be renumbered 45.001 and 45.002 respectively.

RAIL NEWS (Ctd)

STABLING POINTS (London Area) concluded.

1E Bletchley

Bletchley Station	-1	Rugby	--2
Luton	-1	Wolverton	-3
Bedford	-1 or 2	Northampton	-4

LOCOMOTIVES SEEN ON PREVIOUS TOURS

As started in the last magazine, we give details here of how many locos were seen at each place visited on a previous tour roughly corresponding to the present tours programme.

LONDON (22-10/72)

Leicester 12; Wellingborough 9; Hitchin 6; Cricklewood 15; Willesden 31;
Euston Sta. 15; York Way 2; Cambridge Rd. 2; Kings Cross Sta. 6; Finsbury Pk 37;
Stratford (incl Works) 82; Ripple La 17; Hither Green 16; Norwood Jn. 13;
Selhurst 2; Stewarts La. 10; Clapham Jn. 17; Waterloo Sta. 6; Old Oak 51

TOTAL 339 locos.

EDINBURGH & GLASGOW (18-3-73)

Ayr 19; Ardrossan 2; Hamilton 2; Motherwell 26; Coatbridge 4 Polmadie 56;
Eastfield 71; St. Rollox 65; Grangemouth 17; Townhill 11; Thornnton J. 8;
Haymarket 45; S. Leith 2; Millerhill 15; Carstairs 6; Beatoch 1; Carlisle 50;
TOTAL 370 locos

RAIL NEWS

LICKEY INCLINE

Banking duties have now been taken over by EE Class 37Is. Noted on 17-2-73 were 6957/58 from Landore.

CRICKLEWOOD

On 7-2-73 1592 (87A) 1895 (51L) 1911 (86A), and 1998 (52A) were unusual Brush 47's to be seen on depot. More strangers on 22-2-73 included 1684 (86A), 1726 (82A), and 1970 (52A).

TOTON

Noted here on 18-2-73 were 1585 (87A), 5677 (34G), 5845 (51L), and 5860 (31B).

BUXTON

EE Class 40 No 365 (64B) worked into the cement sidings here on 22-2-73.

WARRINGTON

Brush Cl. 47 No. 1989 (51L) was seen at the marshalling yard just outside Bank Quay station on 21-2-73 on a merry-go-round train.

KETTERING

Noting in the sidings awaiting entry to Cohens scrapyards on 22-2-73 were withdrawn shunters 4066/73/78/9

RIPPLE LANE

EE Class 40 No 240 (55C) was on depot on 18-2-73.

YORK

Work has begun on the new museum to be built here, on the site of the old North engine shed. It is due for completion by July 1974 but will not be open to the public until September, 1975, by which time it will be fully stocked with exhibits. There will be 30 locomotives on show plus rolling stock and rail road vehicles. The museum will also be used as a depot for steam-hauled trains and it is hoped to display certain locos on display in steam in the yard from time to time.

HIGH SPEED DIESEL

Noted passing through Rotherham on 11-2-73 en route to Neville Hill, Leeds was 41.002 plus two test coaches. The following Sunday saw 41.001, also hauling stock to Leeds. These units made a trial run from Leeds to York and back on 19-2-73. They will eventually take over the "North Briton" express which runs from Leeds to Edinburgh.

SHEFFIELD

Two condemned shunters 2077 & 3011 were in Tinsley Yard on 19-1-73 their destination being unknown. Two BRCW's 6540 & 6543 were noted at Treeton Junction on an oil train in January.

DONCASTER

The works here now overhaul the class 76 'Tommy' electrics. Noted working East Coast main line expresses through Doncaster during January have been Peaks 16 (55A), 59 (D16), EE Class 40's 210/13/89 (D10) and 314 (D09) and Brush Cl. 47's 1649 1660 (81A) and 1818 (D05). Full details of locomotives in works are given in the Workshops section.

STRATFORD

BRCW's 6507/17/27 (70D) were all on route training from Clapham Junction to Stratford in February, as SR drivers are now learning the road to Temple Mills Yard.

CHESTERFIELD

Sightings here recently have included 291 and 7540 (D09), 338 & 5196 (both D08), 1589 1917 and 1927 (86A), 1587 and 5828 (82A), 1665 6606 and 6883 (all 87A) 1969 (64B), 5684 (81A), and 8125 (65A). Unusual pairing on a southbound freight on 6-1-73 were Peak 138 (84A) and Type 1 8041 (65A). BRCW 5391 (64B) was noted on 9-2-73 being hauled by Tinsley based 5538. A special preview from Ashbureys to Teignmouth on 3-3-73 was seen travelling through Chesterfield behind 1850 (D05).

KILNHURST

Three Industrial diesels and ex-BR shunter 2277, still in BR livery have been seen at the NCB depot at Kilnhurst station for working the nearby colliery. At Lowes scrapyards the following Warship & Hymek's have been noted:-
803/7/9/10/11/25/27/66/67 7009/10/13/16/17/19/20/24/33/63/65/73/79/82/85/88.
These locos were all cut up at Swindon Works and then transported by Wagon to the Scrapyards. Also seen here have been Claytons 8567 and 8592.

STRATFORD

On 22-2-73 Western 1017 and 1056 were seen in Temple Mills Yard, ready to haul a freight train to Acton.

GLASGOW

Claytons in store at Polmadie depot on 11-2-73 were as follows:- 8504/39/42/46/48/50/51/57/63/73, 8607/8/12/13/16.

EDINBURGH

Twelve WR Brush Class 47's worked specials into Edinburgh on 4-2-73 for the Rugby Internationals against Wales at Murrayfield. These were 1588 1610/13/45/57/77/85/97 1723/32 1920/24.

SHIELDS

There are now no less than seven LM AC Electrics at the electric depot here for Crew training for the impending electrification. These are E3052/72 E3082/96 83.005 and 84.005

REDHILL

Unusual visitor here on 17-2-73 was Brush Class 47 No. 1615 (87A).

POOLE

Strangers here in recent months have included 1623 (D16), 1636 (81A), 1668 (87A), 1701 (D02), 1842 and 1957 (D05).

BOURNEMOUTH

Brush 47's noted here recently have been 1699 1727 and 1737, all from Birmingham (D02) Division.

SOUTHAMPTON

An unusual Brush Cl. 47 seen here on 2-1-73 was Stratford based 1524. On the same day D05 based 1847 was noted on a freightliner.

Eastleigh

On 25-2-73 Stratford based 1528 was noted on depot.

CHART LEACON

Two withdrawn shunters 3093 and 3095 were behind the depot, amongst five EMU's on 18-2-73.

CARDIFF

Noted on a Cardiff Portsmouth train on 6-1-73 was Western 1042, instead of the usual Hymek. On 3-3-73 Tinsley based 1998 was noted in Cardiff.

LOCOMOTIVES SEEN ON PREVIOUS TOURS (Ctd)

SOUTH WALES (10-12-72)

Hereford 4; Aberbeeg 7; Aberdare 6; Pantyfyfmon 5; Carmarthen 8; Pembroke Dk 2; Llanelli 13; Landore 27; Swansea E. Dk. 15; Margam 22; Bridgen 1; ^uLlantrissant 3; Radyr 12; Barry 4 (plus appx 150 steam locos); Canton 55; Cardiff E Dk. 6; Newport:- Ebbw 25; Pill 4; Severn Tunnel 21; Bristol Bath Rd. 44; Gloucester 18; Bescot 39; TOTAL 341 locos (+150 steam).

GRAND AUGUST BANK HOLIDAY TOUR (Scottish) (26th-28th Aug, 1972)

Darlington 10; West Hartlepool 7; Sunderland 5; Tyne Yard 14; Millerhill 27; South Leith 2; Waverley Sta. 2; Haymarket 36; Grangemouth 14; Alloa 2; Townhill 10; Burntisland 1; Kirkcaldy 2; Thornton Jn 14; Methil 2; Markinch 1; Ladybank 1; Dundee 13; ^Montrose 1; Aberdeen 17; Keith 1; Inverness 29; Fort William 4; Dalnaspidal 1; Perth 11; ^Hamilton 3; Motherwell 14; Whifflett J. 3; ^Polmadie 46; Larkfield CS 3; Eastfield 65; St. Rollox 49; Ardrossan 23; Kilmarnock 1; Ayr 11; ^Dumfries 2 Carlisle 75; TOTAL 521 locos.

Other Tours :- either a corresponding tour has not been run before, or data is not available at the time of printing.

ANSWERS TO LAST COMPETITION

- 1) 1927; 2) 1930; 3) 26; 4) Jubilees; 5) 46103; 6) 46137;
- 7) NBL Queens Park, NBL Hyde Park (both in Glasgow), and Derby Works.
- 8) 46106; 9) 46114; 10) 46118; 11) 2,141,229 miles; 12) 46154 & 46162;
- 13) 46100 & 46152; 14) 46115; 15) 46141; 16) 46154;
- 17) 46100, 46125, 46133, and 46161; 18) 46138 & 46170;
- 19) NBL Hyde Park, Glasgow. 20) Midland Main line ^uxpresses.

Winners of the competition were:-

HM Davies,
44, Studholme Ave.,
Menwortham,
Preston, Lancs.
Mem. No 2229

A.C. Beck,
21, Laburnum Ave.,
Lestock Hall
Preston, Lancs.
Mem. No. 2085

OWING TO THE LACK OF RESPONSE TO THE COMPETITION IN THE LAST MAGAZINE, we intend to omit the competition for the time being. Instead, we are going to hold small competitions on the tours, to add interest to some of the longer runs between depots.

ADVERTISEMENT

It is hoped to publish in the next magazine a complete list of all ex-BR locos at present in Industrial Service. If any member knows the whereabouts of any such loco, will they please contact the magazine editor (address & telephone number see Page 1.)

For Rail News in this edition of the magazine, we are indebted to the following people:- Messrs Allan, Betts, Boyce, Bramall, Butterworth, Caine, Johnstone, Kenman, Kirk, Lobley, Lewis, Platt, Searle, Smith, Warr, Wylie, 6148 and many others too numerous to fit into this small space.

RAIL NEWS (Concluded)

4472 'Flying Scotsman'

As most members will already know, this locomotive has now been purchased by Mr W.H. McAlpine, and was loaded on the ship 'The California Star' on 22/1/73. It docked in Liverpool Docks on 16th. February and steamed to Derby on the 19th. It is to enter Derby Works for overhaul, and will eventually go to the new York museum which is due to open in September 1975.

Flying Scotsman will join the national collection as a steaming exhibit and will work tours, and from time to time be steamed in the yard. Other locos which will be steamed at York will be the 1960 built 'Evening Star', 1938 built 'Mallard', 1936 built 'Green Arrow', the 1902 built Midland Compound, and the 1892 built 'Hardwicke'. Evening Star and Green Arrow have already been restored, the latter will be stored shortly at Tyseley until the new museum at York is ready to receive this. The other locos will be restored between Clapham closing and York opening.

HEADCODES (on the Crewe-Gretna Jn. Line)

<u>Up Line</u>	<u>Down Line</u>
1A15 - 06.23 Heysham-Euston	1S45 - 07.40 Liverpool-Glasgow
6078 - 03.20 Carlisle-Eastleigh (fr)	4S30 - 06.10 Gosford Green-Linwood (Cars)
1A30 - 07.57 Blackpool N -Euston	1S46 - 08.35 Liverpool - Glasgow
1A33 - 08.52 Blackpool N -Euston	1S53 - 08.16 Birmingham -Glasgow
3A14 - Heysham-Euston (Pcls) 08.47	1S47 - 08.00 Euston-Glasgow
1M18 - 07.15 Glasgcv-Euston	1P18 - Euston-Carlisle 09.00
1A45 - 11.02 Blackpool -Euston	1S57 - Euston-Glasgow (Down Royal Scot) 10.05
1A58 - 13.55 Barrow-Euston	1P2 - Euston-Carlisle -13.02
4M45 - 10.45 Bathgate-Kings Norton (cars)	4S34 - 15.16 Kings Norton-Bathgate (Cars)
1M35 - 13.40 Glasgow-Euston	4S72 - 14.50 Luton-Johnstone (Cars)
1A75 - 15.52 Carlisle-Euston (SO)	1P35 - Euston-Barrow (17.05)
4M34 - 13.23 Johnstone-Tyseley (cars)	1P44 - 18.35 Euston-Heysham
1M46 - 16.00 Glasgow-Euston	1P51 - 19.05 Euston-Blackpool
1M47 - 17.00 Glasgow-Birmingham.	4S50 - Dudley-Glasgow (Getfaushiels) 19.35 Freightliner

THE DERBYSHIRE BELLE (Sunday 17th. June, 1973).

will depart from London St. Pancras at about 08.15 and pick up at St. Albans, Luton and Bedford. Between Sheffield (Midland) and Guide Bridge it will be hauled by the LMSR 4-6-0 Jubilee 'Bahamas' and will visit the Dinting Railway Centre, where some three hours will be available to see the exhibits and 'Bahamas' being serviced. Fares will be £4.95 adult and £3.95 half fare. Bookings can now be accepted by Mr. KJ Tait, 15, Priestnall Rd., Heaton Mersey, Stockport, Ches.

THE SCARBOROUGH LIMITED (Sunday 17th. June, 1973)

will depart from Manchester Piccadilly at about 08.15 and call at Guide Bridge. From there LMSR 4-6-0 Jubilee 5596 'Bahamas' will haul the train to Sheffield. After a diesel hauled stretch to York, LNER A4 No 19 'Bittern' will take over to Scarborough. Return will be by the same route and same power. Fares will be £5.75 full & £4.75 half. Bookings are now being accepted at Mr. GC Davies, c/o Williams & Glyn's Bank, 572, Stockport Road, Longsight, Manchester.

Further details for either of these tours can be obtained from the addresses given. Please enclose a foölschap s.a.e. (2 if acknowledgement required).