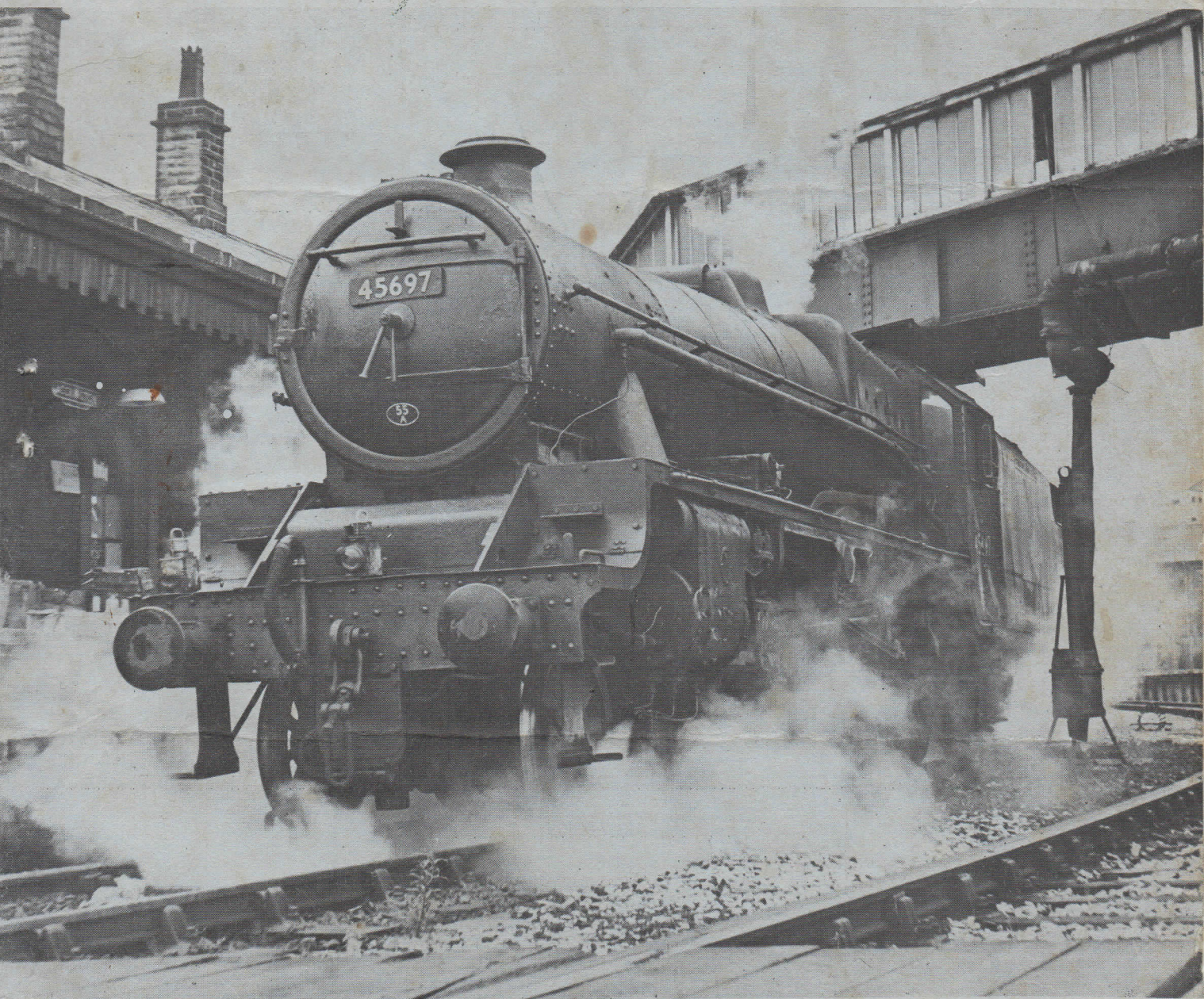


NORTHERN COUNTIES TRANSPORT
SOCIETY



NORTHERN COUNTIES TRANSPORT SOCIETY

Magazine Number 16.

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COACH PICKING UP POINTS

Sheffield:- Midland Station Forecourt,
Manchester:- Victoria Railway Station (202/203 Bas Stop)
Swinton :- Swinton Church
Stockport :- Wellington Road South (opposite Station Approach)
Derby :- Siddals Rd., Works entrance.
HYDE :- Market Place (A57).

Members may also be picked up at 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.

NOTES FROM THE COMMITTEE

In the last magazine, it was stated that all tours now start from Sheffield and pick up in Manchester, because a firm from Sheffield was being used, for all tours. There has now been a slight change in policy, and certain tours will revert to the original route (i.e. start at Manchester and pick up in Sheffield). Full details of this are given in the Tours Programme later in the magazine.

There are still a limited number of places available on the Grand Scottish Tour at August Bank Holiday Weekend. Any members wishing to book for this tour should do so as soon as possible, in order to avoid disappointment.

We are experimenting with a new tour on the 27th and 28th. October, this year. when we intend to visit as many depots as possible in the West of England, in order to see as many of the "Western" Class locos before they are all withdrawn from service, which will not be too far in the future. We hope that this tour will be well supported as it is the first overnight trip of its kind, as we normally cover this area in a four day Easter Tour.

Will members please note that the vouchers issued in respect of the voucher rebate scheme are only valid for 12 months from the date of issue, and if submitted after the expiry date, they will not be accepted.

In future, if a member cannot attend a tour because of illness, or if a tour is cancelled by the club, credit vouchers will be issued which can be used to book for a forthcoming tour, or can be exchanged for cash. If a member wishes to use a voucher to book a tour, it should be sent to Mr. Hendry along with the membership card etc. as at present, but if he wishes to exchange it for cash it should be sent to Mr. Howells (addresses are given on page 2)

It is proposed to run a tour during August, 1974, lasting about 7 days, which will visit every possible depot south of Manchester. If any member is interested in such a tour, will he please contact Mr. Bramall (address P.2) The approximate cost will be between £30 and £40. This tour is only provisional at present, until sufficient support is shown.

Will any members wishing to take photographs of locomotives on depots, please go to the front of the party, with officials, otherwise they will not be allowed to take photographs.

It has been decided that members can book for future tours during a coach trip, provided that they pay the correct deposit.

The new Ian Allen locoshed book can be purchased on all Society coach tours price 25p, as well as our own allocation book, (accurate to end of March) price 10p. A new edition of the NCTS allocation book, incorporating the new two letter codes, will soon be available (indeed may be available by the time you receive this magazine) and will be correct to mid June or early July. Copies of this are obtainable from H. Howells (address P.2) or on the coach (Please enclose a stamped addressed envelope - at least Foolscap size - with all postal applications. Booklets will be sent out as soon as published to all those who write before production is complete).

Special features in this magazine include details of re-coding of depots, reallocations caused by removal of Divisions on LMR, and renumbering of locos.

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 bookings 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 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 time 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. Remember these vouchers are only valid for twelve months.

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.

THE 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 magazine are those of the contributors and not necessarily of the committee or the club in general.

VINEGAR --- AND RAILWAYS??????????

A strange title, this may be, but the 'Vinegar Line' has puzzled members for some considerable time, and on research, the following information answered many questions, frequently asked.

To set the scene, one must imagine walking through the gate approaching the Motive Power Depot at Worcester. Access to the depot is up a rather wide path, which passes under a railway line, between the site of the old shed, and the offices, on the left, and the present depot, on the right. Traces still exist to show that this was indeed once a railway line, and many a time, I have heard members asking about the line, and getting rather vague replies about 'a vinegar line, or something'

The Lowesmoor Tramway, as its true name was, or 'Vinegar Railway' as it was always known, linked the vinegar and cider works of Hill Evans and Co. with the Main Line of the Western region near the Motive Power Depot adjoining the Shrub Hill Station, Worcester.. The private Railway was 900 yards long, and served some 200 yards of sidings.

The business of Hill Evans & Co. was established in 1830 and in 1869 it was decided that a rail link with the main line would be an asset. November of that year saw the application being made, and it was approved as the "Worcester Railways and Tramway Bill (1870)". This laid down the maximum speed as 4 mph, over the road crossings, and signals to be erected to the approval of the Worcester City Council. It also required that a competent person attend the gates when in use. The railway has always been used for freight traffic only.

Despite suggestions from the then General Manager of the GWR that gates should bar traffic along the Street, the firm decided to have gates which only blocked the Railway line, and did not open across the street. Consequently there were several collisions, three in the '40s and '50s, between the locomotive and respectively a steam roller, van and a car.

The line was opened in 1872, with GWR men maintaining the track and signals. For many years the line was worked by GWR "1900" Class pannier tanks (0-6-0), regular locomotives being 1919, 1936 and 1939. In latter years however the "1600" Class panniers were employed.

It was operated with a tablet in the form of a wooden handle with the keys to the gates on it. Two shunters and two brakevans ran with the train, which in 1958/9 set out at 3.50 p.m. each afternoon, and on Monday Mornings. The average load was four vans, although the permitted maximum load was 12 vans.. The gradients were 1 in 29 for 350 yards and 1 in 40 for 150 yards, each trip taking 45 minutes, out and home.

Research so far has not yielded the closing date of the line, but it almost certainly was in the early 1960's as the line was certainly in use in mid 1958 and no details of closure appeared in the following 18 months. It was never, as far as can be determined, worked by diesel, and was an exclusive steam preserve.

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If you have any short article that you would like published, please write to the Magazine Editor, who will no doubt arrange insertion of as many suitable articles as possible, as these are useful in balancing out the magazine, and saves some of the more usual authors putting pen to paper, or fingers to typewriter as the case may be.

STEAM NEWS

Enclosed with this edition of the NCTS magazine, you will find a booking form for the two railtours on September 1st. This is the first tour to run after the "Closed season" of July and August, when BR do not allow railtours. Because of the number of steam specials that have been cancelled during the early part of the year, it may well be that no tours will run in 1974, so book now and travel behind steam. You never know how many will still run.

LEANDER - Jubilee Class No 5690 "Leander" went on a test run on June 27th. to Syston, near Leicester, reaching a top speed of 72 mph. It has now returned to Derby Works to have the final coat of paint (It ran in undercoat) and is expected to leave in under two months. It will then be housed at the Dinting Railway Centre. The locomotive may appear at the Derby C & W open day on August 11th, and/or the Derby Locomotive Works open day on August 26th.

B.R. Open Days, are expected to include steam at the following places and dates:-

Derby C & W :- 11th. August, 1973 (Works)
Derby Loco :- 26th. August, 1973 (Works)
Reddish :- 9th. September, 1973 (Electric Depot)
Crewe Works :- 22nd. September, 1973 (Works)
Barrow Hill :- 2nd. September, 1973 (Diesel Depot)

Reddish Open day will definitely have either three or four steam locos on display, these being Jubilee Class loco "5596 Bahamas", Schools class 925 "Cheltenham", W.D. 150 'Warrington' plus possible one other. The theme of the exhibition/open day being "Preservation - Before and After. 925 representing the before, WD 150, the most recent locomotive restored by the Dinting Railway Centre, representing the after, and 5596 providing footplate rides. Also giving footplate rides will be a BR Class 47.

Other steam events in the near future include traction engine rallies at Chelford (11th, August), Whitely (nr Warrington) - 21st. July,

Recent movements of steam locos are as follows:-

BR Class 9F 92220 'Evening Star' arrived at Keighley on 11th. June, 1973.

SR King Arthur Class 777 'Sir Lamiel' arrived at Ashford 7th. June, 1973.

Norwegian Railways loco moved to KESRA on 13th. June, 1973.

SR Merchant Navy Class No. 35006 was purchased from Woodham Bros, at Barry by BR (Yes the information is genuine, strange as it may seem) and was towed away. It only got a mile or so from Barry, and all axle boxes seized up. BR of course never thought of oiling or inspecting them before setting off. To cut a long tale short, it was towed back to Barry (and was then cut up), and 35029 was inspected oiled, and towed away in its place. This locomotive will be cut in half, lengthways from Smokebox to cab, restored and half the locomotive placed on display in the new York Museum, when it opens in 1975. Who would have expected BR to buy back one of their own locos!

Locomotives which appeared at the Transpo '73 Exhibition in Manchester were BR Sulzer Type 2 (which had to be removed during the exhibition due to a shortage of motive power in the Manchester Division) Class 81 electric, in place of the advertised class 87, MSC diesel Hydraulic shunter, MSC steam tank loco, and WD 150 'Warrington', the latter being in steam giving footplate rides during all 17 days of the exhibition.

MOTIVE POWER ALTERATIONS

Because of the use of new codes from May, 1973, this section is divided into two parts, the first up to the issue of new codes, and the second those using the new codes. Dates for each section are given separately.

LMR 21st. April, 1973, ER 5th. May, 1973. ScR 19th. May, 1973
SR 20th. May, 1973. WR 12th. May, 1973.

142 84A; 143 84A; 146 84A; 349 52A; 355 52A; 357 64B; 359 64B; 1019 wdn;
1032 wdn; 1200 86B; 1531 D05; 1551 D05; 1556 D05; 1557 D05; 1559 D05; 1565 D05;
1583 D02; 1597 D02; 1606 D02; 1626 40B; 1637 87A; 1641 86A; 1644 86A; 1646 87A;
1652 86A; 1653 86A; 1657 86A; 1658 LMR; 1659 87A; 1661 81A; 1663 81A; 1665 86A;
1667 86A; 1668 86A; 1693 40B; 1710 82A; 1711 82A; 1712 82A; 1714 82A; 1719 82A;
1720 82A; 1722 82A; 1723 82A; 1732 82A; 1733 40B; 1735 86A; 1739 81A; 1740 81A;
1741 81A; 1749 40B; 1752 D02; 1753 LMR; 1762 30A; 1764 30A; 1766 30A; 1780 30A;
1781 30A; 1783 55G; 1791 55G; 1943 87A; 1946 D02; 1947 87A; 1951 D02; 1952 87A;
1953 82A; 1954 87A; 1955 87A; 1958 87A; 1959 87A; 1970 ER; 1987 41A; 1993 41A;
2166 41B; 2371 55C; 2426 62C; 2988 wdn; 2991 wdn; 2992 wdn; 2998 wdn; 3086 34G;
3178 1A; 3220 75C; 3222 75C; 3226 75C; 3389 62B; 3434 86A; 3544 41J; 3760 86A;
3793 9A; 3797 81A; 3930 62B; 3932 61B; 4005 75C; 4037 41J; 4095 62B; 4124 86B;
4129 84A; 4158 83A; 5155 64B; 5286 D16; 5295 D09; 5327 60A; 5347 65A; 5349 65A;
5528 82A; 5550 55B; 5551 55A; 5594 34G; 5597 34G; 5598 34G; 5601 34G; 5602 D46;
5603 34G; 5617 81A; 5639 34G; 5647 34G; 5654 34G; 5677 34G; 5800 55A; 5803 81A;
5809 81A; 5811 55A; 5814 81A; 5836 51L; 5842 81A; 6552 73C; 6553 73C; 6729 55C;
6759 51L; 6774 D16; 6778 31B; 6794 55C; 6797 55C; 6860 51L; 6865 40B; 6866 40B;
6916 51L; 7009 wdn; 7017 81A* 7023 wdn; 7030 wdn; 7031 wdn; 7032 wdn; 7044 wdn;
7045 wdn; 7046 wdn; 7055 wdn; 7089 wdn; 7093 wdn; 7500 ER; 7501 ER; 7508 82A;
7518 86A; 7570 D16; 7571 D01; 7572 D01; 7600 D01; 7601 D08; 7615 D16; 7645 D01;
7658 D16; 8000 64B; 8001 D16; 8005 D16; 8007 64B; 8008 D16; 8091 ER; 8092 ER;
8127 ER; 8128 41A; 8129 41A; 8130 41A; 8131 41A; 8132 41A; 8133 41A; 8179 64B;
8184 64B; 8191 64B; E3072 LMR E3096 LMR E3008/80 ScR Shields Rd.

Locomotives Renumbered:- E3001 to 81.001; E3065 to 85.010; E3094 to 85.039;
26012 to 76.012; 26016 to 76.016;

96 to 45.101; 51 to 45.102; 116 to 45.103; 13 to 45.001.

MULTIPLE UNITS:-

LMR:- 29547/77/85/6 to store at BURY (EMU's)

ER:- 50382/6 56140/2 32A; 50163/4 50C; 50361 30A; 50363/6 32A; 50368/87 34G;
51285 32A; 56122 30A; 56223 34G; 56126/37 32A; 56432 34G; 56443 32A

ScR:- 51491/2 66C

WR:- 51060/2/88/90 84A; 55027 81D; 59419 84A; 59421 84A;
60090 to 60099 inclusive, 60644 to 60649 inclusive, 60730 to 60749 inclusive
all withdrawn.

DO you want to keep up to date with the latest re-allocations, modifications, renumbering, etc. etc. Do you want to receive free copies of allocation books as soon as issued. Do you want copies of stock books, free and issued almost exclusively to subscribers. If so, send £1-00 cheque/Postal order made payable to B.J. Towey, to B.J. Towey, 25, Calder Cres., WHITEFIELD, Manchester M25 6LH NOW. You will receive this service for 12 months.

LIST OF CODES FOR MAINTAINANCE DEPOTS ETC.

AB	Aberdeen Ferryhill (61B)	GD	Gateshead (52A)	OC	Old Oak Common (81A)	
AF	Ashford Chatt Leacon (73F)	GF	South Gosforth (52J)	ON	Orpington (-)	
AN	Allerton (8J)	GI	Gillingham (-)	OX	Oxford (81F)	
AY	Ayr (67C)	GL	Gloucester (85B)	PA	St. Pancras Cambridge St.(-)	
BC	Birkenhead (8H)	GM	Grangemouth (65F)	PB	Peterborough(-)	
BE	Bedford Midland Sta (-)*	GO	Goole (50D)	PH	Perth Sta (-)	
BG	Botanic Gardens Hull (50C)	GS	Glasgow Shields Rd(-)	PO	Polmadie (66A)	
BH	Barrow Hill (41E)	GU	Guide Bridge (-)*	PZ	Penzance (84D)	
BI	Brighton (75A)	HA	Haymarket (64B)	RB	Ranelagh Bridge (-)*	
BK	Birkenhead Central (-)	HD	Holyhead (6D)	RG	Reading (81D)	
BL	Blyth (-)	HG	Hither Green (73C)	RL	Ripple Lane(-)	
BM	Bournemouth (70F)	HI	Hitchin (34D)	RM	Ramsgate (-)	
BN	Birkenhead North (-)	HM	Healey Mills (35C)	RS	Reddish (9C)	
BP	Beattock Sta. (-)*	HN	Hamilton (66C)	RY	Ryde (IOW) 70H)	
BR	Bristol Bath Rd (82A)	HO	Holbeck (55A)	SB	Shirebrook (41J)	
BS	Bescot (2F)	HR	Hall Road (-)	SE	St. Leonards (-)	
BU	Button (16F)	HS	Hammerton St. (55F)	SG	Slade Green (-)	
BV	Bury (-)	HY	Hyndland	SI	Soho (-)	
BW	Barrow (12C)	IL	Ilford	SL	Stewarts Lane (75D)	
BX	Buxton (-)	IM	Immingham (40B)	SP	Wigan (8F)	
BY	Bletchley (1E)	IP	Ipswich Sta (-)*	ST	Severn Tunnel Jn. (-)	
BZ	St. Blazey (84B)	IS	Inverness (60A)	SU	Selhurst (75C)	
CA	Cambridge (31A)	KD	Carlisle New Yard (-)	SW	Swindon (82C)	
CD	Cricklewood (14A)	KM	Kingmoor (12A)	SX	Stratford (30A)	
CE	Crewe DD (5A)	KX	Kings Cross (-)	SY	Saltley (2E)	
CF	Cardiff Canton	KY	Knottingley (55G)	TE	Thornaby (tees) (51L)	
CG	Croxley Green (-)	LA	Laira (84A)	TI	Tinsley (41A)	
CH	Chester (6A)	LE	Landore (87A)	TJ	Thornton Jn (-)	
CK	Corkerhill (67A)	LG	Longsight ETD (-)	TO	Toton (16A)	
CL	Clacton (-)	LH	Lostock Hall (-)*	TS	Tyseley (2A)	
CP	Crewe Carriage Sheds (-)*	LJ	Llandudno Jn. (6G)	TW	Tunbridge Wells West Sta. (-)	
CR	Colchester (30E)	LN	Lincoln (40A)	TY	Tyne Yard	
CW	Crewe ETD (-)	LO	Longsight DD (9A)	WH	Wath (41C)	
DA	Darnall	LR	Leicester (15A)	WJ	Watford Jn (-)*	
DE	Dundee (62B)	LV	Liverpool Lime St.	WK	Warrington (-)	
DN	Darlington (51A)	MC	March (31B)	WM	Wimbledon (-)	
DR	Doncaster (36A)	ME	Marlebone (1D)	WN	Willesden (1A)	
		MG	Margam (87B)	WO	Wellingborough (-)*	
DT	Dunfermline Townhill (62C)	MH	Millerhill (-)	WS	Worcester (85A)	
DY	Derby Etches Park (16C)	ML	Motherwell (66C)	WU	Westhouses (-)*	
ED	Eastfield (Glasgow) (65A)	MN	Machynlleth (-)	WY	Westbury (-)	
EG	Edge Hill (-)	NA	Newton Abbot (83A)	YK	York (55B)	
EH	Eastleigh (70D)	NH	Newton Heath (9D)			
EJ	Ebbw Jn. Newport (86B)	NL	Neville Hill (55H)			
EM	East Ham (-)	NM	Nottingham CS (-)			
EH	Erodingham	NO	Norwick (32A)			
FP	Finsbury Park (34G)				Special Code (LMR)	
FR	Fratton (-)				VR	vale of Rheidol (Aberystwyth)
FW	Fort William (65H)					

* Fuel Only

 These codes have now replaced all the previous codes used by BR and will be used on all future lists connected with BR.

RE-ALLOCATIONS

Re-allocations using the new codes are as follows, correct to the following dates:-

LMR, ER, ScR, and WR to 16th. June, 1973.

11 TO; 35 TO; 46 CD; 76 HO; 125 HO; 181 GD; 192 GD; 193 GD;
257 YK; 269 YK; 300 LO; 301 LO; 303 LO; 355 HM; 357 HA; 359 HA;
1018 **; 1020 **; 1516 HO; 1517 HO; 1547 BS; 1548 BS; 1549 BS; 1553 BS;
1554 BS; 1560 BS; 1567 CE; 1569 BS; 1620 HO; 1623 BS; 1630 BS;
1631 IM; 1634 CE; 1658 CE; 1681 LE; 1691 IM; 1724 BR; 1736 IM; 1737 HO;
1749 SX; 1753 BS; 1754 IM; 1760 CE; 1762 FP; 1763 FP; 1764 FP; 1779 FP;
1787 CE; 1797 TI; 1798 TI; 1799 TI; 1825 CE; 1826 CE; 1827 CE; 1829 CE;
1830 CE; 1849 TO; 1850 TO; 1851 TO; 1852 TO; 1875 CE; 1876 CE; 1877 CE;
1883 CE; 1884 CE; 1886 CE; 1970 GD; 1998 GD; 3019 **; 3051 **; 3067 BY;
3087 **; 3284 TI; 3504 TE; 3699 WN; 3740 KM; 3869 WN; 5025 LO; 5026 LO;
5029 LO; 5164 TI; 5166 TI; 5188 BS; 5189 BS; 5190 BS; 5194 SP; 5195 SP;
5212 LO; 5253 SP; 5260 LO; 5521 FP; 5530 BR; 5537 HO; 5541 HO; 5593 FP;
5594 MC; 5597 MC; 5599 MC; 5602 FP; 5603 MC; 5618 FP; 5631 FP; 5633 FP;
5634 FP; 5820 HO; 5822 HO; 5824 OC; 5859 SX; 6741 TE; 6757 TE; 6767 TE;
6833 TI; 7500 TI; 7501 TI; 7522 CD; 7523 CD; 7540 KM; 7541 KM; 7554 KM;
7564 WN; 7595 T⁰; 7598 KM; 7626 SP; 7639 SP; 7646 SP; 7651 SP; 7659 SP;
7662 WN; 7670 KM; 7671 KM; 7672 KM; 8026 TI; 8049 TI; 8086 HA; 8091 T⁰;
8092 TI; 8127 TI; 8179 ED; 8184 ED; 8316 HA; ** indicates a withdrawn loco
Late Entries:- 3832 BC; 3833 SP; 5593 TO (since to ER)

ELECTRIC LOCOMOTIVES:- E3008 GS; E3080 GS; E3072 CW; E3096 CW;

NEW LOCOMOTIVES:- 87.001 to WN.

RENUMBERED:- 29 to 45.002, 59/86/106/43/120 to 45.104 to 108 resp.
E3017/22 to 85.015/9 resp. E3073/89 to 85.018/34
E3199/70/15 to 86.001/2/3 resp. 26020/1 to 76.020/1
E3103/5 to 86.004/5 resp. E3129 to 86.205.

Locomotives allocated to Longsight now at Newton Heath (NH)
are:- 3024 3588/9/90/2 3686/95 3765/7/93 3842/3/4/5 3927

Multiple Units:- To store BV:- 29545/65/7/82/91/9 (all servicable)
29548/9/60/1/6/98

To Store HR:- 29550/4/8/71 (unservicable)
50185/218/60/8 NO; 51426/31/2/40/96/9 51502/12 HS; 59066 GR;
59075/540 NO; 50368/87 56132/432 NO;

THE NEW RECODING EDITION of the NCTS ALLOCATION BOOK incorporating all
the above changes is now on Sale from H. Howells, 44, Stanwell Road,
SWINTON, Lancs. Price 15p (enclose a s.a.e.)

KEEP UP TO DATE WITH ALL RENUMBERING ETC. Contact B.J. Towey (see other
re-allocations page).

In addition to the above alterations, from 5th. May, 1973 all
LMR divisions were abolished. All D02 locos to BS, All D05 to CE,
All D08 to SP, All D09 to L⁰, All D10 to KM, All D16 to TO.
D01 locos split between CD and WN, All ACL to LG, CW or WN.
Full details are given in the new allocation book, but cannot be shown due
to space, in this magazine.

TOURS PROGRAMME

Sat/Sun 15th/16th September, 1973

OVERNIGHT EASTERN ENGLAND

TOUR 73.171

Depots to be visited will include Immingham (IM), March (MC), Cambridge (CA),
Toton (TO), Lincoln (LN) and Doncaster (DR) Depot
only.

Coach will depart Saturday Evening from

SHEFFIELD at 18.30 due back at 21.00
MANCHESTER at 20.00 due back at 19.30

Cost will be £3.50
Minimum Deposit £1.00

Sat/sun 29th/30th September, 1973

OVERNIGHT LONDON

TOUR 73.18L

Depots to be visited will include Willesden (WN), Stratford (SX), Finsbury Pk. (FP),
Hither Green (HG), Selhurst (SU), Stewarts Lane (SL),
and other stabling points and depots in the London
area.

Coach Will depart from

MANCHESTER at 20.00 and returns at 21.00
SHEFFIELD at 21.30 and returns at 19.30

Cost will be £3.50p
Min. Deposit £1.00p

Sunday 14th. October, 1973

DAY TRIP

TOUR 73.19B

MANCHESTER & LIVERPOOL

Depots to be visited will include all possible Manchester depots and Stabling points,
Wigan (SP), Preston area Stabling points, and some
Liverpool area depots /stabling points.

Coach departs SUNDAY MORNING from

SHEFFIELD at 07.30 due back at 21.00
BARNLEY at 08.00 PICK UP ONLY
MANCHESTER at 09.30 due back at 19.30

Cost will be £1.75
Min Deposit £0.75p

SATURDAY/SUNDAY 27th/28th OCTOBER, 1973

TOUR 73.20R

OVERNIGHT MINI-GRAND WESTERN

***** NOTE ***** THIS IS AN OVERNIGHT TOUR ***** not a weekend tour *****

Depots to be visited will include Penzance (PZ), Plymouth (LA), Newton Abbot (NA),
St. Blazey (BZ), Taunton (-), Exeter (-), Bristol
Bath Road (BR) and as many other stabling points
as possible

Coach departs Saturday Evening from

SHEFFIELD at 17.30 due back Sun. at 21.00
MANCHESTER at 19.00 due back Sun. at 19.30

Due to the high mileage the
cost will be £4.25
Min. Deposit £1.50

THIS IS THE FIRST TIME THIS TOUR HAS BEEN DONE OTHER THAN AT BANK HOLIDAY TIME, and

IT IS THE CHEAPEST TOUR WE HAVE EVER RUN TO PENZANCE AND THE WEST OF ENGLAND.

BOOK NOW TO AVOID DISAPPOINTMENT!!!!

TOURS PROGRAMME (Continued)

Sun 11th. November, 1973

DAY SOUTH YORKS

TOUR NO. 73.21T

Depots to be visited will include:- Tinsley (TI), Wath (WH), Goole (GØ),
Doncaster WORKS, Hull (BG), York (YK),
and other stabling points etc. as time
permits.

Coach departs from	BARNOLDSWICK	at 06.30 due back at 22.30
	BURNLEY	at 07.00 due back at 22.00
	BURY	at 07.30 due back at 21.30
Cost will be £1.75	BOLTON	at 07.45 PICK UP ONLY
Min. Deposit £0.75	MANCHESTER	at 08.00 due back at 21.00
	SHEFFIELD	at 09.30 due back at 19.30

Sat/sun 24th/25th. November, 1973

TOUR NO. 73.22Z

CARLISLE & NEWCASTLE

Depots to be visited will be as per last tour in last magazine, Viz:-
Carlisle, Workington, Barrow, Gateshead (Subject to permit), etc. etc.

Coach will depart from Sheffield at 18.30 due back at 21.00
Manchester 20.00 due back at 19.30

Cost will be £3.50
Min. Deposit £1.00

SUNDAY 9th. DECEMBER, 1973

CREWE WORKS ONLY

TOUR NO. 73.23C

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

Sat/sun 12th/13th. January, 1974

TOUR NO. 74.1

SOUTH WALES

This date has been reserved, and will provisionally be a SOUTH WALES
tour, visiting all depots and Stabling points in South Wales. Full details
will be given in the next magazine. Coach departures, cost etc. as
usual.

REMEMBER, if we are to keep tours running cheaply, you must book.
REMEMBER also that late booking sometimes causes a tour to be cancelled
or causes you disappointment if we are fully booked, so please
BOOK EARLY for all our TOURS.

OPEN DAYS on BR, include Crewe works open day, on September 22nd, and
it is hoped that the Northern Counties Transport Society will have a stand
at the open day. We are therefore not organising a visit to Crewe on this
date, but all members are cordially invited to make their own way to
Crewe, and pay at the works entrance. We will be pleased to see you
at the works, and would always appreciate assistance from older members
to man the stand, and give the committee a chance to have a rest period.
Further details etc. will be available from H. Howells in due course.

RENUMBERING OF LOCOS

A full list of scheduled renumbering has now been issued by B.R. and is listed below. Locomotives already notified by BR as being renumbered are (old nos. in brackets):-

45.001 (13), 45.002 (29), 45.101 (96), 45.102 (51), 45.103 (116), 45.104 (59),
45.105 (86), 45.106 (106) 45.107 (43), 45.108 (120)

Electric Locomotives are 81.001/15/19 (E3001/17/22 resp), 83.001 to 83.014 (E3024 to E3035 and E3098/99 resp. in order), 84.001 to 84.010 (E3036 to E3045 resp.)
85.010/18/34/39 (E3065/73/89/94 resp). 86.001- 86.005 (E3199/70/15/03/85 resp.)
and 86.201/2/3/5 (E3191/50/43/29 resp). Class 76 renumbered from 26XXX to 76.XXX
in sequence are 76.003/8/10/12/3/5/6/20/1/2/5/30/2/7/8/43/4/8/9/50/7.

Locomotives reported as renumbered, but not confirmed by BR are 5391 to 27.119
86.006/7/8 (E3112/76/80 resp) and 86.204/6/7/8 (E3173/84/79/41 resp).

41.001 and 41.002 are at present undergoing trials and not in official service and were built as these numbers, whilst 87.001, built as such) has entered service allocated to WN

The FULL list of renumbering to be carried out is as follows:-

2954/5 to be 01.001/2

2850-69 to be 02.001 to 02.004

2000-2199 2370-99 to be 03.001 to 03.023.

2554 to be 05.001

2410 to 2444 to be 06.001 to 06.010

2985 to 2998 to be 07.001 to 07.014

3000 to 4192 (excl. Class 09 locos) to be 08.001 to 08.958

3665-71, 3719-21 4099-4114 to be 09.001 to 09.026.

4500 to 4502 to be 13.001 to 13.003

8000 to 8199 and 8300 to 8327 to be 20.001 to 20.228

5000 to 5049 to be 24.001 to 24.047 and 5050 to 5150 to be 24.051 to 24.141

5151 to 5175 to be 25.001 to 25.025 and 5176 to 5232 to be 25.026 to 25.082

5233-99 and 7500-97 to be 25.083 to 25.246 and 7598-7677 to be 25.247 to 25.325

5300 to 5319 to be 26.001 to 26.020 and 5320 to 5346 to be 26.021 to 26.046.

5347 to 5415 to be 27.001-44, 27.101-18 or 27.119 to 124 renumbering being dictated by whether fitted with GEC series 1 2 or 3 equipment resp.

5500 to 5517 and 5519 to be 31.001 to 31.019

5508/20-34/35-5699 5800-62 to be 31.101 to 31.327 except those fitted with ETH which will be 31.401 to 417.

6500 to 6597 to be 33.001-33.065, except Push pull fitted (33.101-19) and Hastings gauge (33.201-12)

7000 to 7100 are not to be renumbered

6700-99 6800-99 6900-99 6600-8 to be 37.001 to 37.308

200 to 399 to be 40.001 to 40.199

1 to 10 to be 44.001 to 41.010 and 11 to 137 are 45.001-77 or 45.101-50 if ETH fitted

Class 45's are to be renumbered out of order when fitted with ETH or having major overhaul,

138 to 193 to be 46.001 to 46.056

1500-1999 1100-11 are to be renumbered as 47.001-299 (with Steam Heating)

47.301-381 (No train Heating)

47.401-410 (ETH Fitted)

400 to 449 to be 50.001 to 50,050

9000 to 9021 to be 55.001 to 55.022

1000 to 1073 and 1200 are not to be withdrawn.

Some classes will be renumbered in order, whilst other will not (as Class 45, 86 etc)

Clearly 7000 and 1000 series are to be withdrawn in full soon, as is 1200.

Full details of renumbering completed will be given in future magazines.

RENUMBERING OF LOCOS (CTD)

Electric Locomotives

RENUMBERING of Electric Locomotives is to be as follows:-

- E5001 to E5914 to be 71.001 to 71.014
- E6001 to E6006 to be 73.001 to 73.006 (BR built)
- E6007 to E6049 to be 73.007 to 73.049 (EE built)
- E6101 to E6110 to be 74.001 to 74.010
- 26000 to 26057 to be 76.001 to 76.057
- E3001-23/96/7 to be 81.001 to 81.022
- E3046 to E3055 to be 82.001 to 82.008
- E3056 to E3095 to be 85.001 to 85.040
- E3024 to E3035 are already renumbered 83.001 to 83.012
- E3098 to E3099 are already renumbered 83.013 to 83.014
- E3100 to be 83.015 as soon as released from works.
- E3036 to E3045 are already renumbered 84.001 to 84.010.
- E3101 to E3200 are to be renumbered as 86.001 to 86.048
and 86.201 to 86.252

The latter will be renumbered out of sequence, the first series when undergoing overhaul, the latter when fitted with modified bogies etc.

In some classes locos will be numbered in order, with gaps left for withdrawn locos (e.g. Class 76 with no 76.017 as E26017 was withdrawn)

In some cases they will be renumbered in order, but no gaps will be left (e.g. Class 40 Nos. 200 to 399 will become 40.001-199 no gap being left for 322 (withdrawn)).

In some cases, usually where there are sub groups, they will be numbered out of order as the locos are converted, or are overhauled (as Class 45)

Clearly it is impossible at present to be absolutely certain which loco will be given which new number, but we hope that this guideline will be sufficient and will notify all members of the renumbering as and when magazines are produced.

Any member wishing to have earlier information can of course obtain this from B.J. Towey, 25, Calder Cres., WHITEFIELD, Manchester M25 6LH on payment of £1-00 for a years supply of allocation changes.

DON'T FORGET, the new NCTS Allocation book is out soon, and can be obtained by writing, enclosing a foolscap s.a.e. and 15p, to H. Howells, 44, Stanwell Road, SWINTON, Lancs.

WANTED WANTED WANTED WANTED WANTED WANTED WANTED WANTED

from you:- More information, sightings, Rail News, etc. etc. etc. Without this we cannot keep the magazine up to full size. There are already only a few members who are sending in information, and this leads only to a poor standard of information. Four or five people cannot cover the whole country. Please help by sending in anything you think might be useful. Write to the Magazine Editor NOW!!!!

WANTED WANTED WANTED WANTED WANTED WANTED WANTED WANTED WANTED
Your old Railway Magazines, Railway Worlds, Trains Illustrated, Modern Railways, and also any odd balls of wool, green shield stamps etc to help steam preservation. Send to B.J. Towey, 25, Calder Crescent, WHITEFIELD, Manchester M25 6LH. Any donations gratefully accepted.

PRESTON

Electrification work has now been completed on the West Coast Main Line as far as this station, and the station itself completed. All platforms have now been renumbered, and the old Platforms 1 & 2 are now used exclusively for freight. Visitors here recently have included 144 (82A), 1679 (81A), 1854/6 (D01), 1920/4 (86A), 5558 and 5810 (55B); mostly on freight. The first electrics are already working test trains, using the 'mentor' test coach to check the overhead equipment, prior to the introduction of full electric services on 23rd. July.

BARROW

Ex-B.R. shunter 12085 has been noted in the Barrow Scrapyard of T. Ward.

CARNFORTH

Two Black 5's from Steamtown, 44871 and 45407 ran up the coast, tender to tender, from Carnforth to Ravenglass on 5th. May, 1973. There are two stabling points at Carnforth at present, one a yard South-West of the Station, and the other North-West of the station, just north of Carnforth shed yard. Locomotives noted in these yards have included 5233/52 7647 (1 TO); 5556 5801/8 (H0). Sometimes there are no locos on either stabling point.

MANCHESTER

An unusual double-heading through Eccles on 9th. April, 1973 consisted of Class 24 locos 5029 (LO) and 5092 (CE), pulling a train of lifted track. Another visitor on the same date through Eccles was Class 47 No. 1862 (IM) on an oil train.

ST. HELENS

Unusual visitor here on 14th. April, 1973 was Class 47 No. 1992 (TE)

WILLESDEN

Western Class No. 1004 (LA) headed north through Willesden Junction on a passenger train on 7th. April, whilst Immingham based class 47 No. 1872 was noted on a freight on the 12th. May, 1973.

BESCOT

Noted here on 20th. April, 1973 were 'Peak' Class locos 17 and 32 (H0) 248 (HM) 1776 (SX), and a few days later on the 23rd. 216, 7669 (SP) and 235 L0. 289 (KM) was also present in the yard. Strangers noted on June 2nd. were 1787 (IM), 5165 5831 and 8304 (all TI).

SALTLEY

Noted on the depot have been 1737 5228 8306/7 (all TI) and 5222 (WN) on 23rd. April, whilst 1647/85 (CF) and 5163/9 (TI) were noted on 2nd. June.

CARLISLE

Two Toton based 'Peaks' 109 & 117 were noted in the yard at Carlisle on 20th. May, 1973.

Derby

Noted passing through the station on 2nd. June, were class 37 No. 6895 (TE).

TOTON

Another class 37, No. 6868 (TI) was a strange visitor here on the same date.

CREWE

Not to be outdone a class 37 No. 6886 (CF) visited crewe on 27th. May, 1973.

LMR Allocations changed considerably on 5th. May, 1973. Full details are given on the opposite page.

LMR ALLOCATIONS

From the 7th. May, 1973 the seven divisions on the London Midland region ceased to exist, and locomotives are again allocated to individual depots. At the same time, all electric locomotives became allocated to individual depots, instead of just ACL (or LMW as they used to be).

Basically the alterations are as follows:-

DO1:- all locomotives allocated to WN Willesden, of CD Cricklewood *

DO2:- all locomotives allocated to BS Bescot

DO5:- all locomotives allocated to CE Crewe Diesel

DO8:- All locomotives allocated to SP Wigan Springs Branch.

DO9:- all locomotives allocated to LO Longsight Diesel

D10:- all locomotives allocated to KM Carlisle Kingmoor

D16:- all locomotives allocated to TO Toton (Stapleford & Sandiacre).

ACL:- all locomotives allocated to WN Willesden, CW Crewe Electric, or LG Longsight Electric. (except locos on loan to GS Shields Electric Depot, Glasgow Scr)*

* DO1 locos:- all type 4 to CD Cricklewood,
all type 2 to WN Willesden, except 5215-7/21 7593 7662-6
which are CD Cricklewood ((7662 since transferred to WN and
7522 since transferred to CD))

* ACL:- E3001 to E3023 and E3056 to E3097 to CW Crewe Electric
E3024 to E3054 and E3100 to LG Longsight Electric
E3101 to E3200 to WN Willesden

NOTE:- unnumbered locos remain at same depots viz:- Class 83 & 84 LG
Class 86 WN, Class 81 & 85 CW.

Full renumbering/recoding details are given in the new N.C.T.S.

allocation booklet, which costs 15p and can be obtained from

Mr. H. Howells, 44, Stanwell Road, Swinton, Lancs. (enclose a s.a.e.)

This booklet contains all locomotives in numerical order, and includes all alterations shown in this book. (i.e. correct to mid-June/early July).

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BLACKPOOL

As usual Easter Monday brought a number of specials into this seaside resort. Among these were 24 (HO); 253 272 (YK), 267 (HM), 1617 (TI)
1676 (BR); 1856 (CD); 1871 (IM).

TYSELEY

The following engines were noted at the depot for the open days on June 1st/2nd. :- STEAM:- 45428, 45593 'Kholapur', 1247, 1008, 7752, L90, 92220 'Evening Star'**, 4983, 60007 'Sir Nigel Gresley', 60800 'Green Arrow', 7029 'Clun Castle', 120, No. 1. 7027, 30777 'Sir Lamiel',**
DIESEL:- 107, 1563, 1689, 3250, 3952, 3956, 5219, ELECTRIC:- E3133.

** 92220 has since moved to Keighley & Worth Valley, Haworth,
and 30777 has moved to the Steam Centre at Ashford, Kent.

DERBY

On Wednesday 27th. June Jubilee Class loco No. 5690 'Leander' ran from Derby to Leicester area on a test run in undercoat livery, and passed with flying colours, reaching a top speed of 72 m.p.h. It has now moved to the paintshop for finishing off. Full workshop lists are given at the end of the Rail News section.

SHEFFIELD

Unusual pairing at Midland station on 19th. April, 1973 was 1651 (OC) and 5168 (TI) on a St. Pancras train. Strangers in Tinsley Yard on 1st. May, 1973 were 157 (BR), 5144 (CE) and 5238 (LO).

DONCASTER

Another unusual double-heading was noted here on 26th. May, when 5242 was coupled with 5530, the latter on of the Old Oak Common based Brush type 2's.

THORNABY

K1 No. 62005 was noted at the depot recently undergoing repainting.

GATESHEAD

Class 47 No. 1692 (BS) was the stranger in the camp here on 20/5/73.

FINSBURY PARK

Two strangers here on 7th. April, 1973 were 228 (SP) and the carriage heating unit DB968000 (ex-8243).

YORK

Three Bristol Bath Road locomotives, 142, 1643 and 1730 were all noted in York Yard on 20th. May, 1973.

CHESTERFIELD

Noted on June 26th. was 'Baby Deltic' 5901, heading north through the station on the freight line accompanied by its two test coaches.

LEEDS

Another Bath Road loco. to stray onto North Eastern metals was 'Peak' 185, also on the 20th. May.

HEALEY MILLS

Two Class 25's 5207 (LO) and 5292 (TO) were noted at the far end of the yard, coupled together on 20th. May, 1973.

H.S.T.

As most members will already be aware, the new HST, composed of Class 41 diesels 41.001 and 41.002 with carriage stock between them, has been running test trials for some weeks now. The bulk of the running has taken place between York and Leeds, and on two occasions high speed runs have beaten the British Speed record on Rail. The previous record stood at 126 m.p.h. for many years, and was held by L.N.E.R. Class A4 'Mallard'. Although no longer the holder of the British Record, 'Mallard' still has quite considerable claim to fame, as the World Speed Record for Railways still stands at 126 m.p.h. so this steam locomotive still holds the World Record, even though it has lost its British Record. The HST was still however well below the World Rail Speed Record, which is still held by the french SNCF electric.

SHEFFIELD MIDLAND

Steam once again returned to Sheffield Midland on June 17th, when Jubilee Class 5596 'Bahamas' arrived with a special from Manchester. The loco came off at Midland, and turned on the Darnall Triangle, returned to Midland took water, and then went light to Grindelford, where it was on display until it returned to Midland to take its train back. It will return again on 1st. September.

Grangemouth

An Eastfield Class 25 5157 is reported to have had its damaged front end cut off at this depot, and replaced by the cab off withdrawn sister loco 5149, presently in St. Rollox Works.

PERTH

Old Oak Common based Brush 47 No. 1655 was noted here on 7th. April, 1973, whilst sister locomotive 1637 was noted on 17th. June standing just outside Eastfield depot.

CORKERHILL

Noted on the depot on 21st. April, 1973 were 269 (550), 1634/83 and 1708 (D02). The depot is now officially closed, although it has been recoded CK.

MOTHERWELL

Two tinsley engines 1633 and 1721 and Cantons 1927 were noted on this depot on 17th. June, whilst millerhill sported Tinsleys 6821 on the same date. They get everywhere!!!!

GLASGOW

Class 31 No. 5547 (MC) was seen at Glasgow High Street station on 9th, May, 1973, the report thought to be the first of this class in Glasgow. Unfortunately no information was given about its working.

RENUMBERING

5391 has been reported as renumbered to 27.119, although the Scottish Region have not yet confirmed this in their monthly lists. Full details of renumbering of locomotives are given overleaf.

PORTSMOUTH

Crewe based Class 47 No. 1597 was noted here on an excursion on 28th. April.

POOLE

Noted here during recent months have been 1555 (BS), 1662(LE) 1780 (SX), 1849 (CE), and 1994 (TI), the latter also being noted on the depot at Bournemouth on 6th. June, 1973.

BASINGSTOKE

Two unusual locos noted here have been 1842 (CE) and 1948 (BR) both noted on 14th. April. On the same date at WOKING 1682 (BR) and 1687 (CF) were noted stabled in the station.

EASTLEIGH

Former Ex-S.R. Schools Locomotive 30928 'Stowe' formerly preserved at Montague Moto Museum, Beaulieu, was on display at the Works & Depot open day, being stabled in the works yard. It has been thoroughly overhauled (although NOT at Eastleigh as our correspondant reports). Other locos on display were 75029, 'Green Knight' and 92220 'Black Prince'. The former pushed & pulled carriages up & down the yard, whilst the latter took a train to New Romsey and back twice, and the deputised for a failed diesel and took an ECS to Southampton Station. (all on 13/5/73).

RAIL NEWS

EASTLEIGH (ctd)

Also noted on the depot during the open day on 13th. May, 1973 were the following unusual locomotives:- 1591 (BR), 1649 (OC), 1695 (BS), 1756/7 (SX). Withdrawn shunters on depot were 3012/3/4/45 and 29XX series shunters.

FELTHAM

Stratford based 6966 was noted here on 14-4-73 on oilt tanks, heading towards Wandsworth.

CLAPHAM JUNCTION

Two unusual Locomotives to pass through here on 17/3/73 were 1111 (YK), and 1808 (TO). 5507 (SX) also was noted on the same date.

EMU NEWS

There are now no 4-COR units in service, but the Southern Electric Group is preserving unit 3142 at ASHFORD. The new 4-VEP's (7816-53) are now all delivered and should soon be in service.

READING

Brush Class 47 No. 1775 (SX) was noted here on 14th. April, heading towards Exeter on a freight.

Modern Traction Kits of Slough have purchased Warship 821, which is at present stabled at Reading.

Toton based Type 1's are now wandering even further afield, double headed pair 8144 with 8137 and 8156 with 8151 being noted at Reading on 20th. June on coal trains to Basingstoke.

GLOUCESTER sported 7635 (KM) on shed on 20/4/73

TAUNTON had visitors Peaks 16 & 44 (both HO) the following day.

EXETER on the same date had 66, 119 (TO) 129 (HO) and 1535 (TO) reported.

MARGAM Noted here on 22/4/73 were 1561 1836 (CE), 1696 (BS) and 1981 (TI)

Landore on the same date had visitors 1691 and 1725 (both BS),

CARDIFF on the previous day boasted 133 (TO) 1568 (IM) and on the 22nd 1614 (BB), 1583 (CE) 1737 (TI)

NEWPORT On 21st. April boasted 1630 (TO) 1951 7628 (BS) as visitors, whilst

BRISTOL had 7542 (KM) ~~xxxx~~

MARSH JN on the same day had withdrawn locomotives 824 and 7009/23/54/5/68/70 7074/5/6/84/93/6/7.

PLYMOUTH LAIRA

Noted on Laira shed were 24 (HO), 170 (GD) 1697 (BS) and stored locos 1007/18/19/20/32/9/42 and 7054/68/74. These were noted on 21st April, 1973, and three days later a Gateshead Peak No. 177 visited Laira. Laira now does all work on the Western Class locos as Swindon has now ceased to overhaul locomotives. The first four Hymeks have now been withdrawn.

LOCOMOTIVES SEEN ON PREVIOUS TOURS. In this section we give details of how many locomotives were seen on tours which are comparable with hours in our tours programme.

SOUTH YORKS (4-2-73) HM-33,WH-41,DR-34,KY-3,GO-7,BG-13,YK-40,HO-46,

Doncaster Works:- 38 Total 255 locos.

CARLISLE/NEWCASTLE (20/5/73) BW-9, Workington 13, KM-57, BL-6, GD-35 Nec'le Cen-10

YK:-36, KY-8 HM-44 HO-42 TY+20, Sunderland-10 West Hartlepool-8 TE-48, DN-8

HS-10 Total 364 locos

LONDON (1/7/73) see bottom P.7

RAIL NEWS/WORKSHOPS

Crewe Works noted here on 3rd, June, 1973 were:-

203/40/41/83/85/95, 303/25/27/28/65/72/79/95, 418/22/29/34/40/45,
1102, 1500/34/57/59/60/67/76/97, 1629/52/58/91, 1732/39/54/58/59/60/64/72
1786/98, 1845, 1910/19/30/46/57/58/89/90, 3245, 3292, 3510, 3984,
E3014/15/85/88, E3102/07/12/25/29/41/73/79/80/84/85, 81.003,
87.003 to 87.016 inclusive.

Derby Works noted here on 16th. June, 1973 were:-

45.102, 45.108, 30, 55, 61, 65, 72, 107/18/33/45/55/68/76/89, 306 2386,
3067/92/94/98, 3100, 3426, 3569/77/84, 3695, 3736/41/78/90, 3836/37, 3909/25
5025/48/53/55/59/60/76/81, 5137/41/58/60/70/76/80, 5226/54/85/86/91, 5349/91,
7535/44/57/95, 7632/69/75. 8123/47/72, 8309/10.
Steam Locomotives:- 45000 45690 47327/57 47445 73129

DONCASTER WORKS Noted here on 4th. June were:-

2389, 3001/73/91, 3135, 3252/67, 3301/55, 3506, 3704/7, 3827/97, 4028,
5518/28/40/51/64/86. 5617/66, 5819/24/54/57, 6721/35/65/
6816/28/51/52/54/60/68/78/97/98, 6912/88, 9016, 12127, E3100, 83.000,
26011, 76.043.

EASTLEIGH WORKS noted here on 13th. May, 1973 were:-

2989/93/8, 6504/24/68/69/85, E6012/15, E6110, Steam 30928 'Stowe' and
EMU 4-PER 4001.

STRATFORD WORKS noted here on 2nd. July, 1973 were:-

1105, 1504/9, 2055, 5626/50, 6830.

ST. ROLDDX WORKS noted here on 17th. June, 1973 were:-

3382, 3562, 3677, 3931, 4995, 5007/11/71, 5120, 5228, 5331/40/42/64/69/85,
5405/06/13/15, 8050, 8104.

the scrap lines here contained:- 8505/07/08/16/25/28/29/31/36/45/52/59/61
8574/80/81/83/86/87/93, 8601/10/15, 2416/24/36, 5067/68, 5114/49.

HOLIDAY PREVIEW TRIPS 1973

Given below are details of some holiday preview trips in Autumn 1973 which
are run by BR and all leave Sheffield about 07.30 and arrive back about 23.00

Edinburgh -22/9/73, 13/10/73 and 3/11/73

Ardrossan, Fairlie & Largs:- 1/9/73

Dorchester and Weymouth:- 8/9/73

Canterbury, Dover and Folkestone:- 29/9/73

Brighton:- 6/10/73,

Torquay and Paignton:- 20/10/73,

Exeter & Plymouth:- 27/10/73.

The price of each trip is £1.85 (£1.00 for children under 14). Full
details are available from Sheffield Midland or Chesterfield stations.

LOCOS ON PREVIOUS TOURS (Concl):-

LONDON (1/7/73):- Coalville 11, LR-14, WO-7, HI-7, CD-22, WN-31, OC-60,

Euston Station:- 16 KX-22, FP-41, SX-51, RL-15, HG-13, Norwood-5, SU-7, SL-13

Clapham Jn. 6, Waterloo 4. Total 345 locos.

EX-BR LOCOS IN INDUSTRIAL SERVICE (PART 1)

A full list of all ex-BR Locomotives in industrial service will appear, in several parts) on the back pages of the next few magazines. The first installment starts below.

<u>NEW NO.</u>	<u>OLD NO</u>	<u>LOCATION</u>
MD3/4	2023/4	Middlesborough Docks
-	2041	CEGB Barking
-	2057/93	Grimesthorpe Colliery, Barnsley.
-	2114	Birds, Long Marston.
-	2123	Birds, Bristol (Now minus wheels at Stapleton Rd, Bristol
-	2125	Birds, Cardiff
LESLEY	2132	NCB, New Hucknall Colliery, Notts.
D2133	2133	British Cellophane, Bridgewater (Visible from Main Line)
-	2138	NCB, Pye Hill Colliery, Notts
2139	2139	A.R. Adams, Newport.
-	2178	"
2181	2181	"
2182	2182	P.D. Fuels, Glyn Neath.
2184	2184	A.R. Adams, Newport.
-	2185	Abercam Tinplate Works, Monmouth.
2186	2186	A.R. Adams, Newport.
2187	2187	Birds, Long Marston.
DVR2	2192	Dart Valley Railway
-	2193	A.R. Adams, Newport.
-	2203	Concrete Co, Cupids Green, Herts.
D5	2204	Briton Ferry Steel Co. Glam.
MD1	2205	Middlesborough & Hartlepoons Dock Co.
-	2207	Concrete Co. Cupids Green, Herts.
-	2208	NCB, Cadeby Colliery, Yorks.
ERNEST	2209	NCB Manvers Main Colliery, Yorks
2211	2211	P.D. Fuels, Cefn Bach.
2213	2213	NCB Manver Main Colliery.
2219	2219	Barnsley District Coking Co.
DEBRA	2225	NCB Manvers Main Colliery.
2228	2228	Bowaters, Sittingbourne.
2229	2229	NCB Orgreave Colliery, Yorks
CAROL	2238	NCB Manvers Main Colliery, Yorks.
-	2241	G. Cohen, Kettering.
MD2	2243	Middlesborough & Hartlepool Dock Co.
-	2244	A.R. Adams & Co. Newport.
2	2245	Derwent Valley Light Railway
2246	2246	Coal Mechanisation, Crawley
D6	2247	Briton Ferry Steel Co.
2248	2248	NCB Manvers Main Colliery
2258	2258	??? Benmerley, Notts
2259	2259	Bowaters, Sittingbourne.
-	2260	P.D. Fuels, Cefn Cribbwr.
No. 7	2262	Ford Motors, Dagenham
No. 6	2267	"
D9	2270	Briton Ferry Steel Co.
-	2271	Derby Project Group
2272	2272	British Fuels, Blackburn.

- indicates a locomotive carrying no number now.