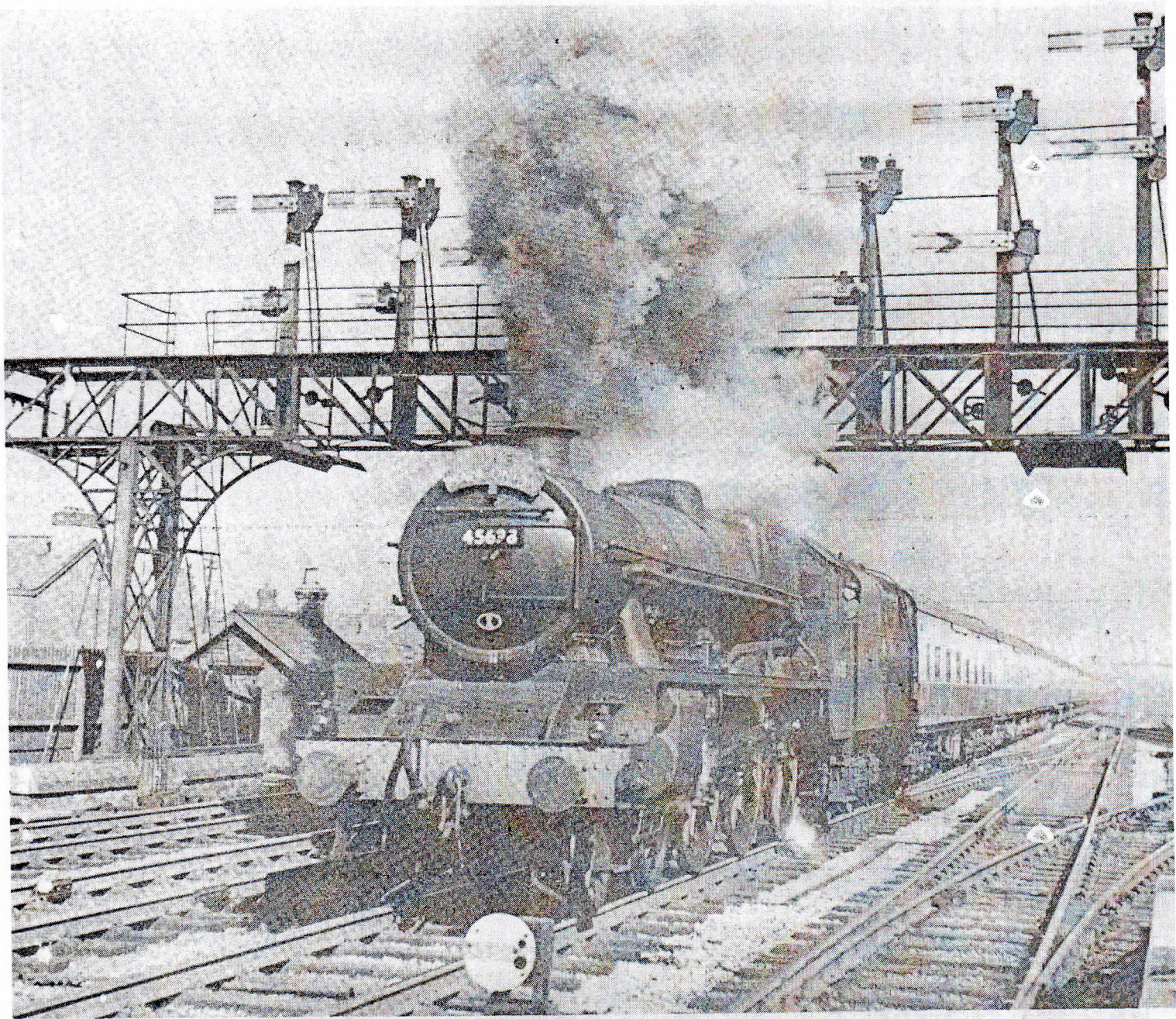


Northern Counties Transport Society



NORTHERN COUNTIES TRANSPORT SOCIETY

Magazine Number 12 - July, August and September, 1972.

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Additional Officials as and from 1st June, 1972 :-

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Additional Area Representative :-

Bradford : T. Lobley, 76, Brackendale Drive, Thackley,
BRadford, Yorkshire.

Front Cover :- Jubilee Class 45638 passing Longsight on
the Mancunian.

We regret shortage of photographs in this edition due to
printing difficulties and various officials being away on
holiday.

NORTHERN COUNTIES TRANSPORT SOCIETY

Magazine Number 12 - July, August, and September 1972.

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63, Shaw Street,
BURY, Lancashire

*Surrender
21 Oct*

AREA REPRESENTATIVES

- | | | | |
|------------------------|---|------------------------|---|
| Central Lancs | : | J. Siergejcyuk | 47, Tennyson Rd., PRESTON, Lancs |
| North Lancs | : | S.T. Fenn, "Burwaine", | 9, Inskip Pl. ST. ANNES ON SEA |
| Clitheroe | : | M. Dawson, | 3, Clough Bank, CHATBURN Nr. Clitheroe |
| Coðne Valley | : | P. Bancroft, | 17, Mayville Rd., BRIERFIELD, Lancs. |
| Co. Durham | : | P. Laxton, | 31, Tasmania Rd., SOUTH SHIELDS |
| East Yorks | : | J. Wosik | 16, Rockingham Rd., DONCASTER, Yorks. |
| West Yorks | : | W. Cordon, | 87, Cottingham St., DARNALL, Sheffield. |
| Isle of Wight | : | C. Lansdell | 21, Haskell Rd, NEWPORT, Isle of Wight. |
| Lincolnshire | : | M. Tarren, | 160, Grantham Rd, SLEAFORD, Lincs. |
| Northumberland | : | A. Douglas, | 6, Coquet Ave., WHITLEY BAY, Northumb. |
| NorthWest England | : | R.R. Beck | 58, The Strand, BARROW-IN-FURNESS |
| North Manchester | : | B.M. Caine | 61, Silverdale, Clifton Green, SWINTON |
| South West Manchester: | | D.A. Griffiths | 59, Elms Rd., HEATON MOOR, Stockport. |
| South East Manchester: | | S. Davies, | 10, Wentworth Drive, SALE, Cheshire. |
| Merseyside | : | W.G. Beff | 15, Sinclair Ave., LONGFORD, Warrington |
| Midlands | : | M. Littler, | 102, Lichfield Rd, PELSALL, Walsall. |
| Preston | : | C. Lorek | 93, Malvern Ave., Frenchwood, PRESTON |
| Scotland | : | P.S. Hindle, | 15, Mauricewood Ave., PENICUIK, Midloth. |
| Sheffield | : | D. Lewis, | 72, Lansbury Rd., ECKINGTON, Nr SHEffield |
| South Wales | : | S. Warr | c/o 1, Colhigh Cl. LLANTWIT MAJOR, Glam. |
| South East England | : | P. Sharpe, | 30, Foxes Croft, BARNHAM, Sussex. |
| South West England | : | N.K. Taylor | 27, Edgerton Park, Pensylvania, EXETER |

We are still in need of area representatives, if you are interested, please contact Mr. K.A. Fawcett (Address above) for details as we can always find something for you to do for the society.

NOTES FROM THE COMMITTEE

It is regretted that as from the first tour advertised in this magazine, the cost for each overnight tour has had to be increased to £3-00. This increase has been unavoidable, due to the ever rising cost of overheads, and also due to the increasing number of depots for which British Railways now charge. These prices are now quite high.

For example, on Tour 103V to Eastleigh and Birmingham, we had to pay for permits to visit Eastleigh, Bristol Bath Rd., and the Birmingham depots a total cost of about £15.00. It was envisaged at one time that we might have had to raise a levy on certain tours, if there was insufficient members on a coach to pay for the permits. This has not happened for over two years, but the increasing number of depots for which B.R. charge for permits for visits has made it essential to increase prices. Day tours, however remain at £1-50 each.

Nevertheless, our tours are still less costly than most other rail enthusiasts club tours in the country, which average about £4.00 each, and the only way that we can keep them so reasonable is by filling the coach on every one. So remember, BOOK EARLY, in order to avoid disappointment, and to ensure that the tours run.

In addition, from 1st. September, 1972 the cost of membership will be increased from 25p to 40p per annum. This increase is to cover the increased costs of postage, and printing of the magazine. We have aimed recently to give you a bigger and better magazine than ever before, but this costs money to produce, and without money the size of the magazine must suffer. Again the cost of membership is less costly than most other clubs in the country, and I think that you will agree that 10p per magazine is a reasonable price to pay, considering all the rail news and other information that they contain.

You will no doubt have noticed that Stuart Warr's name is no longer included in the list of officials. This is because we have reluctantly had to agree to accept his resignation due to his impending move to South Wales. However, he is to become our first South Wales area representative, and will continue to be a member of our society. Indeed we hope that he will promote our good name in that area. The committee would like to thank Stuart for all the excellent work that he has done during his term of office, and wish both him, and his family all the very best in their new home.

Stuart (Wobble) Warr will always be remembered for putting many of our members, (editor included), into hysterics when dancing at the front of the coach to his favorite record, Double Barrel. Good Luck, Stuart in your new home.

A replacement for stuart has not yet been finally resolved, but one will be appointed and his name will appear in the next edition of this magazine.

MISSING LOCOMOTIVES

If anyone knows the whereabouts, now or when cut up, of either of the following locomotives, would they please convey the information to the editor:-

3193 (ex-6D) withdrawn in 1967
9501 (now withdrawn)

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 when they 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 receive no token towards our voucher rebate scheme. Remember, this must also be valid for the tour that you are going to book for, otherwise your booking will be rejected.

MEMBERSHIP NUMBER - The number which appears on your membership card MUST be quoted on all correspondence to all 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 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 up 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 let an official know, and where possible we will try, if possible, to hold the coach, otherwise the coach will depart PROMPT at the times stated in the magazine.

VOUCHER REBAIT SCHEME - If you have paid all your money for a tour, and present your membership card to the official in charge of the tour, you will receive a token towards this scheme. When you have collected a total of ten points, you should then 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 will receive 1 point, overnight tours 2 points 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 permis being available. The conditions that B.R. impose for 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 B.R. are raising quite high levies for us to visit depots, and if there are insufficient members on a coach to pay for the permis a small extra levy may have to be raised, this has not happened for over two years, - but be warned.

NEW EDITIONS OF THE MAGAZINE - The dates that the magazine go to press do vary but in general any items, including Rail News should reach the editor by the end of the first week of the last month for the current magazine, i.e. by the end of the first week in March, June, September or December,

RETURN TO STEAMRETURN TO STEAMRETURN TO STEAM

Following the announcement by British Railways that steam locomotives are to be allowed out on the main line once more, we have decided to devote this page to the Return to Steam, and to other steam news.

Although the original announcement was very vague, more details have since come to light since, and these are outlined below.

During 1972 there are to be a limited number of steam runs, and the following points have been made by B.R.

1) The following routes only to be used for steam Traction

Birmingham Moor St. to Didcot	(77 miles)
York to Scarborough	(42 miles)
Newcastle to Carlisle	(60 miles)
Shrewsbury to Newport	(94 miles)
Carnforth to Barrow	(28 miles)

2) Only the following locomotives be allowed to run:-

<u>Locomotive</u>	<u>Type</u>	<u>Situation</u>
7029 Clun Castle	GW Castle 4-6-0	Tyseley
5593 Kolhapur	LMS Jubilee 4-6-0	Tyseley
5428 Eric Treacy	LMS Class 5 4-6-0	Tyseley
7752	GW 0-6-0 Pannier Tank	Tyseley
7760		
4871		
4932		
5231		
5407	LMS Class 5 4-6-0	Carnforth
4079 Pendennis Castle		
6998 Burton Agnes Hall		
6106		
6697		
1466	GW 0-4-2 Tank	Didcot
5322	GW 2-6-0	Caerphilly
6000	GW King 4-6-0	Hereford
92203 Black Brince	BR Class 9 2-10-0	Eastleigh
75029 Green Knight	BR Class 4 4-6-0	Eastleigh
35028 Clan Line	SR Merchant Navy 4-6-2	Ashford
4498 Sir Nigel Gresley	LNER Class A4 4-6-2	Eo. Durham
60019 Bittern	LNER Class A4 4-6-2	Leeds
532 Blue Peter	LNER Class A2 4-6-2	Leeds
5596 Bahamas	LMS Jubilee 4-6-0	Dinting

Before continuing with details, a few comments about the above in the light of more recent developments:-

The 'limited number of steam runs' in fact means one run only over each section of line, and by the time this magazine reaches you two will in fact have run. The five trips are made up as follows:-

Birmingham Moor St-Didcot 7029 Clun Castle is to work this section on June 10th outward and June 11th. return (Subject to there being no rail go-slow

* York - Scarborough

Details of this run are not available, but it is believed that it will be organised by local councils.

Newcastle-Carlisle

This run will take place on June 17th, and will be hauled by 4498 Sir Nigel Gresley. (again subject to there being no Rail go-slow)

* Shrewsbury-Newport

Plans are well advanced and subject to the note below* the line will be covered by two trains, the first from Manchester, via Shrewsbury, Hereford, Newport, and returning Central Wales line, the second from London via Newport, Hereford, Shrewsbury. Both trains will run on October 14th. and will be hauled by 5596 Bahamas over the section Shrewsbury-Hereford and by 6000 King George V over the section Hereford - Newport. Cost will be approx. £5.00

* Carnforth - Barrow

To be worked by Carnforth based Class 5's on September 25th
see note* below

* NOTE B.R. will not finally sanction the tours marked* until after the two trips in June have proved a success. The Board have made it clear that these ventures must be profitable for them, and that these must be no inconvenience to them in any way.

THIS RETURN TO STEAM has taken a lot of hard work by a few of the enthusiasts, through the ARPS (Association of Railway Preservation Societies) for the benefit of all enthusiasts. If years of patient work are not to be wasted we as you all to note the following:-

It is beyond any doubt that the Board will re-impose the Steam Ban unless all enthusiasts make sure that they do not

Trespass on B.R. lines

Cause inconvenience to B.R. Staff

Cause inconvenience to local Police.

This means that if you go out to see any special on route, you must make sure that you do not swarm all over the running lines, do not telephone B.R. for any details, and do not block any local roads if you are travelling by Car. Please Use some common sense and do not spoil this wonderful breakthrough bringing Steam back onto B.R.

Locos. The locos listed opposite are exactly as supplied by B.R. and each loco can only run once in 1972. This means that, provided details above are not altered at the last minute the locos running in 1972 will be 7029 Clun Castle, 4498 Sir Nigel Gresley, 5596 Bahamas, 6000 King George V, one or two class 5's from Carnforth, and one other.

It is known that certain of the locos are not at present in a fit state to run on B.R. and these can't be used this year. Ones which seem unlikely to run at present are 5593 Kolhapur; 75029 'Green Knight' (New Tyres needed); 60019 'Bittern' (not yet ready), 532 Blue Peter (Under two year contract to B.R. for W.R. open days stored at Didcot at present), and 5322. 5322 is a particularly sad case, as it is believed that at the end of May thieves removed all brass parts in one evening. To get this back in order will clearly take time.

All dealings between the Board and the public regarding Rail Tours with steam are confined to the locomotive owners, and the Board will not entertain applications for tours from anyone else. This means that anyone wishing to run a special MUST get in touch with the loco owner of their choice, and not with B.R.

It is hoped that further details will be available for the next magazine, any which is available between the date of typing and printing will be included later in the magazine.

We ask you that you should be very patient with the board, the crack has appeared, but do not try to force it wider. If everything goes well there will be more tours next year, and probably more locos available. Remember also, that prices will invariably be high, as many special arrangements have to be made now. Tickets will not be as expensive as the famous 15 guinea special, the last organised by B.R. , but they will be in the region of £5.00 for the complete tour.

OTHER STEAM NEWS

Recent arrival in Derby Works is 5690 'Leander'. This loco was moved from Barry Island in May, to Derby Works, where it is undergoing overhaul to full running order. The locomotive has been purchased by a Stockport based firm and has already been stripped down. It will be housed at the Dinting Railway Centre, Glossop, on completion of restoration work.

Also in Derby Works undergoing restoration are the three 'Jinties' for the Midland Railway Project. None of these four locos are on view at the works. Special security arrangements are in force, and visitors to the works will not be able to see the locos.

Severn Valley have recently issued shares to the public, and demand is believed to have exceeded the number of shares available.

Dart Valley, have now almost completed negotiations with B.R. to purchase the line from Paignton to Kingswear. The plan to operate both lines at once. Stock for the Dart valley has returned to Buckfastleigh after winter storage at Newton Abbot.

Negotiations are at present taking place for the removal of LNWR No. 1054, the Webb Coal Tank from Penrhyn Castle, Bangor. The loco is the only Standard Gauge loco there, and the space is required for further narrow gauge acquisitions. The coal Tank is expected to move to the Dinting Railway Centre in early October. It is hoped that the new exhibition hall will be completed at the centre by the end of September, ready for the new arrivals.

Important dates connected with Steam during the rest of the year include:-

- 26-28 August - Bank Holiday Steamings at many preservation sites including Dinting Railway Centre
- 28th September Film Show in Manchester of special old Railway Films (6 (evening from 19.30)
- 29th September Steam Run Carnforth-Barrow.
SLS/MLS railtour Manchester to Bressingham
- 14th. October 5596 & 6000 Shrewsbury-Newport (Trains from Manchester London etc.

Further details of all these when available from A. Fawcett

COACH PICKING UP POINTS

- Manchester - Victoria Railway Station (19 bus stop)
- Altrincham - Station Forecourt
- Barnoldswick - Free Car Park
- Bolton - Trinity Street Railway Station
- Brierfield - X43 bus stop (either direction)
- Burnley - Central Bus Station (El Greco)
- Bury - Art Cinema (Bingo Hall) Knowsley Street
- Colne - Bus Station (London Stop)
- Derby - Works Entrance (Siddals Rd)
- E denfield - X23/43 stop
- Farnworth - Black Horse Hotel
- Hyde - Market Place A57
- Kearsley - Moss Rose Hotel
- Macclesfield - Railway Station
- Nelson - Bus Station (Specials Stop)
- Sheffield - Midland Station Forecourt
- Stockport - Wellington Road South (opposite Station approach)
- Swinton - Windmill Hotel (Corner Station Road)
- Whitefield - Bus Station

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. Any last minute changes must be notified to Mr. Fawcett on Saturday Afternoon, before the trip leaves Barnoldswick. The committee cannot accept any responsibility for members being at places other than those arranged beforehand.

NAMING OF D.M.U's

We asked members in the last magazine for their ideas regarding the naming of D.M.U.'s in the Manchester area. Michael Caine has submitted the following as suitable for the Manchester-Buxton Line:-

"The Stockport Stopper", "The Davenport Dawdler", "The Hazel Grove Haggis", "The Middlewood Mincer", "The Disley Diddle", "The New Mills Nonchelang", "The Furness Vale Foghorn", "The Chapel-en-le-Frith Cat Catcher", "The Whaley Bridge Wailway Station", "The Dove Holes Dohl Queue," and "The Frisby Town Frier". The last one, I think, is particularly appropriate.

The response to this light hearted amusement has been rather poor, If you cannot think of any named DMU's in Manchester, Name some in your own area, or in other areas. I am sure that if you put your mind to it you could help to fill yet another corner in the next magazine, instead of us having to leave a blank space.

IMPORTANT ANNOUNCEMENT

The New Edition (The first by the N.C.T.S. since it took over from Viva Transport Publications) of the Depot Allocation List is now available. This publication contains a list of all locomotives on B.R. listed under the depot of allocation and is fully up to date. To get your copy send a STAMPED ADDRESSED FOOLSCAP ENVELOPE and 10p to A. Fawcett, 29, Clarence Street, BARNOLDSWICK, Via Colne, Lancashire. Tremendous value and still only 10p.

MOTIVE POWER ALTERATIONS

These lists are correct to the following dates:-

L.M.R. 20th. May, 1972. E.R. 27th. May, 1972 Sc.R. 27th. May, 1972.
S.R. 1st, May, 1972. W.R. 13th. May, 1972.

166 52A; 167 52A; 168 52A; 221 D09; 222 D09; 223 D09; 228 D08; 240 55B;
 258 55B; 270 55B; 271 55B; 273 55B; 284 55B; 285 55B; 286 55B; 287 D10;
 317 D09; 319 D09; 330 D09; 335 D08; 336 D08; 337 D08; 347 55B; 377 D09;
 814* 84A; 825*84A; 829*84A; 1524 52A; 1539 D05; 1540 D02; 1544 D02; 1551 40B;
 1584 87A; 1585 87A; 1588 87A; 1591 87A; 1592 87A; 1601 82A; 1602 82A; 1603 82A;
 1604 82A; 1616 D05; 1622 D05; 1625 D05; 1627 D16; 1628 D16; 1629 D16; 1630 D16;
 1633 D02; 1634 D02; 1641 87A; 1644 87A; 1645 87A; 1705 30A; 1715 82A; 1716 86A;
 1717 86A; 1718 86A; 1760 30A; 1767 52A; 1768 52A; 1775 52A; 1791 41A; 1795 41A;
 1796 41A; 1832 D05; 1833 D05; 1834 D05; 1854 D01; 1855 D01; 1856 D01; 1894 D05;
 1904 D05; 1928 86A; 1941 82A; 1943 D02; 1960 D05; 1970 52A; 1982=41A; 1986 52A;
 1987 52A; 1988 52A; 2038 wdn; 2039 wdn; 2052 wdn; 2053 wdn; 2061 52A; 2071 wdn;
 2074 wdn; 2149 32A; 2217+wdn; 2413 65F; 2416 62B; 2420 65A; 2426 62C; 2433 65A;
 3004 36A; 3005 8F; 3006 36A; 3032 41A; 3069 30A; 3081 40B; 3083 9A; 3084 6A;
 3091 51L; 3112 30A; 3133 36A; 3136=40A; 3138 wdn; 3145 wdn; 3172 wdn; 3174 16C;
 3175 16C; 3179 1E; 3182 65A; 3202 12A; 3203 67C; 3204 36A; 3206=36C; 3212 67C;
 3214 67C; 3232 36A; 3241 64B; 3243 61B; 3247 5A; 3248 30A; 3255 85B; 3283 12A;
 3297 65A; 3316=64B; 3317=64B; 3337 41E; 3367 8F; 3368 8F; 3369 8F; 3371 8F;
 3374 8F; 3396 65A; 3410 8F; 3412 8F; 3418 65A; 3462 8F; 3507 36C; 3509 32A;
 3540 62C; 3545 65A; 3550 36A; 3551=40B; 3553 31B; 3555=30A; 3591 65A; 3606 86A;
 3719 73F; 3728 65A; 3730 64B; 3731 64B; 3732 64B; 3733 65A; 3734 36A; 3738 64B;
 3746 86A; 3784 8F; 3795 8J; 3799 41A; 3802 6J; 3810 82A; 3818 87B; 3838 30A;
 3846 8F; 3865 30A; 3880 31B; 3881 64B; 3884 64B; 3885 wdn; 3888 64B; 3889 64B;
 3890 64B; 3897 41A; 3902 64B; 3906 65A; 3907 65A; 3908 65A; 3909=8J; 3910= 2E
 3912= 8F; 3914 2F; 3921 64B; 3922=65A; 3923 65A; 3929 61B; 3932 61B; 3933 2F;
 3935 30A; 3950 41A; 3969 41A; 3981 41A; 3989 82A; 4010 86B; 4016 86B; 4019 86B;
 4037 41C; 4045 41A; 4054 51L; 4069 wdn; 4070 wdn; 4072 wdn; 4074 wdn; 4096 64B;
 4117 8F; 4125 82C; 4135 1A; 4139= 1E; 5000 65A; 5001 65A; 5010 65A; 5011 65A;
 5012 65A; 5013 65A; 5014 65A; 5015 65A; 5016 65A; 5017 65A; 5018 65A; 5019 65A;
 5020 D09; 5021 D09; 5022 D09; 5023 D09; 5024 D09; 5073 65A; 5090 65A; 5096 65A;
 5097; 65A; 5098 65A; 5099 65A; 5100 65A; 5101 65A; 5112 65A; 5113=60A; 5147 65A;
 5148 65A; 5168 55A; 5204 D09; 5207 D09; 5228 55A; 5229 55A; 5252 D16; 5260 D16;
 5269 D09; 5273 D08; 5274 D16; 5275 D16; 5276 D16; 5277 D16; 5279 D16; 5280 D16;
 5281 D16; 5282 D16; 5283 D16; 5284 D16; 5293 D16; 5294 D09; 5295 D08; 5296 D09;
 5347=64B; 5348=64B; 5380=65A; 5401=65A; 5410 65A; 5412 65A; 5534 40B; 5540=41A;
 5558=41A; 5560 41A; 5584=41A; 5596 34G; 5603 40B; 5607 41A; 5653=34G; 5654 34G;
 5658=55A; 5659 55A; 5666=31B; 5669 34G; 5691 52A; 5856 52A; 6106=wdn; 6554 73W;
 6709 51L; 6710 51L; 6720 41A; 6741 52A; 6755=51L; 6839 65A; 6840 65A; 6841 65A;
 6842 65A; 6852 65A; 6853 65A; 6854 65A; 6855=65A; 6856 65A; 6859 65A; 6866 30A;
 6903 64B; 6904 65A; 6905 65A; 7007 wdn; 7036*81A= 7052*86A= 7054*81A= 7070*81A=
 7082=wdn; 7085 86A; 7087 86A; 7089 82A; 7532 D02; 7533 D02; 7536 D02; 7539 D02;
 7554 D08; 7569 86A; 7586 55A; 7588 86A; 7593=D02; 7596=D02; 7599 D08; 7605 wdn;
 7606 D02; 7607 D02; 7625 86A; 7626 D01; 7639 D01; 7656 86A; 7657 86A; 7659 D02;
 7674 D01; 7675 86A; 7676 86A; 7677 86A; 8078 85A; 8079 65A; 8080 65A; 8082 65A;
 8089 65A; 8090 65A; 8091 65A; 8093 65A; 8094 65A; 8095 65A; 8096 65A; 8097 65A;
 8098 65A; 8099 65A; 8100 65A; 8101 65A; 8106 85A; 8110 65A; 8112 65A; 8113 65A;
 8116 65A; 8117 65A; 8118 65A; 8119 65A; 8120 65A; 8121 65A; 8123 65A; 8124 65A;
 8125 65A; 8126 65A; 8127 65A; E3025 wks; E3029 wks; E3035 wks; E3041 wks;
 E3044 wks; E3045 wks.

% late entry (withdrawn 18/7/71)

* Re-instated + re-instated now withdrawn again = transferred more than once

MOTIVE POWER ALTERATIONS (Ctd.)

Amendment to last magazine 3937 to read 3932 (61B);

LOCOMOTIVES RENUMBERED

E3027 to 83.004; E3028 to 83.005; E3032 to 83.009; E3033 to 83.010
E3034 to 83.011; E3038 to 84.003; E3098 to 83.013; 26003 to 76.003
26022 to 76.022; 26037 to 76.037; 26043 to 76.043; 26044 to 76.044

D.M.U. Changes

L.M.R. 51950 52065 to 6A;

E.R. 50366/71/9 56128/86/435 to LMR then returned to 50C;
59542 32A; 59190/208 55H; 50389 56141 32A; 59069/86 52J; 59523/6/7/31 32A
50339/41 56096/9/300/1/13 51108 all withdrawn.
51296 34G; 51278/83/4 56437/41/2 32A; 55008/10 55B;

Sc.R. 51231-3/5 56386/8-90 62B; 50186/7 to 64H then 66C;
55000 6 ; 79091/3/4/7 withdrawn;
51455/6/61 51525/6/31 59553/4/9 55002/5/7 56291/7/9 all 65A;
51998/9 52000-3/24-32 59795-800 all 66C;
52004-10/30-6 59801-7 all 67C; 56404 62B;
51469/70 51539/40 59567/8 62B;
51462-8 51532-8 59560-6 65A; 50209/54/64/9 50340/2 50748/9 62B;
51244/5/53 56095/7 56407/9/11 59112 59305 59541/60-6 62B;
50343 51109/10/2/7/9/22/4/7 51795-808 55013-5 56102 56302/6/8/9 64B;
56311/2/4/9 59686-92 64B;
500

W.R. 50090/132 50665 50715 56283/7 84A;
50411/2 56166/7 withdrawn
50836/44/89/97 59335/44 82A (Temporary pending disposal instructions)
50839/45/92/8 59347/53 81D (Temporary pending disposal instructions)
51137/50 56282 placed in store (Temp. pending disposal instructions)
50847 50900 55024/5/9 86A; 51313/28 81D.

Late changes:- 59494 was to 82A (28/6/71) 59447 was withdrawn (18/9/71).

Fitted Dual Brakes

83.004	E3080	1894	1904	1982	298	7651	214	3925	3933	E3018	228	8179
83.005	E3090	1539	5669	1537	187	1577	154	1528	3935	E3050	247	5596
84.003	E3013	1578	3022	142		1036	162	3810	1000	E3064	159	5400
83.005	E3091	1941	E3096	83.010	83.013	83.009				E3090	83.011	E3051

Fitted Slow speed Control:-

6599/97 1894 1904 1982 8179/84/91

Fitted Electric Train Heating:-
1578

Modified Triple Valve additions:-

5028/34 5141 5244 7534/5/45/51 7618 5027 5142 7608 5049/83 5255/6/60/3
7610 7517

ER AWS Fitted:= 8147/89 M50943 M51422 8142/81/7/90/6 8177 M51853

Snow plough brackets:- 5259/63 7631 5238/47

Heating removed:- E26049/51/6

E.Q Brakes:- 5158 5227

Dual A.W.S.:- 1036 7507/9/10/4/69/88 7624/5/76/7 1000 1941 5809/12

TOURS PROGRAMME

Sunday 23rd July, 1972.

LONDON

Tour Number 111L.

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

Cost will be £3-00	Barnoldswick	at 18-30	due back for 22-00
Minimum deposit £1-00.	Eurnley	at 19-00	due back for 21-30
	Bury	at 19-30	due back for 21-00
	Manchester	at 20-00	due back for 20-45
	Sheffield	at 21-30	due back for 19-30

Sunday 30th July, 1972.

MIDLANDS OVERNIGHT

Tour Number 112K.

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

Cost will be £3-00	Barnoldswick	at 18-30	due back for 22-00
Minimum deposit £1-00	Burnley	at 19-00	due back for 21-30
	Bury	at 19-30	due back for 21-00
	Manchester	at 20-00	due back for 20-45
	Sheffield	at 21-30	due back for 19-30

Sunday 6th August, 1972.

CREWE WORKS ONLY

Tour Number 113C

Visit to Crewe Locomotive Works Only. Meet Victoria Ave., entrance at 14-25 or in the Duke of Bridgewater Hotel (if you are over 18 years old) from 12-00 onwards. Visit fee for works only 15p.

In connection with the above tour the special double-deck bus will run as follows :-

Cost of bus fare	Bury	at 09-30	due back for 18-30
inclusive of works	Bolton	at 09-50	due back for 18-10
Visit fee 45p return	Farnworth	at 10-00	due back for 18-00
	Swinton	at 10-10	due back for 17-50
	Manchester	at 10-30	due back for 17-30
	Altrincham	at 10-50	due back for 17-10

The bus will also run from Crewe Railway Station and the Duke of Bridgewater Hotel to the works and return and a charge of 5p per single journey will be made. Please book in advance in the normal manner for this tour.

Sunday 13th August, 1972.

IMMINGHAM

Tour Number 114H

Motive Power Depots to be visited will include :- 36A Doncaster; 36C Frodingham; 40A Lincoln; 40B Immingham and 41A Tinsley, also Doncaster Locomotive Works. Coach will depart Sunday morning as follows :-

Cost will be £1-50	Barnoldswick	at 06-45	due back for 22-00
Minimum deposit 50p	Burnley	at 07-15	due back for 21-30
	Bury	at 07-45	due back for 21-00
	Bolton	at 08-15	PICKING UP ONLY
	Manchester	at 08-45	due back for 20-45

There will also be a limited number of places available for members joining at Doncaster from the Sheffield area. Also places available for Doncaster Works Only, visit fee 15p each. Meet Works main entrance at 10-45. Coach will return to Manchester etc., via Sheffield for the purpose of dropping of members.

TOURS PROGRAMME CONT.

Saturday, Sunday and Monday, 26th, 27th and 28th August, 1972.
August Bank Holiday Weekend, GRAND SCOTTISH TOUR - Tour Number 115S

Motive Power Depots to be visited will include all major depots as well as the majority of stabling points North of the Border, and will include two nights hotel accomodation. Coach will depart FRIDAY evening 25th August and return Monday evening as follows :-

	Barnoldswick	at 18-00	due back for 22-00
Cost will be £9-00	Burnley	at 18-30	due back for 21-30
Minimum deposit £3-00	Bury	at 19-00	due back for 21-00
	Manchester	at 19-30	due back for 20-45

All bookings for this tour must be received no later than Saturday 12th August, 1972.

Sunday 10th September, 1972. SOUTH WALES Tour Number 116W

Motive Power Depots to be visited will include :- 82A Bristol Bath Road; 86A Cardiff Canton; 86B Newport Ebbw Junction; 86E Severn Tunnel Junction; 87A Landore; 87E Margam, also Barry Island Scrap yards and various stabling points. Coach will depart * Saturday evening as follows :-

	Barnoldswick	at 18-30	due back for 22-00
Cost will be £3-00	Burnley	at 19-00	due back for 21-30
Minimum deposit £1-00	Bury	at 19-30	due back for 21-00
	Manchester	at 20-00	due back for 20-45

Sunday 17th September, 1972. CREWE WORKS ONLY Tour Number 117C

Visit to Crewe Locomotive Works Only. Visit fee 15p. Meet Victoria Ave., entrance at 14-25, on Duke of Bridgewater Hotel (if over 18 years old) from 12-00 onwards. NO BUS PROVIDED FOR THIS TOUR.

Sunday 24th September, 1972. EAST ANGLIA Tour Number 118P

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

	Barnoldswick	at 18-30	due back for 22-00
	Burnley	at 19-00	due back for 21-30
Cost will be £3-00	Bury	at 19-30	due back for 21-00
Minimum deposit £1-00	Manchester	at 20-00	due back for 20-45
	Sheffield	at 21-30	due back for 19-30

Sunday 1st October, 1972. CREWE WORKS ONLY Tour Number 119C

Visit to Crewe Works Only. Visit fee 15p. Meet Victoria Ave., entrance at 14-25, or in Duke of Bridgewater Hotel from 12-00 onwards (if over 18 years old). In connection with this tour, the special double deck bus will run from Manchester etc., details exactly as tour number 113C, 13th August, 1972, Cost 45p.

Sunday 8th October, 1972. NORTH EAST Tour Number 120N

Motive Power Depots to be visited will include :- 50C Botanic Gardens; 50D Goole; 51A Darlington; 51L Thornaby; 55A Holbeck; 55B York; 55C Healey Mills; 52F Blyth and 52A Gateshead (subject to permits). Coach will depart Saturday evening from Barnoldswick; Bury and Manchester as usual. Cost will be £3-00, deposit £1-00

RAIL NEWS

DEPOT CLOSURES

During the last few months the following depots have lost their complete allocations, and in some cases closed completely. These are 10D Lostock Hall (Farringdon) - locos to 8F Springs Branch mainly.

64H Leith Central - locos to 64B Haymarket D.M.U's to 64B, 65A and 62B

66A Polmadie - locos to 65A Eastfield

67A Corkerhill - locos to 65A Eastfield. Full details of these changes appear in the Motive Power Alteration section (Pages 10 & 11).

STOKE

Ex-Scottish Region Clayton Class 17 Nos. 8545/67 are in store in the old Cockshute Steam shed. They are both in good condition.

OXENHOLME

Unusual visitor here in April was Class 47 No. 1666 Odin (87A)

DERBY

A new recruit to the Research Centre is Clayton (Class 17) No. 8598. Details of locos in the works here are contained in the Workshops section. Also on works is L.M.S. Jubilee Class No. 45690 'Leander' for complete overhaul. At the time of writing the boiler had been removed completely, and most spares required had been located.

BIRKENHEAD

A recent visitor to the old steam shed here was Peak Class 46 No. 151 (82A) on 31st. March.

PRESTON

Sightings at this station on the West Coast Main line on 4th. May, included 397 (55C), 1543 (55B), 1689 (D02), 6901 (55C), and 7669 (D02) Due to closure of Platforms 11 and 12 at this station, because of modernisation resulting from the imminent electrification, platforms 5A and 6A are now frequently used by D.M.U.'s travelling to both Ormskirk and Colne. On 30th. March, Class 47 No. 1955 (D05) failed at Preston and after a few minutes' delay sister engine 1710 (D02) took over hauling the train and 1955. The latter was soon seen back in service. Several foreign Class 25 Type 2's have been seen in the area recently. These have included 5165 and 5175 (55A), 5294/5 (D02); 5232 (D16), Also noted here on 6th. April was 5203 (D09) which was leaving the East Lancs line and travelling South down the West Coast main line hauling 3909/12, The locos from 65A have now been transferred to 8J and 8F respectively and 3910/14 from 67C now transferred to 2E and 2F respectively.

CHESTER

Vale of Rheidol No. 9 'Prince of Wales' was seen in the Wagon Works here on 18th. May, 1972. The Boiler is in Crewe Locomotive Works for overhaul. On depot on the same date were 3009 (8J) and 12082 (withdrawn from 6G).

TAMWORTH

B.R.C.W. Class 33 No. 6538 (70D) passed through here on Oil Tankers on 26th. May.

DEWSNAP

Noted here on 19th. May, 1972 were two 5A shunters numbers 3032 and 12055. The former was on transfer to 41A, whilst the latter, now withdrawn was going for cutting up in the Sheffield area.

SALTLEY

Unidentified 'Western' Class 52 was noted on depot on 7th. April and the following day two unidentified Southern based BRCW Class 33's were noted on the depot.

BURTON

Noted here on 7th. April, 1972 was 5855 (40B) and 5825 (30A) 5838 (41A) was also noted here the following day.

CREWE

Unusual visitor here on 9th. April, was 'Peak' Class 46 No. (82A). Three days earlier 112 (55A), 351 (55C) 362 (64B) 1717 (87A) and 1930 (82A) were noted here. Details of locos on Works are to be found in the Workshop Section.

STOCKPORT

E.E. Class 40 No. 282 was shunting in Norris Bank Goods Yard on 24th. April, and 1st. May saw 1787 (40B) crossing the Viaduct L.E

CRICKLEWOOD

E6031 (75D) entered the yard here on 7th. January, 1972.

SHAP QUARRY

Noted in the sidings here on 13th. April, 1972 was 6856 (65A).

EARLESTOWN

Interesting sightings in this area in March and April have included 'Peak's' 12, 19 (55A), 46, 78, 90, 100 (116 and 161 (82A) Brush Class 47's 1550 (30A), 1667 'Atlas' (87A), 1766 (34G), 1779 (41A), 1781 (55A), 1791 (51L), 1799 (51L), 1910 (86A), and 1992 (52A), E.E. Type 4 Class 40 No. 261 (64B), Sulzer Type 2 5164 (55A), EE Class 3 Nos. 6717 6938 (55C) and 6812/71 (51L). A wide variety of classes from most parts of the other regions,

BURY

The only electric locomotives in store here recently were E3024/6/30/31/36/49 and 26000 'Tommy'. With the exception of the latter all the others are expected to go to Doncaster Works, as space permits for overhaul and subsequent renumbering.

SPECIAL NOTE

The new numbers for the L.M. Electrics were incorrectly given in the last edition of the magazine. The source of this error is not known, as it was published in the interim period between editors. The correct list is as follows:-

E3024 to E3035 renumbered 83.001 to 83.012 respectively
E3036 to E3045 renumbered 84.001 to 84.010 respectively
E3098 to E3099 renumbered 83.013 to 83.014 respectively
E3100 renumbered 83.015
E26001-E26057 renumbered 76.001 to 76.057 respectively.

These are the only classes undergoing renumbering at present, but it is expected that other classes may follow. These should appear as follows

E3001 to E3023 as 81.001 to 81.023 E3046 to E3054 as 82.001 to 82.009
E3056 to E3085 as 85.001 to 85.030 E3086 to E3095 as 85.031 to 85.040
E3096/7 as 81.024 to 81.025 E3101 to E3200 as 86.001 to 86.100

BOLTON

A B.R. special from Bolton to Edinburgh on 1st April was hauled by three different classes of loco as follows:-
Bolton to York by Brush Class 47 No. 1934 (86A Cardiff Canton)
York to Darlington by Peak Class 45 No. 20 (55A Leeds Holbeck)
Darlington to Newcastle No. 20 and Brush Class 31 No. 5542 (51L)
Newcastle to Edinburgh Class 47 No. 1110 (55A)
Return was less spectacular being behind 1620 (D05) to York and then 1845 (D05) to Bolton.

MANCHESTER AREA

The Manchester depots and surrounding area are still host to a variety of foreign locomotives. In recent months these have included:-
Peaks:- 40 and 87 (D16), EE Class 40:- 250 272 (55B) 354 393 (55C)
Brush Class 47:- 1590 1914 1926 (86A), 1608 (82A), 1679 (81A), 1710/25/35
1743/44 (D02), 1831 (D16) 1835/48/9/57 1952 (D05), 1895 (51L), and Sulzer
Class 24 5246 (D16). Some of these have been noted working coal trains car
flats, parcels, and Freightliners. Noted as station pilot has been 7618 (D16)
at Manchester Victoria, and a few ex-D05 locos in the 5020-5024 series,
which have been transferred to D09. These have also been seen in the Accrington
area. Brush 47 No. 1934 (86A) was seen on Newton Heath on 31st. March, and
a week later the Harwich Boat train from Piccadilly was unusually worked by
Brush Class 31 No. 5800 (31B). The type 3 which normally works this had
been reported as failing on route. Sulzer Class 47 sometime deputise also.

WEST COAST MAIN LINE

In addition to the unusual locos at Preston, mentioned earlier
the following observations have been made:- (all in early April)
5353 (65A) on parcels at Carlisle, 1869 (40B) on EM32 an oil train to Preston
Docks, 8126 (65A) Light Engine with a Brake Van heading south from Carlisle
station, 1607 (82A) at Preston on a car train, 7501 (D16) on the Bolton
to Blackburn line on a P.Way train and Peak 53 (55A) passing through Carlisle
on a southbound cement train on electrification duties.

LICHFIELD

The high level station produced the following assortment on
4th. March 8163/78 (D16), 1775 (40B) on an oil train, 1808 (D16) on a coal
train, and light engines 10 7612 8003/8185 8087/8135 and 8033/8144 (D16)
1854 (D16) passed through low level on the same date.

WELLINGTON -(Salop)

Various excursion trains passed through here during March,
including:- 307 (D09) on a Wrexham-Kensington (Olympia) special
1555 (D05) on a Llandudno-Kensington (olympia) Special
40 (D16) on another special from Wrexham.

On 8th, March, because of a broken rail at Stafford 1840 (D05) hauled E3162
and its train through, and 7520 (D16) hauled E3073 through.
206 (D09) and 209 (D09) with 5059 (D05) worked two specials through on
14th. and 16th. March, respectively on Aberystwyth-Kensington specials
On the intervening day a Birmingham-Shrewsbury football special was in
the hands of 1777 (55A) and 47 (D16).

WIGAN

Stored withdrawn shunters here are 2126, 12051/61/65/71/73/6/7/94

TYSELEY

An open day is to be held here on Sunday, 1st. October, 1972.

BROUGHTON

Seen here recently, mainly on Car trains have been 1539 (40B)
1660 (81A), 1580 1703 (30A), 1921 (86A), 5019 (65A), 5163 (51L), 5172 (55A)

For Rail News in this edition, we are indebted to messrs D. Burgon, P. Butterworth
B.M. Caine, D.J. Curville, I.W. Collier, W. Cordon, J.D. Eaton, A. Fawcett,
W.R. Hendry, D. Layenby, D. Lewis (Brush), J. Massey, J. Naylor, NF Phillips
C. Stripes, C. Taylor, NK Taylor, P.R. Taylor, A. Douglas, 6148, and
many others. but space limits their inclusion.

If you have any Rail news please send it to the Editor, See Page 3 for address
He will also be very pleased to receive any articles, either serious or
humorous, and will be pleased to quote for advertising space.
Please help to make his task easier and to fill our magazine.

PETERBOROUGH

7546 (D10) and 261 (64B) were two unusual locos noted here on 22nd. March, 1972.

ROTHERHAM

A few observations at the station here on 30th. March, included Peaks 141 144 154 158 161 162 184 and 186 (all 82A), 1678 (81A), 6894 (51L), 7618 (D16), and 8003/45 (D16) in multiple.

HULL (Botanic Gardens)

Unusual visitor here on 30th. April, was Haymarket based 262.

SHEFFIELD (Tinsley)

This shed continues to have visitors from all parts of the country. Noted in the last couple of months, amongst the many are 9 11 51 97 5228/40 46 48 8063 8182 (all D16), 7673 (D08), 17 (55A), 5196 (D10), 147 5824 (82A), 5560 (31B), 5593 5607 (34G), 6893 (51L),

DONCASTER

Noted on the works was master & Slave 4502. Full works details appear in the Workshops section.

STRATFORD

Two unusual locos on works here were 3069 and 3532, both recent transfers. Also noted were 1524 (55B), and 1968 (64B).

CHESTERFIELD

201 was stood on the down freight line behind the station on a train of parcels vans on 20th. April, 1972.

HAWORTH

It is rumoured that the Keighley and Worth Valley Railway have obtained 48431 from Barry Island Scrapyard - now confirmed.

STEVENAGE

A rare sight here on 15th. April was 1669 (87A) on a freightliner.

KINGS CROSS

Rare locos here on 15th. April were 216 (D08) and 5540 (41A).

SCARBOROUGH

Some specials here have brought the following visitors:- 113 (D16), 293 (D08), 336 (D08), 5225 (D16), 5549 (31B).

Leeds

On 3rd. June, 1972 Holbeck was host to 5105 (52A), 5602 (34G), 5637 (41A), 5637 (41A), 7588 (82A).

DONCASTER

Unusual locos seen in May include 5107/10 (52A), on freight, 3075 (500), 3267 (41J), 3875 (52A), 3935 (51L). The shunters were presumably en route to the works.

MEXBOROUGH

Stabled here on 20th. May, 1972 were 1779 3061 5558/65 5805/34 and 6808/63.

ROTHERHAM

On 22nd. May, 1972 Booths Scrapyard contained withdrawn locos 2271 2854 2958 3141 3634/50/1 4051/60/5 12055/81

Staveley (BARROW HILL)

Noted on the depot on 28th. May was ex-Southern Region shunter 15231 (ex-73P) on its way to Brassington (York). The next open day at the depot will be on 3rd. September, when steam locos will be on show.

BRESSINGHAM

L.M.S. Royal Scot Class 6100 'Royal Scot' has been steamed here recently, and is expected to be steamed on many sundays this year.

RAIL NEWS (Continued)

SHEFFIELD

Noted on June 2nd. 1972 on a freight (8E57) from Buxton was 223 (D08). More recent locos noted in the yard and maintainance have been 214 (D09), 227 (D09), 310/29/94 (D09), 302 (D10), 3091 (51L), 3210 (12C), 3067 (1A), 3534 (12A), 3579 (8J), 3791 (8F), 3847 (1A), 4152 (12C), 5179 and 5227 (86B), 6999 (86A), and 7662 (D01). The majority of diesel shunters have been en-route to or from Doncaster Works.

THORNABY

Withdrawn 204 h.p. shunters Nos. 2046/57/65/70/93 were stored in the roundhouse here on 2nd. April, 1972.

STRANRAER

Type 2 No. 5159 (65A) was on shunting and station pilot duties on 3rd. April, 1972 and 5349 5414 (65A) were stabled in the station.

ARDROSSAN

Claytons noted in store at South Beach, awaiting cutting up on 14th. May, 1972 were 8502/4/15/6/31/8/9/40/1/2/6/8/50/1/7/8/9/63/73/4 8607/8/10/12/3/4/5.

GRANGEMOUTH

Class 50 No. 424 (D05) was an unusual visitor to this depot on 14th. May. It was reported that the loco had failed and been taken there.

MILLERHILL

Stored Claytons in the yard here on the same date were 8505/28/61/5/79/80/1/3/6/8/8/93/7 8600/1

POLMADIE

Stored Claytons here were 8507/8/25/9/36/52/62/8/74.

STIRLING

Station Pilot here on 11th. March, was 3529 (65F).

PERTH

Inverness Type 2's (Both Class 25 and 26) are still noted here often. That noted on 11 th. March was 5115.

EASTFIELD

Unusually seen in depot have been 217/24 (D08), 235 (D09), 239 (52A), 253 (55B), 1694 (D02), 1767 (40B), 5271 and 7648 (D08). The class 29's until recently allocated here and stored since withdrawl have now been moved to a point close to St. Rollox Works.

MILLERHILL

Stabled here on 18th. March were 219/37/81 352/61/7/94 and 5783.

GRANGEMOUTH

Ex-B.R. loco No. 9524 is now working at British Petroleum and is renumbered B.P. Chemicals No. 8.

ABERDEEN

A stranger on the 13.15 to Glasgow Queen St. on June 3rd. was Peak 139 (52A). Two Brush Class 47's worked in multiple into Aberdeen on 15th April, these being 1570 (41A) and 1948 (D05) on the 08.10 from Glasgow

PERTH

Noted on an evening parcels train recently have been 5190 (D10) 5271 and 7545 (both D08).

PUSH-PULL

The Glasgow-Edinburgh Push Pull trains are always suffering from failure. Locomotives for this service are 5374/80/6/7/91-4/9 5400/1/3/4/7-13 and 7578-81/3/90. Class 37's are also used, these being 6846 6903/19/37 usually.

RAIL NEWS (Continued)

HITHER GREEN

Withdrawn Souther Region shunters 15212/20/1/2/9/35 (all ex-7) were stored on the depot on 16th. April, 1972.

EASTLEIGH

The two ex-B.R. Steam locomotives here, 75029 'The Green Knif' and 92203 'Black Prince', both owned by painter David Shepherd have been stored here since their removal from Logmoor. They are expected to move to their new permanent home in the near future, but were in steam for the open day held here on 26th. March. 75029 hauled a two-coach train up and down the carriage sidings, while 92203 remained stationary, but in steam.

WOKING

Stabled here on 23rd. January, were 5 B.R.C.W. Class 33's, the being 6505, 6514, 6526, 6529 and 6592 (all 70D).

BASINGSTOKE

Noted passing through here on 4th. April were class 47's Nos. 1678 (87A), 1686 (86A), and 1715 (D02).

PORTSMOUTH

Noted on services from the harbour to Bristol have been 1684 (86A), on 16th. April, 1740 (86A) on 29th. April, and 7095 (86A) on a Cardiff express the following day.

SOUTHAMPTON

On 29th. April, one of Bristol's allocation of Brush Type 2's No. 5843 was noted standing in a siding at Southampton Central Station. Also noted on the same day was 1582 (30A).

BRIGHTON BELLE

The Southern Region put the three 5-BEL units up for sale at the end of their life on the Brighton Belle service. A brewery firm purchased three second class cars, whilst others have been reported as being bought by northern firms, as well as southern ones. Likely resting places for these cars include Yorkshire, Cheshire and Surrey as well as Ascot, Windsor and London.

ELECTRIC MULTIPLE UNIT CHANGES

Recent changes to S.R. based E.M.U.'s include renumbering of Departmental S10 to 053, withdrawal of the surviving members of the series 061-066, 601, 2011-2152, 2601-99, 3072-88, 3101/7/10/2/3/5/21/3125/6/34/8/9/44/6-50/2/3/5-7/60-2/6-8 4103-5/9/15/8/23/31/2 4292 466 4737 4901/2 5103 7204.

New sets introduced are 2-PER 2001, 4-PER 4001/2.

The new sets have been delivered as follows:-

4-BIG up to 7058 (from 7049), 4-CIG up to 7438 (from 7337).

EASTLEIGH

Recent sightings here include 'Western Class' Nos 1017/46 (8 Class 47's 1602 (87A), 1636 (81A), 1682 and 1719 (D02), 1947/50 (D05 1777/80 (55A), 1760 (34G), and Hymek 7076 (82A),

HIGH SPEED TRAIN

The construction of the two diesel locomotives at Crewe Works to be used for high speed trials in the near future is now ending. The two locomotives are to be numbered 41.001 and 41.002 (using the new numbering system). On their last visit on 28th. May, 1972, one of them had been moved to the maintenance depot. On June 11th. at 13.01 hrs. 41.001

RAIL NEWS (Continued)

SEVERN TUNNEL JUNCTION

An unusual visitor through the station on 8th. April was class 47 No. 1996 (52A) hauling oil tankers. On the same day 5551 (41A) was reported here.

MARGAM

Noted here on the grand Easter Tour was 1992 (52A).

GLOUCESTER

Departmental PWW654 was seen here on 29th. April, having obviously strayed from its usual working place at Newland on the Hereford-Worcester line.

WESTBURY

As can be seen from the Re-allocations 3509 the Maldon Quarry loco has been transferred, and was noted working at Westbury on 18th. June.

THEALE

Class 47 No. 1997 (52A) was noted here on 7th. January shunting oil tanks into the oil terminal.

BROMSGROVE

Noted here on a Northbound Oil Tanks train was 1007 (84A). Also noted here was 5082 (D05) on 8th. April.

READING

Departmental Loco No. 20 at the Signal Works was noted on the depot undergoing complete overhaul and repainting. It has the B.R. emblem on the cab. It was noted here on 7th. May. The previous day Peak 29 (D16) was noted at Reading.

OLD OAK COMMON

Stored locos on 1st. March were 809, 7069 and 7079. On depot on the same day were 1738 (D02) and 1774 (55A).

BRISTOL

It is believed that some of the Eastleigh based Type 3's may be transferred to Bath Road. On May 7th. two members of the class, 6504 and 6525, were on the depot and 6518 worked through Temple Meads Station, on a Taunton bound freight. No transfer has taken place up to the beginning of June.

NEWPORT

5032 (D05) paid an unusual visit to Ebbw Junction depot on 8th. April, 1972.

MARSH JUNCTION

On 7th. May, 1972 there were only 8 locos here, these being 815, 867, 6319, 7008/12/47/51/67. (all withdrawn). The rest have presumably been towed to Swindon Works for cutting up. By 18th. June, 1972 these had been further depleted, the only locos remaining being 815/67, 6319 and 7008.

PANGBOURNE

Noted here on 15th. March, 1972 on the Reading to Paddington line were two English Electric Type 1's Nos 8122 and 8194 (D16).

PLYMOUTH

The down Cornishman on 19th. February was worked by Class 47 No. 1590 (86A), a rare duty for a class 47.

TRUEO

Unusual sightings here in February were 1984 (41A) heading the up Cornishman on 13th. February, 140 (82A) on both the 16th and 17th of February, the first peak to travel so far south this year, and 1625 (D05) on a down morning freight on 17th. February.

RAIL NEWS (Continued)

ACTON

15221 and 15222, two withdrawn Southern Railway shunters were noted in store in the yard here on 7th. May. Other Southern based locos noted here include 6561 (730) on a cross London freight (17/1/72) and E6011 and E6049 (both 75D) noted in mid March.

MAIDENHEAD

Class 37 No. 6999 (86A) had charge of a London bound freight here on 10/1/72.

NEWPORT

Seen here on coal trains on 7th. March, were 1677 (87A), 1901 (86A), 1919 (86A). A steel train on 29th. April, 1972 had 1569 (40B) at the front and 5055 (D05) was noted on the same date.

SEVERN TUNNEL JUNCTION

Withdrawn Hymeks 7052/4 were seen here on 29th. April.

PLYMOUTH

Excursions on 11th. March, 1972 produced the following D16 based 'Peak' Class locos:- 95 118 134

CARDIFF CANTON

All stored locos at Canton Depot had been removed by 18th. June, 1972.

SWINDON WORKS

Reports are at present circulating that one of the 'King' Class locos at Barry Island may be entering the Works here for overhaul, but no further details are available at present. On 10th. June, it was reported that only 8 withdrawn Western Region locos were awaiting cutting up at the back of the works.

READING

Further unusual sightings have included:- 323 (D09) on freight 1628 (D02), 6505/39 (70D), 6574/92 (730), 7512 (86B), 1777 (55A), 6608 (87) Also seen here have been withdrawn Hymeks '7036/43/52/4/70.

HYDRAULIC LOCOMOTIVES

According to British Railways reductions of Diesel Hydraulic Power will be as follows:-

End of 1972:- 85 hydraulics only in service

End of 1973:- 60 hydraulics only in service

End of 1974:- 45 hydraulics only. These will be withdrawn during 1975.

The only class of hydraulics still intact is Class 55 the 'Western' Class 1000 to 1073 inclusive.

HOLLAND

Ex-Manchester/Sheffield Co-Co Electrics are all reported to be in excellent condition, mainly working around Amsterdam. They are renumbered in a series either 1500-1506 or 1501-1507.

NEW STATION

The new Bristol-Parkway Station, situated five miles from B Bristol city centre (North) opened on May, 1st. serving a fast expanding South Gloucestershire and Severnside area. It is situated near the M4 and M5 motorways.

RAIL NEWS (WORKSHOP)

CREWE WORKS (28th. May, 1972).

205/26/29/32/43/59/90/9 305/51/2/62/93 412/43/6 1508/10/1/2/3/7/21/36/8/67
1580/1/90/5/8 1601/2/3/4/21/9 33/47/50/1/61/85 1704/41/57 1810/8/36/61/89/98
1912/27/41/61/9 3068 3190 3221/47 3471 8115/58/83 8305/6/11 E3003/7/8/10/47
E3048/52/9/66/84/7 E3117/43/50/8/90/1 E26025/31/45/8/9 41.001/2

ST ROLLOX WORKS (14th. May, 1972)

2420/36 3382 3416 3536/91 3907 5068/9/98 5132/66 5300/12/28/33/47/59/64/70
5372/3/90/7 5411 6121 7591 8008 8118 8125 280
Scrap lines:- 6100/3/7/12/4/29/30/2/3 8503/19/23/55 8606.

EASTLEIGH WORKS (30th. May, 1972)

2988/90/5 6545/92/5 E6002/7/27 E6104

SWINDON WORKS (6th. May, 1972)

1005/15/22/40/63/4/5/6 1200 3513 3603/70 3824/5 3947 4164 7007/14/21/5/71/3/97
PMM 653

Scrap lines:- 823/8/31/7/8/9/44/5/9/51/2/3/5/8/9/61/5/9/70 2378 6320/2/3/7/8/30
6333/6/7/9/48 7002/3/6/10/3/20/4/33/40/2/6/8/9/56/8/9/62/3/9/72/81

DONCASTER WORKS 6th. May, 1972

3180 3267 3319/79 3535 3743/74 3913/35 4502 5500/1/11/21 5667/73/90 5818/46
6701/2/8/62 6845/6/60/4/94 6978/80 9002/13/21 E3025/7/9/40/1/2/3/4/5 E3035
E3037/9 84.003

F STEAM NEWS STEAM NEWS

Further to details give on pages 6 to 8 the following have taken place:-

On Saturday 10th. June, 1972 ex-G.W.R. Castle Class 7029 'Clun Castle' made a
succesful run from Birmingham to Didcot, where it joined the Didcot exhibits
including 'Pendennis Castle' and L.N.E.R. Class A2 'Blue Peter'. The fire
was dropped on arrival, and on the following day it returned to Tyseley.
The following Saturday, 17th. June, 1972, ex-L.N.E.R. Class A4 No. 4498
Sir Nigel Grasley ran from Newcastle to Carlisle and back. On the return run
the train was about twenty minutes late at Haltwistle (the delay not being
due to Steam,) and it is beleived that arrival into Newcastle Central was only
two minutes late. The loco the proceded onto Gateshead motive Power Depot.
On the following Day it went on exhibition, in Steam, along with a Deltic
and other B.R. exhibits at Newcastle Central Station.

British Railways have now confirmed that the trip on 14th. October, 1972
from Manchester to Shrewsbury/Hereford/Newport to Manchester and from
London to Newport/Hereford/Shrewsbury to London is definitely running,
with L.M.S. 5XP Jubilee Class 5596 'Bahamas' taking the Shrewsbury-Hereford
section and G.W.R. 'King' Class 6000 'King George V' Taking the Hereford-
Newport Section. Prices have not yet been fixed, so further details are
not yet known. Anyone who wishes to travel on this train is advised to send
a stamped addressed envelope to Mr. Fawcett, who will send out booking forms
and further details as soon as these are available.

ADVERTISEMENT

RAILWAY MAGAZINES for Sale. Various
Months 1966 to 1971. Also oddments.
Offers to Mr. S. Langfield,
201, St. Mary's Rd.,
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ADVERTISEMENT

LATEST N.C.T.S. Allocation Booklet
on sale Price 10p (enclose S.A.E. I
Foolscap by Post) from Mr.
A. Fawcett or on club tours.

"DOCKING IN NEWCASTLE" Some observations in Newcastle during May, 1972. A. Douglas

Codes:- *1E32 (A); 1S27 -Plymouth (R);
 1E24 -Cardiff (C);
 1N31 & 1E14 -Poole/Cardiff (Both Directions) (D);
 1E12 (E); 1E91 -Liverpool (F); 1E79 -Liverpool (G);
 1E10 -Liverpool (H);
 1N00 to 1N38 -London (code then I)
 1E83 -Edinburgh (J);
 4E65 -Dudley Freightliner (K);
 4V73 -Edinburgh-Cardiff (L);
 4M38 and 4E32 -Car trains (M);
 6S40 & 6S43 -Whiskey trains (N);
 3E06 (O); 1E02 -Manchester Post. (P)
 Locals (Q): Gateshead Depot (R +Code whereknown)
 Others (S-with code where known).

May 1st:- 5670 (I 1N38) 5317 (J); 5229 (Q); 1632 (S-8N83)
 May 2nd:- 103 (D); 125 (H); 1879 (N); 69 (O); 5224 (R-8E68); 1598 (R)
 May 3rd:- 7560 (M); 136 (O); 1958 (R);
 May 4th:- 5320 (J); 1953 (K); 5261 (S-4Z50); 103 (O); 1985 (R); 5303 (S)
 May 5th:- 52 (B); 1939 (C); 133 (D); 363 (L); 153 (M); 125 (O); 6727 (Q)
 1755 (R-1V92); 6789 (S); 1889 (S-6S48)
 May 6th:- 158 (A); 1904 (B); 241 (G); 1783 (K); 150(O); 80 (R);
 1558 (S-1V92)
 May 7th:- 5598 (R); 1707 (S-1207);
 May 8th:- 323 (P); 1696 (I); 393 (R);
 May 9th:- 217 (P); 1811 (K); 393 (R);
 May 10th: 1533 (C); 70 (D); 6919 (L); 5570 (M); 1684 (M); 5071 (S);
 May 11th: 1922 (J); 1731 (K); 5625 (S-1X00);
 May 15th: 1712 (A); 5696 (F); 1620 (G); 1946 (R); 204 (S);
 May 16th: 1725 (K); 1554 (R); 217 (R); 200 (R);
 May 17th: 1636 (B); 52 (D); 1594 (E); 1580 (K); 7536 (M); 35 (O); 321 (R)
 May 18th:- 45 (C); 1982 (F); 1852 (R); 1775 (R-6E61);
 May 19th: 1531 (C); 1774 (D); 1709 (E); 1736 (K); 7520 (M); 249 (N);
 6938 6784 (Q); 1544 (R);
 May 20th: 1750 (A); 86 (B); 95 (C); 85 (D); 313 (G); 6823/B (Q);
 5524 (R); 389 (S-5M48); 1551 (S-6S64);
 May 22nd:- 156 (C); 14 (D); 207 (F); 6937 (L); 67 (R); 1844 (R); 1628 (R)
 May 23rd:- 139 (A); 44 (C); 52 (D); 1818 (K); 164 (O); 5304 (S);
 May 24th: 1732 (K); 6903 (L); 5243 (M); 1798 (O); 255 (R); 1853 (S);
 May 25th: 1812 (K);
 May 26th:- 145 (D); 1682 (F); 212 (G); 1575 (I 1N00); 110 (K); 5859 (M)
 1748 (N); 1543 (M); 1570 (R); 219 (R); 5550 (R); 1806 (S)
 May 27th:- 6781 (R); 1812 (R); 316 (R);
 May 29th:- 1939 (R); 1984 (R); 349 (R);
 May 30th:- 1752 (B); 1803 (P); 5581 (E);
 May 31st:- 1695 (B); 67 (K); 5245 (M); 136 (O); 5301 (Q); 121 (Q);
 1577 (R); 1748 (R);

We hope that you will be able to follow the key, and regret that this cannot be shown any clearer. With 19 different classes (Some only running on certain days of the week) of trains and over 140 observations display is difficult.

Answers to Competition in Magazine Number 11.

1. Burnley Barracks; 2. Paisley Gilmour Street; 3. Horbury Milfield Road; 4. Carlisle Citadel; 5. Dundee Tay Bridge; 6. *Dunfermline Upper*; 7. Southampton Terminus; 8. St. Albans Abbey; 9. Exeter St. Thomas's; 10. Darlington Bank Top; 11. Plymouth North Road; 12. Paisley St. James; 13. Radcliffe Bridge; 14. *Leeds City*; 15. Coatbridge Sunnyside; 16. Bury Knowsley Street; 17. Bolton Great Moor Street; 18. Bradford Foster Square; 19. Hull Paragon; 20. Birmingham New Street; 21. Wigan Wallgate; 22. Yeovil Pen Mill; 23. Norwich Thorpe; 24. Derby Friargate; 25. Rotherham Masborough; 26. Manchester Knott Mill and Deansgate; 27. Dewsbury Wellington Road; 28. Stockport Tviot Dale; 29. Lancaster Green Ayre; 30. Birkenhead Woodside; 31. Southport St. Lukes; 32. Dover Marine; 33. Bristol Lawrence Hill; 34. Glasgow Buchanan Street; 35. Cardiff Bute Street; 36. Falkirk Grahamston; 37. St. Helens Shaw Street; 38. Pontefract Tanshelf; 39. Radcliffe Black Lane; 40. *Edinburgh Princes Street*; 41. Southport Chapel Street; 42. Bristol Stapleton Road; 43. London Liverpool Street; 44. Lincoln St. Marks; 45. Wakefield Kirkgate; 46. Ardrossan Winton Pier; 47. Macclesfield Hibel Road; 48. Oldham Mumps; 49. Leicester Belgrave Road; 50. Tipton Owen Street; 51. *Nuneaton Trent Valley*; 52. Gainsborough Lea Road; 53. St. Leonards Warrior Square; 54. Shepton Mallet Charlton Road; 55. Wallasey Grove Road; 56. Armley Canal Road; 57. Liverpool James Street; 58. Oldham Clegg Street; 59. *Swansea High Street*; 60. Pontypool Clarence Street.

* Answers were so marked, it is possible for above one answer to be correct and where this has happened, if the answer given is correct this of course has been allowed *

Winners of the above competition are :-

Member 2372: Clive Weston, 39, St. Quentin Drive, Bradway, Sheffield, S17 4PN.

Member 2075: C. Lamsdell, 21, Kaskell Road, Newport, Isle of Wight,

Both of the above two members should have already received vouchers to the value of £1-00 towards future coach tour.

We received quite a lot of entries for this competition and were very pleased to see the high numbers of virtually correct entries. No. 39, seemed to cause the biggest difficulty amongst members. The only correct answer according to our records is Radcliffe (between Bury and Manchester on the old East Lancashire Railway line, via Clifton Junction) Members who merely put to name of a town with the word bridge in it was not allowed.

Anyway once again please have-a-go at the competition in this edition of our magazine, as you have nothing to loose, but could easily get a £1-00 voucher if you win. Even if you can not answer all the questions correctly send in your nearly completed entries, because someone who completes everything may not have all the answers correct.