

# NORTHERN COUNTIES TRANSPORT SOCIETY

---



MAGAZINE No. 6

JANUARY, FEBRUARY & MARCH 1971

## CONTENTS

Page Number 2	: Contents, Picking up points, etc.
Page Number 3	: Committee & Area Representatives
Page Number 4	: Notes from the committee, Sales items.
Page Number 5	: Notices
Page Number 6	: Tours Programme
Page Number 7	: Tours Programme (Continued)
Page Number 8	: Rail News (London Midland)
Page Number 9	: Rail News (Eastern)
Page Number 10	: Rail News (Southern)
Page Number 11	: Rail News (Scottish & General)
Page Number 12	: Rail News (Western). Special Notices.
Page Number 13	: Rail News (Workshops)
Page Number 14	: Rail News (Workshops), Answers to Competition, Motive Power Changes (Equipment)
Page Number 15	: Motive Power Alterations
Page Number 16	: Competition Page
Page Number 17	: Competition Page.

Pages 1 and 18 (covers) Photographs are:- Front: 45697 Achilles at Accrington Station. Back Cover: 1) Withdrawn locos at Normanton; 44903 at Heaton Mersey and 3) 90404 W.D. Class at Stockport Edgeley.

\*\*\*\*\*  
COACH PICKING UP POINTS

Manchester	- Victoria Railway Station (near No. 19 bus stop)
Altrincham	- Railway Station Forecourt
Bolton	- Trinity Street Station
Brierfield	- X43 bus stop (either direction)
Burnley	- Central Bus Station
Bury	- Art Cinema (Bingo Hall) Knowsley Street
Colne	- In front of Railway Station
Farnworth	- Black Horse Hotel
Kearsley	- Moss Rose hotel
Hyde	- Opposite Market Place (A57)
Macclesfield	- Railway Station
Sheffield	- Midland Station Forecourt
Swinton	- Windmill Hotel (corner station Road)
Stockport	- Foot of station approach (Wellington Street South).

These are the commonest picking up points, but we can usually accomodate many people at other points. If you want picking up anywhere else you can arrange this with the Bookings Secretary, and if you are not sure where the best place is, we will try and suggest some suitable place for you. All other points MUST be by arrangement with the bookings secretary. We have recently picked up at such diverse places as Bedford, Hereford, Bridgend (South Wales), etc. etc. If you live anywhere near our route we will try to make the necessary arrangements

Published by Northern Counties Transport Society, 60 Kings Road, BOXTON, Derbys  
and Printed by VIVA TRANSPORT PUBLICATIONS, 76, Haywood Street, BURY. 15/12/70  
VTP/70/313/BJT

NORTHERN COUNTIES TRANSPORT SOCIETY

Magazine Number 6. January, February, and March, 1971.

Treasurer

W. J. Frisby,  
60, Kings Road,  
Fairfield,  
BUXTON,  
Derbyshire

Magazine Editor

B. J. Towey,  
25, Calder Crescent,  
WHITEFIELD,  
Manchester M25 6LH.  
Tel:- 061-766-6772

Membership Secretary

N. R. Capelle,  
130, Brocklehurst Ave.,  
MACCLESFIELD,  
Cheshire.

Tours Planner

D. J. Carville,  
82, Alvanley Road,  
LIVERPOOL, 12.  
Tel:- 051-228-2564

Bookings Secretary

W. R. Hendry,  
209, Warrington Road,  
CLATFORD,  
nr. Warrington  
Tel:- Culcheth 3334

D. Felton,  
76, Heywood Street,  
BURY, Lancashire

A. Fawcett  
30, Lower West Ave.,  
BARNOLDSWICK, Via Colne

AREA REPRESENTATIVES

- Barrow-in-Furness R. R. Beck, 58, Strand, BARROW-IN-FURNESS, Lancashire.
- Bolton S. Warr, 64, Greenhill Road, BURY, Lancashire.
- Bury H. Collier, 63, Shaw Street, BURY, Lancashire.
- Fylde S. T. Fenn, 'Burwains', 9, Inskip Place, ST. ANNES ON SEA
- London & South E. A. Eden, 151a Annerley Road, PENGE, LONDON S.E. 20.
- Marple N. Binstead, 13, Ashwood Crescent, MARPLE, Cheshire.
- Sheffield D. Lewis, 72, Lansbury Road, ECKINGTON, Nr. Sheffield.
- South West N. K. Taylor, 27, Edgerton Park, Pensylvannia, EXETER.
- Tees-side R. Hopper, 8, Sanderson Road, HORWORTH ON TEES
- Tyneside A. Douglas 6, Coquet Ave., WHITLEY BAY, Northumberland.
- South Manchester D. A. Griffiths 59, Elms Road, Heaton Moor, STOCKPORT.
- West Manchester C. Binch, 22, Lindum Ave., OLD TRAFFORD, Manchester.
- South Midlands P. L. Robinson 73, Birchfield Road, NORTHAMPTON, Northants.
- West Midlands M. Littler, 102, Lichfield Road, Pelsall, WALSALL, Staffs.
- Warrington W. G. Beff, 15, Sinclair Ave., Longford, WARRINGTON,

\*\*\*\*\*

NEW AREA REPRESENTATIVES:-

- P. Sharpe, 30, Foxes Croft, BARNHAM, Sussex. (Sussex Area)
- L8010224 L. A. C. Walby, SSF, R. A. F. Oakington, CAMBRIDGE. (Cambridge area).

\*\*\*\*\*

Items for inclusion in our next magazine, Number 7, must be sent to the magazine editor, B. J. Towey, 25, Calder Crescent, WHITEFIELD, Manchester M25 6LH before 7th. March, 1971. Any articles received after this date will only be included subject to space, etc.

Please Note :- If you have not received your magazine and think that the next edition is out please contact the membership secretary and NOT the magazine editor.

Notes from the committee

The committee send their best wishes for Christmas and the New Year, and hope that all members have a very Merry Christmas and a prosperous New Year. We thank you for your support in 1970, and hope that you will continue to support the club in 1971. We hope that there will be some improvements and new ideas in 1971, some of which are to be outlined below.

As 1970 closes, however, we must say goodbye to Mr. Goldie, who has resigned due to personal reasons. We would like to thank him for his help and hope that we will see him on some of our trips in the future.

Mr. Carville has taken over Mr. Goldies job of Tours Planner and the vacancy on the committee has been filled by Mr. Fawcett, a committee member of B.W.R.E. and area representative for Burnley in the N.C.T.S. until his appointment.

Early in 1971, before the next edition of the magazine, we intend to form a sub-committee, who will be responsible to the main committee, of about a dozen members, The main idea behind this is to pool more ideas, in a more efficient way, and to spread the load of work a little. Invitations to join this sub-committee will be sent out shortly, and preference will be given to members who frequently go on trips, or have been members for a considerable amount of time. Full details and a list of appointments will be available in the next magazine.

Area representatives are urgently required in many areas, as a few area representatives have failed to renew their subscriptions, and Mr. Fawcett has been promoted to the main committee. Vacancies may also arise when the sub committee is formed.

We wish to send our apology for the rather thinner magazine this edition. This is entirely beyond our control, being partly due to power cuts at the time of production, (as all our stages of production need electricity) and partly due to a lack of material from our members.

Will all members please note the new coach picking up times. Overnight tours will now start at 20.30 in Manchester (in general), travelling from the Burnley/Colne area, and not from the Macclesfield area. This change has been made necessary by increased charges made by the coach firms. Our coach trips will continue at present at the same prices, provided that we can keep our coach costs down, as the new firm that we will be using is charging much nearer our normal rate. Please note also that all prices are quoted in decimal currency and that all payments to the society MUST be in decimal after D. Day (15th. February, 1971) A conversion table for sales items, shop items, and tour charges will be given in this magazine and we hope to have similar copies available on coach trips after this date.

SALES ITEMS

Locoshed book.....new edition due mid January.....	10p
Allocation Book.....new edition due mid January....(depot by depot).....	10p
Preserved locomotive list.....	15p
Locomotives of Peckett & Son.....	20p
L.U.P.T.S. Journal.....railway and general transport articles.....	15p
S.E.L.N.E.C. Fleet list...renumbering edition.....all vehicles.....	25p

STAMPED ADDRESSED ENVELOPES - These MUST be enclosed with all correspondence to society officials. No. S.A.E. No reply. Failure to send S.A.E.'s puts our costs of administration up, and can only result in higher subscriptions, tours etc.

POSTAL ORDERS/CHEQUES - These MUST be made payable to NORTHERN COUNTIES TRANSPORT SOCIETY and not to individuals. All. P.O.'s and cheques must be crossed A/C PAYEE ONLY, but if you do not know how to fill in a postal order, leave it blank. If it is filled in incorrectly and the bank refuses to accept it, then it will be returned to you, and you may find that you have lost your place on a tour.

CHANGE OF ADDRESS. These should be notified to the membership secretary as soon as possible (See page 3 for name & address of Membership Secretary)

MEMBERSHIP NUMBERS - These must be quoted on ALL correspondence with officials.

RECEIPT CARDS - These must be produced on coach tours, or at Works for Works visits. Many members have not been doing this recently. This must be obeyed at all times.

BOOKINGS ON TOURS - If a member fails to appear for a tour which he has booked for, he will only have his money refunded if someone else can be found to take his place, or if medical evidence can be produced. If for any reason you find that you are unable to attend the tour at the last minute please contact any official, who will advise you of the best course of action.. Likewise, if you are likely to be late contact any official, stating you estimated time of arrival. If you know when you book that your train arrives shortly before, or after, the tour commences please state this when you book, so that we can find out if your train is late, and can wait accordingly. Unless anyone has made previous arrangements about being late, the coach will depart on time, and will not wait for any other late arrivals. Please leave yourself plenty of time where possible. Remember also that booking MUST be sent on the enclosed application forms, whether the payment is a deposit, balance or full amount. Only the BOOKINGS SECRETARY can accept bookings. If you send them to any other official he will not accept it. On tours booking may be accepted by other officials, but only at the discretion of the officials on the tour. If you have paid a deposit for a tour, then you must pay the balance not less than 7 days before the tour. Failure to do this may result in you losing your place. Bookings by Telephone cannot be accepted under any circumstances.

PICKING UP PLACES - These are listed in the magazine, but members can also be picked up at places along the route by prior arrangement with the bookings secretary. However all departure times are not stated.

CONDITIONS OF VISITS - Will members please note that all visits are advertised subject to permit. The conditions that B.R. impose vary from time to time, and usually with very little notice. B.R. also reserve the right to cancel permits, for any reason, with only a few days notice. While every effort will be made to visit all depots advertised, the committee cannot accept any responsibility for last minute changes. As B.R. are now charging for many permits, (up to £6-6-0d at present per depot), it may be necessary to raise a levy of a few shillings on the day of the trip, if there are only sufficient people on the trip to cover the coach cost, and not the permit costs. This will only occur in rare occasions but we feel that members would rather do this than have the visit cancelled. During 1970, for example this levy was never raised. We hope that this will never happen, but you must be warned.

\*\*\*\*\*

Allocation lists as issued by B.R. can be received by members at the low rate of 10/- per year, and are sent out monthly, usually up to 2 months more up to date than in the National periodicals. Obtainable from B.J. Towey, 25, Calder Cres., WHITEFIELD, Manchester M25 6LH. (Quality now very much improved - Further details and samples available)

T O U R S      P R O G R A M M E

Sunday 10th January, 1971.      CREWE WORKS ONLY      Tour Number 57C

Visit to Crewe Locomotive Works Only. Meet at Victoria Ave., entrance at 12-20 or 14-20, or the Duke of Bridgewater if over 18 years at 12-00 onwards. Book in advance stating which party you wish to join. Visit Fee 7½p (1/6d.)

Note: London tour on this date now cancelled.

Sunday 17th January, 1971.      LONDON      Tour Number 56L

Motive Power Depots to be visited during this tour will include :-  
1A Willesden; 14A Cricklewood; 30A Stratford; 34G Finsbury Park; 73C Hither Green; 75C Selhurst; 75D Stewarts Lane and 81A Old Oak Common. Also one or two stabling points in the London area. Coach will depart Saturday evening as follows:-

	Barnoldswick	at 18-30	due back at 22-00
Cost will be £2.5 (250p)	Colne	at 18-45	due back at 21-45
(or £2-10-0d).	Burnley	at 19-00	due back at 21-30
Minimum deposit £0.75	Bury	at 19-30	due back at 21-00
(75p) or 15/0d.	Manchester	at 20-00	due back at 20-45
	Sheffield	at 21-30	due back at 19-30

Note: Alterations to this tour from that previously advertised.

Sunday 31st January, 1971.      HULL, IMMINGHAM N.EAST      Tour No. 58N

Motive Power Depots to be visited will include:- 36C Frodingham; 40B Immingham; 40A Lincoln; 50B Hull Dairycoates; 50D Goole; 51A Darlington; 51L Thornaby; 55B York and 52A Gateshead (subject to permits being available). The coach will depart Saturday evening as follows:

	Barnoldswick	at 18-30	due back at 22-00
Cost will be £2.5 (250p)	Colne	at 18-45	due back at 21-45
(=£2-10-0d)	Burnley	at 19-00	due back at 21-30
Minimum deposit £0.75	Bury	at 19-30	due back at 21-00
(75p) (=15/0d.)	Manchester	at 20-00	due back at 20-45
	Sheffield	at 21-30	PICKING UP ONLY

Sunday 7th February, 1971.      CREWE WORKS ONLY      Tour Number 59C

Visit to Crewe Locomotive Works ONLY. Meet Victoria Ave. entrance at either 12-20 or 14-20, or the Duke of Bridgewater (if over 18) from 12-00 onwards. Book in advance stating which party you wish to join. Visit fee 1/6d (7½p)

Sunday 21st February, 1971.      SOUTHERN ENGLAND      Tour Number 60Q

Motive Power Depots to be visited will include:- 70D Eastleigh; 70I Southampton Docks; 70F Bournemouth; 70G Weymouth; 81D Reading; 82A Bristol Bath Road (subject to permits); 85A Worcester and 85B Gloucester. Coach will depart Saturday evening as follows :-

	Barnoldswick	at 18-30	due back at 22-00
Cost will be £2.5 (250p)	Colne	at 18-45	due back at 21-45
Minimum deposit 75p	Burnley	at 19-00	due back at 21-30
	Bury	at 19-30	due back at 21-00
	Manchester	at 20-00	due back at 20-45

-----  
Please note that cost of tours will remain unaltered after "D" Day Overnight tour being £2-10-0d = £2.5 or 250p. Day tours @ £1.25

TOURS PROGRAMME CONT.

Sunday 7th March, 1971

CREWE WORKS ONLY

Tour Number 61C

Visit to Crewe Works ONLY. Meet Victoria Ave. entrance at either 12-20 or 14-20, or in the Duke of Bridgewater (if over 18) from 12-00 onwards. Please book in advance stating which party you will be joining. Visit fee 7½p.

Sunday 14th March, 1971.

GLASGOW & EDINBURGH

Tour Number 62T

Motive Power Depots to be visited will include:- 64B Haymarket; 64H Leith Central; 65A Eastfield; 66A Polmadie and 67A Corkerhill. Also St. Pollox (Glasgow) works and other stabling points. The coach will depart Saturday evening as follows :-

	Barnoldswick	at 18-30	due back at 22-00
	Colne	at 18-45	due back at 21-45
Cost will be £2.50	Burnley	at 19-00	due back at 21-30
Minimum deposit 75p	Bury	at 19-30	due back at 21-00
	Manchester	at 20-00	due back at 20-45
	Bolton	at 20-30	due back at 20-30

Sunday 28th March, 1971.

NORTH MIDLANDS

Tour Number 63K

Motive Power Depots to be visited will include:- 16A Toton; 16F Burton; 16G Westhouses; 41A Tinsley and other Sheffield area stabling points. Also Derby Locomotive Works. Coach will depart Sunday morning as follows

	Barnoldswick	at 07-00	due back at 22-00
Cost from Colne & Burnley	Colne	at 07-15	due back at 21-45
will be £1.50	Burnley	at 07-30	due back at 21-30
Bury etc.	Bury	at 08-00	due back at 21-00

Cost will be £1.25	Belton	at 08-15	PICKING UP ONLY
Minimum deposit 50p	Manchester	at 08-45	due back at 08-45
	Stockport	at 09-05	PICKING UP ONLY
Works entrance	Siddals Rd, Derby	at 11-00	PICKING UP ONLY
	Sheffield	SETTING DOWN ONLY	at 19-30

Limited number of places available for Derby Works ONLY. Visit fee will be 7½p. Meet Siddals Road entrance at 11-00 hrs.

Sunday 4th April, 1971.

CREWE WORKS ONLY

Tour Number 64C

Visit to Crewe Locomotive Works Only. Meet Victoria Ave entrance at either 12-20 or 14-20 or in the Duke of Bridgewater from 12-00 onwards (if over 18). Book in advance stating time of party you wish to join. Visit fee 7½p.

Friday, Saturday, Sunday and Monday 9th/10th/11th/12th April, 1971.

Grand Easter Weekend Tour to the South West.

Tour Number 65W

Motive Power Depots to be visited will be 82A Bristol Bath Road; 83A Newton Abbott; 83B Taunton; 84A Plymouth Laira; 84B St. Blazey; 84D Penzance; 85A Worcester; 85B Gloucester; 86A Cardiff Canton; 86B Newport Ebbw Junction; 87A Landore; 87B Margam etc. etc. Coach will depart Good Friday and return Monday evening as follows :-

	Barnoldswick	at 12-30	due back at 22-00
Cost will be £8.00	Colne	at 12-45	due back at 21-45
Minimum deposit £2.00	Burnley	at 13-00	due back at 21-30
	Bury	at 13-30	due back at 21-00
	Manchester	at 14-00	due back at 20-45

The cost is inclusive of two nights Hotel accomodation on Saturday and Sunday evenings. Friday night will be spent travelling, down to Penzance. Bookings for this tour will close on 28th March, 1971

LONDON MIDLAND

STEAM MOVEMENTS On Wednesday 14th. October, 1970 the following were moved from Carnforth to Haverthwaite. L.M.S. Class 4 2-6-4T Nos 2073 and 2085 and Pecket 0-4-0ST 'Caliban' No. 1. Also in the convoy were P.O. riding van 395031 (Ex-Midland Railway Coach). The convoy with a brake van at either end was hauled by B.R. diesel No. 3200 (12C). The train (9X03) was worked under special conditions and was booked to be worked by Carlisle Class 25. A class 25 No. 5100 did however work the coaching stock up to Haverthwaite the same day, all coaches having travelled from York. Times for the loco train were Carnforth dep 12.15, Carnforth F. & M. J. pass 12.18, Arnside pass 12.46, Cark pass 13.24, Plumpton Jn. arr 13.45 depart 14.15, and Haverthwaite arrive 14.50. The speed restrictions applied to the train was 12 m.p.h. (Carnforth to Plumpton Jn.) and 10 m.p.h. (Plumpton Jn to Haverthwaite). A quote from the Evening Mail (From the Barrow area) was as follows:- "...we would appreciate one Fairburn in L.N.W.R. black and one in Furness Indian red, or even two in LNWR black, We are old fashioned enough to fancy utilitarian rather than psychedelic colour schemes, and we are not quite sure whether the blue livery in which one Fairburn is bedecked is the real 'Caley' blue" Even local papers can prefer true preservation! The coaching stock was quoted in the same paper to be seven C1 type coaches and one Gresley full Brake.

SPECIAL TOURS The Manchester of the L.M.R. are organising special trains during 1971, the first few of which are as follows:-

23/1/71 - To London dep Piccadilly 12.45 return Euston 22.30 Fare (incl reserved seat 30/-)

20/1/71 to London special one night mini-weekend £5-5-0 (£3-3-0 half fare).

13/2/71 to Eastbourne\* from several places in MANCHESTER AREA Fare 30/- (5/- half)

27/2/71 to Bournemouth from Bolton, Victoria & Stockport Fare 30/- (5/- half)

6/3/71 to Brighton from Picadilly, Macclesfield etc. Fare 30/- (5/- half)

3/4/71 to Tenby from Piccadilly, Stockport Wilmslow etc. Fare 30/- (5/- half)

In addition there will be far more mystery tours from the Manchester area. We hope to keep the N.C.T.S. tours on weekends which are not involved in R.R. tours.

Some of the committee members of the N.C.T.S. intend travelling on several of these trips, and if any members are interested in travelling on these trips please contact the Magazine Editor, Mr. B.J. Towey, 25, Calder Crescent, WHITEFIELD, Manchester, M25 6LH. so that we may book seats together. (all seats are reserved. (Note that reduced fares are for accompanied children only, so if you are young enough for half fare, and travelling alone you pay 30/-. However if there are sufficient full fares already in the party we can get tickets for you at 5/-.)

CREWE-LIVERPOOL LINE Power was off on this line again on Sunday 29th. November, and trains on this line were diesel hauled. Trackwork made it necessary for several reversals and wrong line working. This also caused a larger number of electric locomotives to be stabled at Crewe Station than normal.

MANCHESTER-BURY ELECTRIC LINE - Following the collision on the Eastern region of B.D.T. Electric Multiple Unit No. 75292 (allocated to Ilford) the car was withdrawn and Manchester-Bury Driving Trailer open Second No. 77164 was transferred from Bury to the Eastern region and allocated to Ilford.



LEEDS HOLBECK Type 2 locomotives (Sulzer Class 25) No.s 5179-82 and 7624/5 which were allocated here until recently have been transferred to the Western Region and allocated to Newport Ebbw Junction. We have received several reports of these locomotives in the Ebbw Jn. Area, but usual on the depot, and looking as if they are stored. So far only three type 2's have moved to Holbeck, two being of the same type, transferred from Thornaby, whilst the third is a Brush Type 2. This is the first time that a member of this class has been allocated to the North Eastern Region part of Eastern Region, with the exception of one or two which were only on loan, and then only for a short period. It is believed that more members of the class are to join this one shortly. The loco, 5848 was seen on Holbeck on Saturday 21st. November.

DONCASTER On the following day at the Locomotive Works at Doncaster L.N.E.R. Class A2 No. 532 (60532) 'Blue Peter' was renamed (or rededicated), in front of B.B.C. Television Cameras. For details of locomotives on Doncaster Works see RAIL NEWS (Workshops) for list from previous day.

KINGS CROSS. On 21st. November, 1970 an unusual visitor to Kings Cross was English Electric Type 4 No. 357 (64B) working 1H02 to Hull.

THE CORNISHMAN - Wakefield to Exeter on Sunday 15th. November, 1970. We include full details as supplied by one of our members who travelled on this train, an interesting journey across three regions.

This is not what ordinary passengers would have considered an interesting journey, but for a railway enthusiast it was perhaps one of the best 'Mystery Tours' that B.R. have ever organised, even though it was not meant as a mystery tour.

It was soon evident that the normal route was not going to be adhered to, when straight away the train was diverted through Wakefield Kirkgate station and on to Royston where type 4 No. 397 was engaged on an engineering train, together with Class 47 No. 1979, and Type 3 No. 6714.

The train entered Rotherham by way of Wath where ex-B.R. Drewry shunters Nos 2236, 2213 and 2326 were seen, awaiting cutting up. At Sheffield Midland the first of three reversals was necessary to reach the ex-G.C. electrified line via Nunnery Main Line Junction. From here the train carried on to Beighton Junction via Woodhouse, passing several Class 76 electrics. The train continued via Barrow Hill to Chesterfield and then followed a diversion via Stapleford and Sandiacre where no fewer than 55 locomotives could be seen from the train, either on shed or in the yard.

A second reversal was necessary at Derby, and the following were seen outside the research centre: E3033/8/82, E3136, 2130, 2258, 2388. From here the train went via Burton-on-Trent and then took the usual route as far as Tamworth, where it was diverted via Lichfield and Sutton Coalfield to reach Birmingham. In the vicinity of New Street Station were E3054; 4149; 3985; 3511; 3020; E3151; 3952; 1950; and E3131. The normal route was then adhered to down the 'Lickey', where bankers 7021/4/5 were seen, to Gloucester.

The Cardiff line was taken out of Gloucester! via Chepstow and Severn Tunnel Junction where the following were seen outside the depot: 1851; 4162; 1048; 815; 61; 1739; 4182; 131; 184; 7092; 7048; 181; 78; 109; 4170; and 7072. The final reversal was necessary at Severn Tunnel Junction to reach Bristol via the Severn Tunnel. Bath Road contained 4019; 25; 98; 7017; 1687; 1605; 807; 1932 and 3517. From here the train took the normal route to Exeter, although running 'Wrong line' for some of the way.

Regretably our correspondent does not say how long all this took, compared with booked times.

RAIL NEWS  
SOUTHERN

CLAPHAM JUNCTION This place continues to be visited by a wide variety of motive power, and we have received an excellent selection of reports of these. In the period 17th to 24th of September, for example the following were noted (Headcode followed by date in brackets):-

20 (8E64 -24); 83 (8M31 -22); 90 (8E64 - 22); 117 (8M31 -17); 125 (8E64 - 17); 127 (8E64 - 17); 803 (1V15 -17); 808 (1V15 - 22); 817 (1V15 -24); 822 (---- -17); 823 (1010 -24); 827 (---- -22); 867 (1012 - 22); 868 (1010 -17); 1022 (8V39 -24); 5215 (8M31 -24); 5508 (6E37 -24); 5519 (6E37 -17); 6819 (6E37 -22); 7056 (8039-17); 7063 (9039 -22); 7529 (8M30 -17); 7537 (---- -17).

NORWOOD JUNCTION had the following visitors in the same period:- 5271, 5504, 5659, 7085 (8098); and 7535. Class 37. No. 6868 passed through Crystal Palace on 21st. code 6068.

DOUBLE-DECKER UNITS. The two double decker E.M.U's. No.s 4001/2 were renumbered 4901/2 and were seen at Selhurst M.P.D. earlier this year. These units normally work from Slade Green on the London Bridge commuter service.

READING\*WATERLOO service, usually worked by 2-BIL and 2-HAL units have gradually been replaced by 4-COR units off the Portsmouth line. The final date for withdrawal of the 2-BIL and 2-HAL units is believed to be the end of January.

SATURDAY MORNING FREIGHT workings seemed heavier than normal on 17th. October, 1970 when 5271 (8041) and 7531 (code not known) passed through Crystal Palace within a few minutes of each other, and 5539 (LE) and 5650 (8041) passed Clapham Junction close together soon after.

ELECTRO-DIESELS Full details of workings of these locomotives around the Norwood Junction area are now available, together with observations of B.R.C.W. Type 3's and Selhurst allocated shunters. For example, reports of E6034 are 10th, 16th, 18th, 23rd and 26th. November, 1970 all at Norwood Junction. Type 3 No. 6585 was reported at London Bridge on 26th. October, and at Norwood Stabling Point no fewer than 11 separate days in the first 19 days of November, 1970.

SELHURST. based shunter was noted at Norbury being hauled by 7069 towards Clapham Junction on 27th. November, 1970. (Headcode displayed was 8V67).

STONEBRIDGE PARK On the same date a S.R. Type 3 and Electro-diesel were noted in the Yard here.

ELECTRIC MULTIPLE UNITS New delivery to the end of November have been up to 7360 and 7362.

BRIGHTON-VICTORIA. The 16.28 stopping train from Brighton to Victoria was unusually worked on 21/10/70 by four 2-BIL/2-HAL sets.

B.R. CLASS 09 SHUNTER No. 4108. Several members have asked for sightings of this locomotive, and recent sightings are 20/10/70 Norwood Yard, and Norwood Stabling point on October 21st, 22nd, 23rd, 26th, 27th, and November 23rd, and 25th. It was also seen on East Croydon (21/9/70).

\*\*\*\*\*

For Rail News on these pages we are indebted to Messrs. Taylor (Exeter), Hannon & Longworth (Prescot), Carville (Liverpool), Douglas (Newcastle-on-Tyne), Towey, Felton, Goldie (Bury), Beck (Barrow-in-Furness), and several others

PLEASE REMEMBER, that without your reports this Rail News Section cannot function. If you see anything unusual please send details to the Magazine Editor, B.J. Towey, 25, Calder Crescent, WHITEFIELD, Manchester M25 6LH. Press Date for the next edition is 7th. March, 1971. An information will be most welcome, and any Articles will be published at the earliest possible date, subject to standard of material.

RAIL NEWS  
SCOTTISH

ST. ROLLOX. As can be seen from our Workshops Section the works here contained no fewer than four Sulzer type 2's from 55A Leeds Holbeck, at the end of October. As this depot also lost six members of the class to Western Region there must have been considerable shortage in that area. Also on the works were four Gateshead based locomotives, and even two Sulzer type 2's from D05.

STABLING POINTS in Scotland do not seem to have changed very much recently.

At the end of October the following still were in full use:- Burntisland (2437); Kircaldy (2438/9), Markinch (2440), Methil (3341, 3734), Ladybank (3216), and Montrose (3543) all locos being seen on 24th. October, 1970. On the same date Dundee Docks stabled 2422.

ELGIN Rare locomotive stabled here on the same date was 263 (64B). A month later, it was seen on Crewe Works, along with five other Haymarket allocated EE Type 4's Also working at Elgin were 3660.

FORT WILLIAM. The shunter allocated here, 3417 was working here on 24th. October, along with 5368, 5391, 5401 and 5410.

STIRLING STATION Stabled here on a Saturday evening at the end of October, 1970 were no fewer than three EE Type 1's and two 65F Allocated shunters. It is understood that a third shunter was in the Stirling area, but the exact position is not known. All locomotives are stabled at the back of the station.

HAMILTON The diesel shunter No. 3552 (transferred from Aberdeen Ferryhill some time ago) usually works a Steel Works to the North of Motherwell, and appears to be semi-permanently stabled there. All attempts to see this locomotive from the surrounding roads etc failed on a recent visit by car.

ARDROSSAN. The highest number of shunters noted here for some time was five (3208, 3413/5, 3927/9), which were noted on 25th. October, 1970.

PERTH Noted leaving Perth on the Dundee line recently was 1702 (the reclassified Class 47 from 40B). Details of its workings are not known.

EASTFIELD. The new depot here was noted in full use in mid October, and the new office complex attached to it was also being used. The old huts in the shed yard had been demolished. Opposite the depot, by the side of Cowlairs Signalbox the withdrawn 6108 and 2427/34 are still to be seen. Another withdrawn 24XX shunter, 2429 is still inside the depot at Townhill. This locomotive was withdrawn in April, 1969

\*\*\*\*      \*\*\*\*      \*\*\*\*      \*\*\*\*      \*\*\*\*      \*\*\*\*      \*\*\*\*      \*\*\*\*

GENERAL

BUXTON Margam to Tunstedd and Port Clarence to Tunstead workings produce many varied locomotive appearances at Buxton, including 1611 (87E) and 6827 (51L) on 11th. November, 1611 (20/10/70) and 1702 (40B) on 20/11/70. The last loco was seen only four days later in Perth, on a completely different type of duty (see above). Other types of locos, besides Brush Type 4's are peaks, Sulzer 2's, and EE Type 3's. The depots of allocation vary from the LM Divisions D02, D08, D09, D16, etc. to 40B, 41A, 51L, 81A, 82A, 87A, etc.

SHEFFIELD A London Bound passenger train was noted leaving the station hauled unusually by 6782, a Tinsley based EE Type 3. How far the loco worked is not known. The train concerned was appx. 11.00am on 6th. December.

DONCASTER Noted arriving on the depot at about 13.00 on December 12th, 1970 was Brush type 2 No 5813, hauling two coke wagons, both blazing badly. Where they had caught fire was not reported.

ACCRINGTON. Noted passing through here on November 4th. was 1786 (40B) on oil tankers code 6Z06.

RAIL NEWS  
WESTERN

OLD OAK COMMON no longer has an allocation of Warship class locomotives, as the remaining 8 members of the class were transferred away on October 5th, 1970. These went to Newton Abbot. They have been replaced by Brush Type 4's from Landore. NEWPORT EBBW JUNCTION has just received six Sulzer type 2 locos from Leeds Holbeck and three of these were noted there on December 13th, 1970. Also in Newport was sister locomotive 5190 (from Carlisle Division D10). It is assumed that this loco has also been transferred there, although no re-allocation information has been received yet. The diesel shunter 3815 is believed to have been re-allocated to Reading.

MARGAM Seen here on December 13th. was Peak Class locomotives 62 and 128 (both D16 allocated) and Brush Type 4 Nos. 1754 and 1850 (both D05).

PADDINGTON. Another rare Brush Type 4 working on the Western region was the arrival of 1555 (an Immingham based locomotive) on 21st. November, 1970.

On a recent Paddington to Exeter train leaving Paddington at 18.30 the train engine No. 1028 'Western Hussar' only managed to reach Reading, where it caught fire, and had to be replaced by 1659. Our writer does not state what date this occurred, but it was probably also on the 21st. November.

PWM650 Sightings of this loco have been pouring in, and the usual places that it has been noted are Taunton, where it is usually seen with the Taunton based sister locomotive. Other recent sightings have been Bristol Bath Road Open day on 17th. October, and Worcester MPD on 12th. December, 1970.

WESTON-SUPER-MARE Bristol Bath Road is believed to stable one of its diesel shunters here now. Other locos here include 1880 (41A) on track relaying on 15th November. The previous day this loco was seen stood in a yard near Chesterfield!

TEIGNMOUTH Seen here on recently was Class 47 1953 (D05) and a rare combination of Motive Power, when "Peak Class 66 was seen Double-Headed with "Warship" Class 861, Vigilant on a Paignton to Sheffield Train. The latter was still in maroon livery.

LANDORE based shunter no. 3998, was noted at the beginning of December on Newport depot, presumably transferred there during the month beginning 14th November, although official notification is not at hand.

\*\*\*\*\*

SPECIAL NOTICES:-

WILL ALL MEMBERS PLEASE NOTE THAT THE TOUR NO. 56L (Overnight stay in LONDON) has been altered to a normal overnight tour, and will take place one week later. This has been done because of a lack of support for a two-day trip.

On Sunday, 29th. November, 1970, as many of our members know, the Crewe Works Guide "Jim" took his last party round the Works, as he has now retired. The society held a collection on the North Midlands Tour, and also in The Duke of Bridgewater at Crewe on the date, and between the 12.30 and 14.30 parties. Jim was presented by the committee with an electric Cigarette lighter and 240 cigarettes. The lighter was engraved with the words 'To Jim from the NCTS'. The committee and I feel sure all the members would like to thank Jim for all the help that he has given the society, and we wish to convey Jim's thanks to all the members. The free sandwiches provided throughout the Lunch Time were supplied for members by the Society and VIVA transport Publications jointly. We wish Jim all the very best for his retirement, and he assures us that he will be going round the Works on a 'First' Sunday with us occasionally, although in 'Civvies' of course. Good Luck Jim, and Many Thanks.

RAIL NEWS  
WORK SHOP

CREWE WORKS (29th. November, 1970)

English Electric Type 4 220 (D08); 225 (D09); 242 (D10); 263/4 (64B); 276 (55B);  
280 (52A); 294 (D09); 301/12 (D09) 349 (55C); 365/8 (64B);  
376 (D09); 363/4 (64B);  
" " DP2 412/22/9/32/42 (D05);  
Brush Type 4 1101 (52A); 1501/6/7 (34C); 1523 (30A); 1564 (40B);  
1567 (41A); 1575 (41A); 1576 (86A); 1602 (87A);  
1637 (81A); 1672 (82A); 1706 (41A); 1728 (D05);  
1736 (D02); 1751 (D05); 1764 (34C); 1838/42 (D05);  
1854/8 (D16); 1961 (D05); 1983/94 (41A);  
English Electric Type 3 6933 (87A); 6956/75 (86A);  
" " Type 1 8002/11/4 (D16); 8019/20 (41A); 8114 (D16); 8129 (41E);  
8144 (D16); 8015 (D16);  
Electric Locomotives LMW E3017/9//23/50//71/2/3/6/85, E3049  
" " " E3107/25/37/53/9/79  
" " SR E6036 (75D); E6109 (70D);  
" " 26001/5/33/45  
Shunters (all 5A) 3068/95 12055/84.

DONCASTER WORKS (21st. November, 1970)

Shunters (204 HP) 2014 (31B); 2028 (wdn 70D); 2053 (52A); 2057 (51L);  
2085 (wdn 70D); 2154 (51L); 3302 (30A); 3516 (36A);  
" (350 HP) 3522 (31B); 3533 (40A); 3542 (31B); 3674 (52A); 3682 (30A);  
3684 (30E); 4055 (36A);  
Brush Type 2 5512 (30A); 5547 (40B); 5553 (31B); 5557 (40B); 5555 (41A);  
5561 (40B); 5572 (31B); 5679 (31B); 5804/39/45 (41A);  
5860 (40B);  
English Electric Type 3 6700 (31B); 6738 (55C); 6773/4 (51L); 6796 (52A);  
6806/10 (41A); 6817 (31B); 6837 (66A); 6843 (65A);  
6914 (55C); 6936 (65A); 6949/50 (55C); 6963/8 (30A);  
6972 (86A);  
B. Th. H. Type 1 8214 (30A);  
Deltic Type 5 9000/3/6/12/5/8/20  
Electric Locomotives LMW E3034/42

ST. ROLLOX WORKS (25th. October, 1970)

Shunters (350 HP) 3416 (65A); 3545 (62B); 3881 (64H); 3906/17 (66A);  
4095 (65A);  
Sulzer Type 2 5002 (D05); 5092 (D05); 5094 (64B); 5096/8/9 (55A);  
5107 (52A); 5121/3 (60A); 5148 (55A);  
B.R.C.W. Type 2 5325/9 (64B); 5354/9/84 (65A);  
English Electric Type 1 8110 (66A);  
Clayton Type 1 8528 (64B); 8574 (66A); 8598, 8600/1 (52A); 8613 (64B);

SWINDON WORKS (27th. September, 1970).

Prototype 0280 (82A);  
Warship Class 801/2 (wdn); 805/7/24 (84A); 830 (wdn); 842/3 (83A);  
Western Class 1001/2/7/8/54 (84A); 1055/70 (87A);  
North British Type 2 6338 (83A);  
Hymek Type 3 7009 (82A); 7030 (81A);  
Paxman Type 1 9538 (wdn);  
Shunters 3003 (82A); 3100 (75C); 3526 (84B); 3607 (82C);

RAIL NEWS  
WORKSHOP Ctd

SWINDON WORKS (Continued)

Shunters (Continued) 3669 (75A); 4173 (86A); 4180/5 (86B);

ANSWERS TO COMPETITION NUMBER 5

- |  |  |
|--|--|
| 1 across 9 (Snowdon -OR Prince of Wales)                   | 2 down 1662 (Isambard Kingdom Brunel)                |
| 2 across 1660 (City of Truro)                              | 3 down 600 (Active)                                  |
| 6 across 60022 (Mallard)                                   | 4 down 60860 (Durham School)                         |
| 9 across 60886 (60860+26)                                  | 5 down 0280 (Falcon)                                 |
| 10 across 822 (Hercules - OR The Earl)                     | 7 down 26000 (Tommy)                                 |
| 12 across 1600 (1660-60)                                   | 8 down 68 (Royal Fusilier)                           |
| 13 across 00 (Nothing)                                     | 11 down 27001 (anag).                                |
| 14 across 70000 (Britannia -at Redhill)                    | 12 down 1008 (County of Cardigan or Western Harrier) |
| 16 across 40 (45 - 5)                                      | 14 down 71000 (Duke of Gloucester)                   |
| 17 across 1018 (Western Buccaneer) or County of Leicester) | 15 down 01   |
| 18 across 01 (Steam loco class)                            | 16 down 45596 (Bahamas)                              |
| 19 across 854 (Tiger)                                      | 19 down 845 (Sprightly).                             |
| 20 across 49 (First named loco after 1-10 series)          |  |
| 21 across 46266 (Sir William A Stanier)                    |  |

We regret that a vertical line was omitted to the left of square 21. The clue however did follow.

\*\*\*\*\*

MOTIVE POWER ALTERATIONS

Locomotives fitted with dual Auto/Air Brakes:- 166/72/6/86, 354, 1006/7/8/16/42/4/1045/8, 1611, 1703, 3666/8, 4177, 5545, 5615/20/84, 6881/7/91/2, 6910/24/34/57/8, 4175/6/80.

Reclassified:- 1703 (Class 48 to class 47)

Fitted with dual A. W. S.:- 1006/7/8/16/42/44/5/8, 5539, 6910.

Headlights Removed:- 6932/4

Headlights Fitted:- 6889

Radio Telephone Removed:- 3188/90 3990

Radio Telephone fitted:- 4182

Fitted with slow speed control:- 6590/6.

NOTE:- 5179 fitted with BR AWS only, 5180-2 fitted with BR AWS only and EQ brakes (Gresham & Caven Vacuum Brake system).

Diesel Railcar transfers:- 51921 withdrawn, 59828-32 withdrawn,

509E3/5/6/7, 56266/8/70 to 6A; 50964/5/6/7, 56247/8/9/50 to 10E;

50564 to 30A; 51118, 56303/10 to 32A; 51120 to 32A; 50362, 51296, 56117/454 to 34G; 50544/88, 56185, 59190/227 to 50C; 50634/5, 56195, 59247/382 to 52J; 51426/96 55H.

51781/8, 59684 to 60A; 50186/7, 59080 to 66C.

50411-4, 55028 to 81D; 51575/6/84/90, 55018, 59040/581/2 to 82A; 56166/7-9 81D;

51577/9/86/8, 59583 84A; 55022/3, 56293, 59264 86A;

Electric Multiple Unit:- 77164 (LMR to Ilford (ER); 75292 (withdrawn from Ilford).

MOTIVE POWER ALTERATIONS

These lists are correct to the following dates:-

LMR & ER 7th. November, 1970      SR & WR 14th. November, 1970      ScR 28th. November

139 52A; 148 52A; 153 52A; 160 52A; 166 52A; 170\*64B; 174 55A; 176\*ScR; 179 55A;  
 181 55A; 183 55A; 184 55A; 185 55A; 186 55A; 187 55A; 190 52A; 192 52A; 228 D09;  
 240 52A; 271 52A; 295 D10; 296 D10; 302 D09; 316 D08; 340 D08; 833 83A; 837 83A;  
 841=83A; 843 83A; 846 83A; 849 83A; 850 83A; 851=83A; 852 83A; 853=83A; 854 83A;  
 1068 87A; 1071 84A; 1100 55B; 1106=52A; 1107=55B; 1522 30A; 1534 40B; 1535 40B;  
 1541 55B; 1543 55B; 1545 40B; 1548 40B; 1570 55B; 1571 55B; 1572 55B; 1573 55B;  
 1574 55B; 1592 86A; 1593 86A; 1594 86A; 1597 86A; 1628 D05; 1647 81A; 1651 81A;  
 1654 81A; 1655 81A; 1656 81A 1657 81A; 1658 81A; 1659 81A; 1660 81A; 1702 40B;  
 1767 40B; 1768=40B; 1773 40B; 1782 40B; 1783=41Ap 1791 40B; 1812 D02; 1813 D02;  
 1822 D02; 1831 D16; 1897 40B; 1898 40B; 1899 40B; 2062 32A; 2100 50C; 2117 8F;  
 2168 50C; 2171 50C; 2172 50C; 2174 50C; 2258 wdn; 2260 wdn; 2272 wdn; 2383 16C;  
 2855 wdn; 2867=wdn; 3000 82A; 3006 8F; 3070 50C; 3074=40A; 3075 50C; 3077 50C;  
 3079 50C 3080 50C; 3081 50C; 3082 16F; 3188 1A; 3190 5A; 3195=52A; 3078 51L;  
 3232 50C; 3233 50C; 3234 50C; 3236 50C; 3241 51L; 3313 50C; 3318 50C; 3323 50C;  
 3459 75C; 3544 40A; 3581 12A; 3638 wdn; 3666 73C; 3675 50C; 3676 50C; 3743 86A;  
 3744 86A; 3745 87A; 3761 81F; 3807 86B; 3832 8H; 3892 64H; 3944 50C; 3945 50C;  
 3960 86A; 3990 86B; 4002 86B; 4023 82C; 4027 86B; 4052 wdn; 4063 40A; 4100 75C;  
 4102 75C; 4103 75C; 4104 75C; 4105 75C; 4108 75C; 4111 75C; 4127 87A; 4139 10D;  
 4150 2E; 4157 8H; 4176 86A; 4177 81A; 4180 87A; 5167 55A; 5168 55A; 5179 86B;  
 5180 86B; 5181 86B; 5182 86B; 5203 D09; 5205 D09; 5208 D09; 5209 D09; 5248 D16;  
 5249 D16; 5250 D16; 5251 D16; 5252 D16; 5266 D16; 5413 64B; 5517 30A; 5518 31B;  
 5520 31B; 5537 31B; 5540 31B; 5543 31B; 5544 31B; 5546 31B; 5550 41A; 5551 41A;  
 5552 41A; 5554 41A; 5555 41A; 5556 41A; 5558 41A; 5559 41A; 5562 41A; 5565 41A;  
 5567 41A; 5628 31B; 5661 31B; 5662 31B; 5663 31B; 5678 34C; 5679 31B; 5681 31B;  
 5685 41A; 5697 31B; 5848 55A; 6308 82A; 6338=83A; 6352=82A; 6554 73C; 6555 73C;  
 6708 55C; 6709 55C; 6710 55C; 6712 30A; 6713 55C; 6714 55C; 6715 55C; 6716 55C;  
 6717 55C; 6732 41A; 6741 52A; 6742 52A; 6745 52A; 6746 52A; 6785 41A; 6820 30A;  
 6835 41A; 6844 65A; 6847 65A; 6851 65A; 6860 41A; 6861 41A; 6863 41A; 6864 41A;  
 6867 41A; 6868 41A; 6869 41A; 6913 52A; 6924 87A; 6936 65A; 6941 87A; 6943 87A;  
 7031 81A; 7032 81A; 7033 81A; 7037 81A; 7058 86A; 7062 86A; 7065 86A; 7072 86A;  
 7100 86A; 7513 D16; 7545 D08; 7556 D16; 7557 D16; 7558 D16; 7559 D16; 7560 D16;  
 7561 D16; 7589 D09; 7606 D02; 7618 D02; 7619 D02; 7621 D02; 7622 D02; 7623 D02;  
 7624 86B; 7625 86B; 7648 D08; 7652 D08; 7653 D08; 7654 D08; 7656 D08; 7675 D08;  
 7676 D08; 7677 D08; 8000 41A; 8001 41A; 8004 41A; 8005 41A; 8007 41A; 8008 41A;  
 8010 41A; 8017 41A; 8018 41A; 8019 41A; 8020 41A; 8021 41A; 8022 41A; 8023 41A;  
 8025 41A; 8026 41A; 8027 40B; 8028 40B; 8029 40B; 8031 40B; 8033 41A; 8034 41A;  
 8041 41A; 8046 41A; 8048 41A; 8059 41A; 8060 41A; 8061 41A; 8065 41A; 8084 65A;  
 8589 wdn; 12071 8H; 12089 wdn; 12114 wdn; 12115 wdn; 12121 50C; 15217 wdn;  
 15222 73C. Steam locomotives:- 7, 8, 9. (V o R) to store.

= locomotives transferred more than once. last place shown

\*evidence from B.R. Contradictory, regarding these locos.

E.R. states:- 170 52A to ScR OL 5/ 7/70; ScR to 52A 4/10/70  
 176 52A to ScR OL 25/10/70.

Sc.R. states:- 170 ER to 64B OL 5/ 7/70. 64B to ER 14/10/70 ER to 64B OL 18/10/70  
 No report of 176.

70B Feltham, and 50B Hull Dairycoates closed.  
 50C is Hull Botanic Gardens.

COMPETITION PAGE

1	2		3		4	5	6		7
			8		9				
	10	11		12					
13	14								
				15		16			
17		18	19						
	20				21	22	23	24	
25			26	27		28			
29	30					31			
32	33	34						35	
36			37		38		39		
	40								

In this edition of our magazine the competition is similar to a crossword, with one difference - all the answers are numbers. Complete the above from the following clues and then copy your answers with the respective clue numbers on to a plain peice of paper and send it to Mr. A. Fawcett, 30, Lower West Ave., BARNOLDSWICK, Via Colne. All fully correct entries will tehcn be entered into a draw and the first two to be drawn out will be awarded a voucher of £1 towards any future N.C.T.S. Tour.

Anograms of named locomotives are shown in inverted commas as "?????????" Otherwise clues will be self explantetary.

A list of answers to this competition and the names of the winners will be listed in our next edition. Both winners however will be notified.



COMPETITION PAGE Cont.

Clues Across:

1. 'Hall' Class named after 24K
3. \*\*\*\*\* was named 'North British'
8. Seaside resort situated in the Fylde.
9. Home of King Arthur.
10. \*\*C used to be the shed code for Oxenholme.
12. The second main line diesel to be built by the L.M.S.
13. This loco was originally numbered 11160
15. Withdrawn Brush 4.
17. \*\*C was once the shed code for Mansfield.
18. DP 2 Class loco involved in a collision on Beattock.
20. Someone looking round the West Country.
21. Founded by B.P.
26. This loco was originally named 'Despatch'
28. D3698 & 4188 were rebuilt to make this loco.
29. \*\*C was the shed code for Copley Hill depot
31. The 102nd B.R.C. & W. type 2 to be built.
32. This loco was originally numbered 11199.
35. \*\*F was once the shed code for Treherbert.
36. T.V. Programme.
38. The last member of the L & Y "A" Class in 1959.
40. This loco was a member of the 'E1' class designed by Stroudley in 1874.

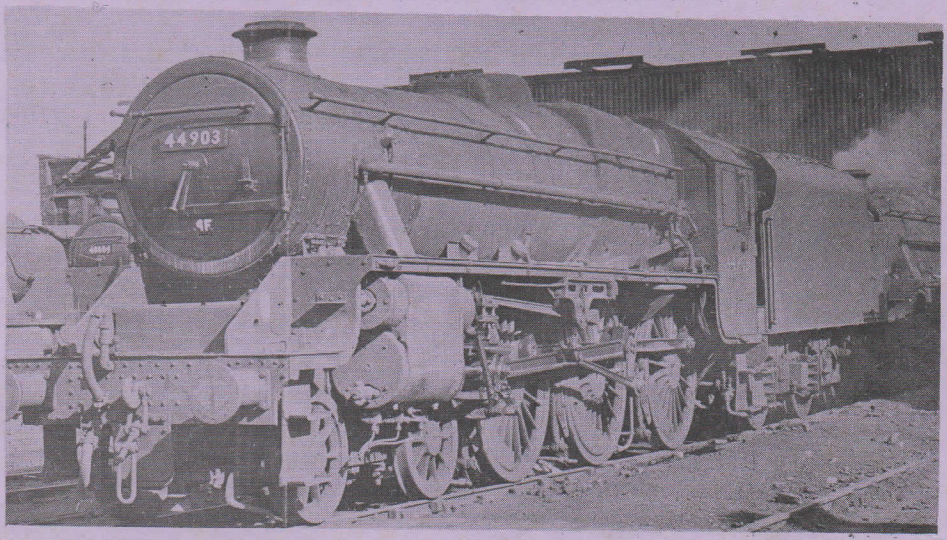
Clues Down

1. Castle Class named after a sub-shed of Eastleigh
2. Swansea is in this County.
3. Deltic class named after G.N.S.R. loco No. 49.
4. The last member of B.R. '3MT' class
5. Introduced in March 1961 and allocated to 12B.
6. The first E.E. type 4 to be allocated to Finsbury Park.
7. This loco was once allocated to 26B Agecroft, before (B1 Class) being transferred to 65A Eastfield in 1962.
11. 2554 originally carried this number
14. 'Glen Douglas'
16. The last 4MT B.R. loco to be built.
19. A Vulture.
22. The last member of J35 class.
23. The place where Sir Winston Churchill is buried
24. "MASSYBOLL"
25. "BALLYEN"
27. 'Pop-eyes' rival.
30. Ex Minister of Transport.
33. 46\*\*\* The Royal Dragoon.
34. Sovereign of North America.
37. \*\*F used to be the shed code for Patricroft.
39. \*\*B used to be the shed code for Bournville.

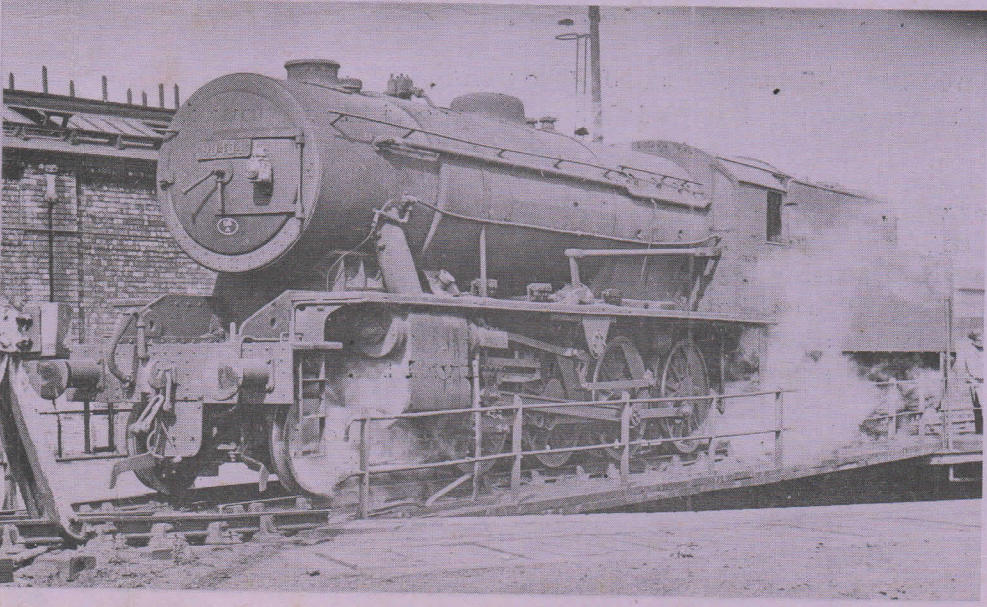
All entries to be sent to A. Fawcett, 30, Lower West Ave.,  
BARNOLDSWICK, Via Colne, Lancashire. Closing date 14th  
February, 1970.



Faint, illegible text, possibly a list or schedule, located to the right of the top photograph.



Faint, illegible text located to the right of the middle photograph.



Faint, illegible text, possibly a list or schedule, located to the right of the bottom photograph.