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T R A N S P O R T S O C I E T Y

Magazine Number 3.

April, May and June, 1970.

Published by the Northern Counties Transport Society, 102, Crompton Road, Macclesfield, Cheshire and printed by Viva Transport Publications, 76, Heywood Street, Bury, Lancashire (061-764-4230). 14th April, 1970.

VTP/70/307/BJT

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LATE RAIL NEWS STOP PRESS LATE RAIL NEWS STOP PRESS LATE RAIL NEWS

Manchester Division At the beginning of April Mr. C.P. Millard, Divisional Manager of Manchester Division was promoted. His successor as Divisional Manager is not yet known. With Effect from Monday, 6th. April, 1970 the Divisional Offices have been moved from Hunts Bank (opposite Victoria Station) to Rail House, the large office block above Piccadilly Station. The correct postal address is Rail House, Store Street, Manchester M60 9AJ. The Telephone number is still 061-834-3456.

LATE LATE NEWS Mr. A.M.Y. Robb has been appointed Acting Divisional Manager of Manchester Division.

STOCKPORT Unusual sightings here are:-

152 (7th. March, 1970)	7067 (10th. March, 1970)	97 (14th. March 1970)
240 (21st. March, 1970)	1783 (22nd. March, 1970)	

HARTLEPOOL Train Services were suspended here on Tuesday night (our correspondent does not state which Tuesday, but it was probably late March/early April) because of, unusually, a petrol flood from the nearby Northern Gas Board Works.

NORTHALLERTON Speculation is occurring about the possibility of the use of the Bedale Branch for the overnight stay of the Royal Train and Princess Alexandra when she makes a visit to the North East in the near future. The line has been disused for months, and previously carried only limited mineral services from Leyburn (Redmore).

THORNABY The allocation of locos is still increasing and the yard usually contained representatives of most Eastern Region stock. The Type 1's are now however becoming inactive.

Work continues on the Q6 destined for the North York Moors R.P.S. line. Recent moves involve the stripping down and rebuilding with the inclusion of Vacuum Brakes. The Society held its steam Gala on the Grosmont to Ellerbeck section over the Easter Bank Holiday, with its industrial locomotive 'Nellie' hauling trains of members.

REMEMBER OUR MEMBERSHIP DRIVE. DATE OF COMMENCEMENT 1st. APRIL. DATE OF TERMINATION 1st. JULY. YOU CAN EARN £1 TOWARDS ANY COACH TOUR. SAVE MONEY AND HELP YOUR SOCIETY. MEMBERSHIP DRIVE MEMBERSHIP DRIVE (April to July)

NORTHERN COUNTIES TRANSPORT SOCIETYMagazine Number 3. April, May, and June, 1970.Special Events Secretary

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

Bookings Secretary

S. Ridgeway,
19, Sycamore Crescent,
MACCLESFIELD
Cheshire
Tel:- Macclesfield 5884

Tours Planner

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

Also:-

D. Felton
M. W. Rose

Membership Secretary

W. R. Hendry,
209, Warrington Road,
GLAZEBURY,
Nr. Warrington, Lancs.
Tel:- CULcheth 3334

Sales Officer

D. Goldie,
50, Arley Ave.,
Limefield,
BURY,
Lancashire

Publicity Officer

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

Area Representatives

Altrincham	M. Garrity	37, Mainwood Road, TIMPERLEY, Cheshire
Barrow in Furness	R. R. Beck	58, Strand, BARROW IN FURNESS, Lancs.
Bolton	S. Warr,	64, Greenhill Road, BURY, Lancashire
Burnley	A. Fawcett,	30, Lower West Ave., BARNOLDSWICK, Via Colne
Bury	H. Collier,	63, Shaw Street, BURY, Lancashire
Humberside	M. Lewis	37, Dunhill Road, GOOLE, Yorkshire
Liverpool	D. J. Carville,	82, Alvanley Rd., W. Derby, LIVERPOOL, 12.
Macclesfield	D. Bullen	18, Amberley Rd., MACCLESFIELD, Ches.
Marple	N. S. Binstead,	13, Ashwood Crescent, MARPLE, Cheshire
St. Helens	R. White	3, Joy Walk, Clock Face, ST. HELENS
Sheffield	D. L. Holt	35, Windyhouse Lane, SHEFFIELD, 2.
Sleaford	A. Law,	38, Cromwell Cres., SLEAFORD, Lincolnshire.
South West	N. K. Taylor	27, Edgerton Park Road, Pennsylvania, EXETER, Devon.
Tees Side	R. Hopper,	18, Sanderson Road, HORWORTH ON TEES.
N. Tyneside	A. Douglas,	6, Croquet Ave, WHITLEY BAY, Northumberl'd
S. Tyneside	P. Tuffnell,	17, Derwentwater Ave., Garden Farm Estate, CHESTER-LE-STREET, Co. Durham.
W. Manchester	C. Binch,	22, Lindum Ave., Old Trafford, MANCHESTER
West Midlands	M. Littler,	102, Lichfield Road, Pelsall, WALSALL, Staffs.

NOTICES:- We are in need of area representatives in all parts of the country, so if you are interested, please contact the Publicity Officer, (Address above).

There will be a committee meeting on Thursday, 16th. April, 1970 when it anticipated some alteration will be made in the main Committee. Full details are not available, but will be announced in the next magazine.

10th. April, 1970.

Notes from the Committee

As you will no doubt have realised by now, this is the second edition of our Magazine No. 3. to appear in the space of a few weeks. The first edition that you will have received earlier in April was published by one member of the committee, without consultation or preparation. The Committee of this society wish to convey their apology to all members of the society for a magazine which was a disgrace, and of no credit to the society. All relevant information has been reproduced in this magazine, and we suggest that the first edition be destroyed, as some of the information etc. is misleading.

At a committee meeting held on Tuesday, April, 7th, 1970 at 102, Crompton Road, Macclesfield, the matter of finance which has been misquoted by many members, both on the Committee and off, was discussed, and ALL accounts have now been settled to the satisfaction of ALL parties. If you have any questions on finance, please direct them to the committee as a whole. At the same meeting the committee, by a majority decision, voted that Mr. M. Rose vacate the position of General Secretary, but remain on the Committee. A replacement has not yet been appointed, and Mr. Rose will officially vacate his position at the next committee meeting, within 14 days.

At a committee meeting held earlier in the year, the following points were raised, and the committee decided that these were to be conveyed to the members of the society. Firstly it was decided that Mr. D. Felton should remain on the committee as an ordinary committee member. The meeting then asked that the following points be brought to the members attention.

- 1) As many of you know, on and from the 1st. March, 1970. the new Transport Act came into being. This affects the drivers of our coaches, as they are now limited to the number of hours that they can spend on the coach. In order to overcome the difficulties that this imposes it may be necessary to increase the prices of our coach trips. At the moment we are able to keep prices fixed, but we do not know how long this can happen.
- 2) The position of railway societies and permits for visiting depots has for some time been taking a downward path. At present it is necessary for this and other societies to pay large sums of money to British Railways for permits to visit certain depots. If a coach trip is only lightly booked and only just pays for the coach, it may be necessary, IF A PERMIT HAS BEEN PURCHASED for a depot on the trip, to raise a small levy on the day, which should only be about a shilling per person, to pay for the necessary permit. The alternative to this would be to cancel the trip, and so I hope that you will bear with us in this matter. We hope that this will not happen, but ask you to be prepared. As B.R. change their permit restrictions without any notice, ALL advertised sheds in the tours programme are subject to permission. If B.R. change the regulations between the publication of a Magazine and the date of a visit there is little that we can do.
- 3) Will all members please note that if there is an accident, at any time during the trip, the official in charge of the party must be informed immediately. On a recent trip this did not happen, and it could have had serious consequences.
- 4) Will all members please note that the behaviour on coach trips has been noted by the committee, who will take action on future tours. We have no

Notes from the Committee (Ctd).

objection to members enjoying themselves during the trips, but ask you to remember that you may very well be preventing several other people from enjoying the trip themselves. While you are on a depot however we must stress that the party must behave in an orderly manner, and must not wander off on their own. We have had several complaints from B.R. officials about this matter, and if this does not cease we will not be able to obtain permits. Whilst on B.R. property please try and act in a civilised manner. If any repetition of a recent visit, when articles were removed from B.R. property, is discovered by any member of the committee, then legal action will be taken against the persons involved. This must not happen under any circumstances.

We regret that all these points have had to be raised at once, but they have to be made even though they may apply to a few members only. We hope that you will enjoy your trips with the society, and that you will enjoy our magazine. There are several improvements which will be maintained in future magazines, and we hope that photographs will be available again in time for the next magazine. You will see that the rail news section has increased, thanks to support from many members, and from the information service. All Rail News for inclusion in the next magazine should be sent to Mr. E. J. Hyde, for inclusion in the information service and the magazine, by 1st. June, 1970 or to Mr. B. J. Towey, by 7th. June, 1970.

Publications obtainable from the Sales Officer include the following

Locoshed book....similar to Ian Allen and more up to date.....	2/6d
Allocation book..locos listed by depots.....	2/6d
Preserved locomotive lists.....	3/-d
Locomotives of Pecket & Son.....for the steam enthusiast.....	4/-d
L.U.P.T.S. Journal.....articles on all forms of transport.....	3/-d

all prices include the cost of postage.

The railway Information & Recording Service is now complete and details are given in this magazine. Any further information that you may require can be obtained from Mr. E. J. Hyde, 33, Beeton Ave., LITTLE LEVER, Nr. Bolton.

We have decided to hold a MEMBERSHIP DRIVE. A membership application form/handout was enclosed with the previous copy of the magazine, and further copies may be obtained from the Publicity Officer or on any tour. If we are to continue to keep our tours running at a low cost, we must have more members. Please, give a copy of our handout to any enthusiast that you see who is not already a member of our society. The person who recruits most new members will receive a voucher for £1. Remember to fill in your name and membership number in the place provided on the form so that we know who has recruited the new member.

We hope that the Steam Tour mentioned in the last magazine will take place in July, and full details will be available in the next magazine. If you have any suggestions for tours or visits they should be sent to the appropriate officer, i.e. W. J. Frisby for ordinary tours, and B. J. Towey for any Special Events.

If you have any article of railway interest that you have written, and would like to have reproduced, then send it to any committee member. If you have any items of railway interest to sell, then apply to the publicity officer for details of rates.

NOTICES

STAMPED ADDRESSED ENVELOPES - These MUST be enclosed with all correspondence to Society Officials. No S.A.E. No Reply.

POSTAL ORDERS/CHEQUES - These MUST be made payable to the 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 any postal order is refused by the bank then you may find that you will lose your place on the coach tour.

CHANGE OF ADDRESS - These should be notified to the Membership Secretary, W.R. Hendry, Esq., 209, Warrington Road, Glazebury, Nr. Warrington, as soon as possible.

MEMBERSHIP NUMBERS - These should be quoted on all correspondence to officers.

BOOKINGS ON TOURS - All bookings MUST be sent on the enclosed application form to the BOOKING SECRETARY. No other official can accept bookings. If you have paid a deposit towards a tour, then you must pay the balance not less than 7 days before the tour. Bookings by TELEPHONE Cannot be accepted.

ATTENDANCE ON TOURS - If a member fails to appear for a tour for which he has booked, he will only have his money refunded if someone else can be found to take his place, or if medical evidence is produced. If for any reason you find that you are unable to attend a tour at the last minute, please ring the General Secretary. If by any chance you think that you might be a few minutes late for a tour, by bus or train running late, please ring the general secretary's home with details of anticipated time of arrival. Please remember that the coach will depart from picking up points at times stated, and will not wait for late arrivals, unless the above has been followed. Please give yourself plenty of time to get to the picking up point.

PICKING UP PLACES - These are listed in the magazine. 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. If Burnley and Colne are advertised, then the coach also picks up at Brierfield and Nelson. If Manchester and Bolton are advertised, then the coach also picks up at Farnworth, Moses Gate, Kearsley, and Pendleton. If Manchester and Sheffield are stated then the coach also picks up in Hyde, Etc. These points however MUST be by prior arrangement.

NEXT MAGAZINE. Any articles or rail news should be sent to B.J. Towey, by 1st. June, 1970. We wish to thank all members who have sent in the rail news for this magazine, which has resulted in the best Rail News section to date.

EASTERN REGION LOCOMOTIVES FITTED WITH AIR BRAKES (Period to 28th. February 1970).

Fitted with dual Auto/Air Brakes:- 258/76, 352/94, 1511/3/5/8/9/33 1702, 5561, 5524/7, 5817/48, 6720/43/7/52/9/69, 6893/5/8, 6900/1/2/5/12,

Western Region fitted with dual Auto/air Brakes 1003 1756/7, 4127, 6996, 6988 (also fitted with dual AWS)

Radio Telephone removed:- 2121, Radio Telephone fitted:- 2141

ALLOCATIONS. Members wishing to receive Motive Power Alterations as received from B.R. at monthly intervals can obtain these from B.J. Towey, 25, Calder Crescent, WHITEFIELD, Manchester M25 6LH. The cost for this service is 10/- per annum. The lists are usually up to 2 months more up to date than the national railway periodicals.

RAILWAY INFORMATION AND RECORDING SERVICE

The Railway Information Service is now finally under way, the last files are receiving their finishing touches, and by the time this magazine reaches you these should be complete.

These files contain information on the sightings of all British Railways locomotives dating back to January, 1st, 1968, giving a full two years information from the start. We hope that all members will want to make use of our facilities over the coming months.

To help to cover the cost of maintaining these files it has been decided that the following scale of charges will apply:-

- 1) Members of the N.C.T.S. 1/- per year membership with NO extra postage costs.
- 2) Non-members of the N.C.T.S. 3/6d per year membership with NO extra postage costs.
- 3) Non-members of NCTS who do not wish to become members of the service and only require information occasionally will pay 1/6d for each request for information, to cover postage costs.
- 4) RECORDERS & REGULAR REPORTERS will receive free use of this service.

It is understood that all letters will be answered only if a stamped addressed envelope is enclosed. This will be strictly enforced. The above scale of charges will apply until further notice.

It is intended to enlarge the service to include not only sightings, but also details of all transfers of locomotives from 1st. January, 1968. (this should be completed by July or August), and also full lists of locos on depots and/or works on certain dates when these were visited. In this way if you loose your notes, or pass a depot without getting all the numbers, we will possibly be able to assist you and supply the numbers for you.

At the present time information can be obtained about the whereabouts of those difficult locomotives that you need, and cannot run down. The service will also quote other organisations for the supply of information etc. and they should get in touch with Mr. E. J. Hyde.

It is also appreciated that whilst we do everything within our power to ensure correct information is given, no guarantee can be given that it is correct. Every effort is made however to ensure that information is correct.

All enquiries regarding this service can be obtained from Mr. E. J. Hyde, 33, Beedon Ave., LITTLE LEVER, Nr. Bolton, Lancs. When writing please quote your NCTS membership number, otherwise you will be charged the non-member rate. This is MOST important. ALWAYS state that you are a member of the NCTS,

We urgently require regular reporters, and also recorders for the filing system. If you wish to become a recorder or reporter, contact Mr. E. J. Hyde. Remember, you can use the service free of charge.

ALL CORRESPONDENCE MUST BE ADDRESSED TO Mr. E. J. Hyde, 33, Beedon Ave.,
LITTLE LEVER, Nr. Bolton, Lancs.

TOURS PROGRAMME

Sunday 12th April, 1970. SOUTH YORKSHIRE Tour Number 31F

Depots to be visited will include:- 55D Royston; 55F Bradford Hammerton Street, 36A Doncaster and other depots in the Leeds and Sheffield areas. Coach will depart Sunday morning as follows:-

	Macclesfield	at 07-45	due back at 21-45
Cost will be £1-5-0d.	Stockport	at 08-10	due back at 21-20
Minimum deposit 10/0d.	Manchester	at 08-45	due back at 21-00
	Bury	at 09-05	PICKING UP ONLY
	Burnley	at 09-45	PICKING UP ONLY

Sunday 26th April, 1970. EAST ANGLIA Tour Number 32P

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

	Macclesfield	at 18-00	due back at 21-45
Cost will be £2-10-0d.	Stockport	at 18-25	due back at 21-20
Minimum deposit 15/0d.	Manchester	at 19-00	due back at 21-00
	Sheffield	at 20-30	due back at 19-30

Sunday 3rd May, 1970. CREWE WORKS ONLY Tour Number 33C

Visit to Crewe Locomotive Works Only. Meet Victoria Ave., entrance at 12-20 or 14-20. Book in advance, visit fee 1/6d. When booking please state on which party you will attend.

Sunday 17th May, 1970. NORTH MIDLANDS Tour Number 34K

Motive Power Depots to be visited will include:- 16A Toton; 16B Colwick; 16E Kirkby-in-Ashfield; 16F Burton and 16G Westhouses etc. Also Derby Locomotive Works and possibly Sheffield area depots. Coach will depart Sunday morning as follows:-

Cost from Burnley & Colne = £1-10-0d.	Colne	at 07-00	due back at 22-00
	Burnley	at 07-15	due back at 21-45
	Bury	at 08-00	due back at 21-15
Cost will be £1-5-0d.	Bolton	at 08-15	PICKING UP ONLY
Minimum deposit 10/0d.	Manchester	at 08-45	due back at 21-00
	Macclesfield	at 09-30	PICKING UP ONLY
(Wks. ent. Siddals Rd.)	Derby	at 11-00	PICKING UP ONLY
	Sheffield	SETTING DOWN ONLY	at 19-30

Sunday 31st May, 1970. CREWE WORKS ONLY Tour Number 39C

Visit to Crewe Locomotive Works Only. Meet Victoria Ave., entrance at 12-20 or 14-20. Book in advance, visit fee 1/6d. When booking please state on which party you will attend.

Sunday 14th June, 1970. SOUTH WALES Tour Number 35W

Motive Power Depots to be visited will include 82A Bristol Bath Road (subject to permits being available); 86A Cardiff Canton; 86B Newport Ebbw Junction; 87A Landore and 87B Margam etc., also Barry Island scrapyard and valley stabling points. The coach will depart Saturday evening as follows:-

	Macclesfield	at 18-00	due back at 21-45
Cost will be £2-10-0d.	Stockport	at 18-25	due back at 21-20
Minimum deposit 15-0d.	Manchester	at 19-00	due back at 21-00
	Altrincham	at 19-25	due back at 20-45

Tour Programme cont.Sunday 21st June, 1970. CREWE WORKS ONLY Tour Number 36C

Visit to Crewe Locomotive Works Only. Meet Victoria Ave., entrance at 12-20 or 14-20. Book in advance, visit fee 1/6d. When booking please state on which party you will be attending.

Sunday 28th June, 1970. GLASGOW & EDINBURGH Tour Number 37T

Motive Power Depots to be visited will include :- 64B Haymarket; 64H Leith Central; 65A Eastfield; 66A Polmadie and 67A Corkerhill etc. The coach will depart Saturday evening as follows:-

	Macclesfield	at 18-00	due back at 21-45
Cost will be £2-10-0d.	Stockport	at 18-25	due back at 21-20
Minimum deposit 15/0d.	Manchester	at 19-00	due back at 21-00
	Bolton	at 19-30	PICKING UP ONLY

Saturday and Sunday 11th/12th July, 1970. Tour Number 38Q

SOUTHERN REGION TOUR:- Motive Power Depots to be visited will include:- 30A Stratford; 70B Feltham; 70D Eastleigh; 70F Bourne-mouth; 75A Brighton; 73C Hither Green; 73F Chart Leacon; 75D Stewarts Lane and 81A Old Oak Common etc. Also other S.R. stabling points. The coach will depart on Friday evening and return Sunday as follows:

	Macclesfield	at 18-00	due back at 21-45
Cost will be £5-15-0d,	Stockport	at 18-25	due back at 21-20
Minimum deposit 25/0d.	Manchester	at 19-00	due back at 21-00
	Altrincham	at 19-25	PICKING UP ONLY

The cost stated above is inclusive of Hotel Accomodation in London on the Saturday night. All bookings for this tour MUST be received no later than 13th June, 1970.

CREWE WORKS VISITS:- We would respectfully remind all members that visit to Crewe Works MUST be booked in advance with the Bookings Secretary. It is no good just turning up on the day and expecting to get round, as in future no spare permits will be purchased by the Society. Crewe Electric Depot open day is to be held on Sunday 19th April, 1970, but parties round the works on this date are already fully booked.

COACH PICKING UP POINTS AND MEETING PLACES

Manchester - Victoria Railway Station (adjacent to 19 bus stop)
 Altrincham - Railway Station Forecourt
 Bolton - Trinity Street Railway 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
 Nelson - Nelson Centre (in front of transport offices)
 Sheffield - Midland Station Forecourt
 Swinton - Windmill Hotel (corner of Station Road)
 Stockport - Foot of Station approach (Wellington Street South)

RAIL NEWS

The Rail News in this magazine is supplied by the Railway Information & Recording Service (See P. 7) in addition to our usual members. We hope that future magazines will be as well supplied as has this magazine.

LONDON MIDLAND REGION

Type 2's (allocated to 55A). It has been noted that Type 2's from Leeds Holbeck have been seen stabled at several places on the London Midland Region., incl., 5149/65/6 and 7625 at Workington on February 1st. 5170 on Warrington S.P. and 5165 on 5A Crewe Diesel Depot on 1st. March, 1970.

Crewe On January, 10th. 1970 a Hymek No. 7053 from 86A was reported stabled at Crewe Station.

Chester The four Sulzer Class 2's which were involved in an accident here in mid 1969 were still stored opposite the depot at the begining of April, 1970. The locos concerned are 5043/93, 5138/9. At least one is now devoid of any engine, and is now merely a shell. Also stored here are 12036/7/48

8J Allerton Earlier this year ex. LMS shunter No 12038 (withdrawn from 8F 12 months earlier) arrived at this depot in blue livery. It appeared between February, 1st. and February 11th, but did not come from 8F.

Recent arriváls at this depot include 3343 (ex 62B), 3102 (ex 2E), 3104 (ex 86B) and 3605 (ex 87E via 81A). 3102 was on Edge Hill in early March, but 3104 was at 8H Birkenhead.

8H Birkenhead Recent arrival here is 3103 from 2E, although allocated to 86B previously. On March 1st. 3104 was on shed with 3103.

Yorkshire Engine Co. 28XX Shunters. At the present time this class consists of 2850-3/5-7/60/7 (allocated to 8J), and 2859/65 (allocated to 50D) All others are withdrawn. Latest observations of the Liverpool based locomotives are 2850 (Liverpool Exchange 1/3/70 - this class only appears here on a Sunday), 2851 (Canada Dock 11/2/70), 2852 (8J 1/3/70), 2853 (Bank Hall 23/3/70) 2855 (8J 1/3/70), 2856/7 (8J 11/2/70). 2867 (8J 11/2/70) 2860 appears to work from 8F and not 8J. Main places for these locomotives are West Langton Goods Depot, Canada Dock Goods Depot, Bank Hall, 8J Allerton and Liverpool Exchange (Sundays only).

Ordsall Lane, Manchester For the past 3 months this yard appears to have been worked by 3844 (9A) and one other shunter. 3844 has been observed here at least twice a week for the period, but the other shunter seems to change almost weekly. On 18th. March, 1970 No. 415 passed here on 4S57, the Glasgow Freightliner.

1A Willesden During the night of 15th. March, 1970 no fewer than 23 LMW

Electric locomotives were stabled on this depot, 17 being of the AL6 type.

Nottingham Division The Birmingham R.C. & W. Type 2's which were once numerous on this division now number only two. The remaining ones are 5377 and 5388.

Bury Locomotives on this depot are as follows:- Steam Shed:- E3024/5/7/9/32/4

E3035-42/4/5/98, 26000. Electric shed:- E3026/8/30/1/99. 26000 Tommy is now back here and is officially designated in store at Bury, but not withdrawn.

E3033 has left Bury for Derby Research Centre.

Hadfield On February, 18th. 1970 Sheffield Electric No. E26017 was working (DM33) Rotherwood to Godley Junction Freight, and collided with the buffer stops on the down loop at Hadfield, after running away on wet rails. As a result traffic was disrupted until 18.00 hrs the following day. The loco is now officially stored unservicable at Reddish, and is badly smashed up.

Fazakerley. The shunters which work here are stabled in the yard, or in the works. There are usually four locomotives, but the exact positioning varies.

On 1st. March, 1970 the locos were 3019, 3187, 4152/4. Three were in the yard, whilst the fourth was in the works. On a Sunday they usually work until about 16.30 hrs.

EASTERN REGION

WORKSOP. On the Evening of Tuesday, 17th. March, 1970. Brush Type 4 No. 1887 (from 41A) was working a merrygoround train from Markham Colliery to West Burton Power Station. After passing through Worksop Station one or two wagons became derailed. A tank train of Crude Oil travelling from Gainsborough to Rotherwood, hauled by 1784 (41A) was passing the other way, and ploughed into the derailed wagons, resulting in a serious collision. It ignited the fuel tanks on the locomotive and this set fire to the oil tanks and to the loco 1784. The line was closed for nearly a week, while the wrecked wagons were cleared and the locomotive cleared away. The locomotive is now earmarked for withdrawal, which cannot take place until after the inquiry. The other loco, 1887 is now back in service.

SHEFFIELD MIDLAND Noted through here were 5147 (1G21), 7572 (1G22), 5101 (1G33) all soccer specials for the Leeds V Manchester Utd. semifinal.

Into Wadsley Bridge via the Woodhead route were 229 (1Z09) 7595/7 (1Z10), 36 (1Z11), 414 (1Z12), 232 (1Z13), 235 (1Z14).

HS4000 "Kestrel" The loco now has the following workings.

Monday morning Light engine to Hull from 41A Tinsley. then works the Monday to Friday 19.35 hrs (4Z70) Hull to Stratford Freightliner. and return. On Saturday, it travels Light Engine from Hull at 09.30 to 41A Tinsley for maintainence. This is expected to continue for some time, and is the regular diagram for this locomotive.

WOODHEAD A further freightliner now runs from Norwich to Longsight via the Woodhead Route, and is diesel hauled throughout. Its reporting number is 4Z40 and it passes Rotherwood at 02.30 (down) and 16.00 (up). Noted on the service recently were 1795, 1870, and 5653.

TAPTON JUNCTION. Noted for scrap at Tipton Junction, near Chesterfield have been ex-London Transport Pannier Tanks L91 (7757), L97 (7714), and L98 (7754) ex G.W.R. numbers in brackets.

GOOLE 204 h.p. shunter No. 2267 (withdrawn 50D 27/12/69) arrived at Goole station on 22nd January, 1970 behind English Electric Type 3 No. 6732 and Class 02 No. 2865. Two days later 2267 was loaded onto a low loader and was reported bound for Fords at Dagenham. If anyone has any further news of this loco, could they please contact Mr. Hyde.

HULL PULLMAN On 9th. January, 1970 the Hull Pullman was noted passing through Goole towards Hull, hauled by Deltic Class No. 9017 "The Durham Light Infantry". It is the first report of a Deltic in this area since July, 1967.

BRUSH TYPE 4's Brush Type 4's Nos 1501-19 have now all passed through Crewe Works for modification, and are now allocated to 34G or 55B. Nos 1501-11 are allocated to the former, while 1512-9 are allocated to the latter. The special batch (formerly 1702-6) of Brush 4 are now all allocated to 41A Tinsley. The first one, 1702, has now been re-engined after spending almost a year stored at Crewe Works. 1703 is now stored at Crewe Works pending a decision on its future.

DONCASTER. On 22nd. February, 1970 the small shed at the back of the depot contained two D-6-DST Steam Engines. The information to hand is that they bear the inscriptions 'Renishaw Ironworks No. 6' and 'No 65'. If anyone has any further information regarding these locomotives could they please contact Mr. B. J. Towey.

Baby Deltics The last two members of this class still in service are 5905/9. On 15th. March, 1970. one was seen at Hitchin, and the other at Stratford. In the works was also 5902, the latest withdrawn member of the class, 5901 is now withdrawn, and handed over to Derby Research Centre.

RAIL NEWS (Continued).SCOTTISH REGION

ABERDEEN. On February, 7th. 1970. an unidentified Brush Type 4 was seen entering the station on a passenger train from the South. The locomotive was on fire before passing the carriage sidings, and the Fire Brigade were at the station as the train arrived at the station. 61B based shunter No. 4097 quickly removed the coaches and left the Fire Brigade to fight the fire. If any members know the number of the locomotive could they please contact B. J. Towey.

STABLING POINTS East Coast Stabling points in Scotland are as follows:- Burntisland (3344* 3892=) Dundee Docks (2422* 2414=), Ladybank Junction (3215* 3216=); Markinch (2438* 2438=); Kircaldy (2442*, 2439/40=); and Methil (3215= 3214= 3734=). (* loco seen here 7/2/70 = loco seen 29/3/70)

MONTROSE. On 29th, March, 1970 the line from Montrose to Aberdeen was closed for engineering work, all passengers travelling from Montrose to Aberdeen by local bus operators. As trains terminated at Montrose several locos were stabled near the station. These locomotives changed during the day and at 14.30 hours were 5395, 6102/13, 359 and 5316. 6102 was later seen passing Dundee station travelling L.E. at 15.30.

TOWNHILL The locomotives which were stabled at Dunfermline M.P.D. are now stabled in the old Townhill Wagon Works. On 28th. March, 1970 these were 3341/4, 2429/42, 8317/24/5/7. 6919/36. The old shed at Dunfermline is now empty and track removed.

LEITH CENTRAL Will any member who has seen 2415 during the last two years please inform Mr. E. J. Hyde of the place this locomotive was seen and the date. This locomotive is allocated to 64H, and although not officially withdrawn, the Foreman at the Depot informs us that it was withdrawn & cut up about 12 months ago.

65A Eastfield. This depot is being rebuilt alongside the old depot. It is not being rebuilt elsewhere as has been reported previously.

63A Perth The old depot at Perth has been closed and is not used at all now. The locomotives are now stabled in the station, either at the end of the station (N. end) or behind the station.

SOUTHERN REGION:

Type 3's Recent reports of Birmingham R.C. & W. Type 3's have come from many widely scattered places. On 9th. February, No. 6575 was noted on 86E Severn Tunnel Junction, and two unidentified members of the class were seen passing on freight. The 14.02 train from Exeter St. Davids has produced almost all the members of the class between 6557 and 6593 recently. On 26th. February, 1970 it was hauled by 6511, piloted by 7049.

EASTLEIGH This depot always seems to have some strangers on shed, and 22nd. February, 1970 was no exception when 1683/8 (D02), 1881 (41A), and 7000 (86A) were seen here. On the same date some 22 or so Type 3's were on the depot.

73C HITHER GREEN On 9th, March, 1970 1804 (D05) was noted on this depot, and Brush Type 2 No. 5517 (30A) worked an unfitted van train past the depot. This locomotive later worked onto the depot. About 30 minutes later Brush 4 No. 1932 (82A) passed the depot on a southbound coaltrain (Headcode 8016).

ELECTRIC LOCOMOTIVES An unidentified Southern Region Electro-diesel E60XX series loco was observed at Stonebridge Park (Near Willesden on the LMR) along with 6865 (30A); 7062 (81A); and 3027 (2E); (Date as above).

WOKING On 15th, March, 1970 Type 3 No. 6535 failed at Woking. It was hauled by an electro-diesel to Stewarts Lane, where the trouble was fixed in a matter of seconds. The train crew were apparently unable to make the necessary repair.

RAIL NEWS (Continued).WESTERN REGION

North British Type 2's 6356 (officially still allocated to Swindon Works was seen on Oxford M.P.D. in ex-works condition on 22nd, February. 6352 has now entered the works, and would appear to be undergoing a similar major overhaul 6330 was reinstated to Plymouth Laira earlier in the year, but has since been re-allocated to Newton Abbott.

Exeter. The withdrawn Warship No. 802 was seen in a small shed just West of Exeter St. David's Station at the end of February, presumably on route for scrap.

Brush Type 4 No. 1924. We have received many requests for information on this locomotive from members of the society. If any members have sightings of the above locomotive will they please contact Mr. E.J. Hyde. All observations from January, 1st. 1968 are required. The most recent sighting that we have was on 28th. February, when it was seen at Severn Tunnel Junction on a freight. Barry Island scrapyard Ex. S & D loco No. 53808 has been removed from the scrapline and on 28th. February, was coupled to 'Warship Class' D600 "Active" and DCO1 "Ark Royal". It was in red lead paint. During February 'Castle Class' 5051 "Earl of Bathurst" was removed and travelled to Didcot via Gloucester Central. It arrived on 14th. February at Didcot behind 'Hymek' No. 7052.

SWINDON The Motive Power Depot here provided a large array of locomotives on 22nd. February, when 1021/54, 2132/8/92, 3267, 3183, 3358, 3435, 3991, 4119 4121/4/63/4 and 7099 were present. (for Swindon see also Works Section).

Exeter St. Davids. The 'Golden Hind', usually a regular "Western Class" working, produced a Brush Type 4 No. 1925 (86A) on 27th. February. A fortnight earlier an unusual arrival from Waterloo was noted, being 811, piloted by 1624 (D05). Both locomotives were reported to be in working order. The headcode was (1V16). In the yard East of Exeter at the end of February were 4014, 4015, 4016, 4017, all allocated to 83A.

86B Newport Ebbw Junction This depot still provides one of the most comprehensive collections of locomotives, the following having all been noted here recently:- Warship, Western, Brush Type 4, Peak, English Electric Type 3 and Hymek. The depot can also boast a good selection of Cross Country and Inter City D.M.U.'s.

DEPARTMENTAL LOCOMOTIVES Will any member who knows of the exact whereabouts of PWM 653 (allocated to Theale) please contact Mr. Towey, for reference for future trips.

ST. Blazey. This depot has five shunters in its allocation, and not four as quoted in the earlier magazine. Locomotives are also stabled at Par station occasionally.

81A Old Oak Common. In the early hours of 15th. March this depot contained 48 locomotives, but only one of its allocation of 7 North British Type 2's were there. Also on shed was Brush Type 4 No. 1100 (52A).

The recording service would like to receive information on the following locomotives or groups of locomotives:-

Birmingham Type 3 Nos 6500, 6501, 6515, 6540.

Hymek Type 3 Nos 7050

Electric Locomotives numbers E5002, E6037

Shunters Nos. 2133

and also any Inverness Type 2's (except from Easter Trip).

BRITISH RAILWAYS WORKSHOPS

Crewe Works Locomotives on Crewe Works were:- (5th. April, 1970)

English Electric Type 4	200/28/43/4/57/85, 308/15/7/46/56/71/2/80/8/9
" " DP2	404/31
Brush Type 4	1509/18/25/7/67, 1606/7/18/24/31, 1703/81, 1830, 1900/07/22/9/47/57
Sulzer Type 2	5082, 5184/90, 5208, 7543, 7610
English Electric Type 3	6883/6, 6944
" " Type 1	8003/9/29
Shunters	3068/95 12084/94
Electric (Southern)	E6021/2/7, E6106.
Electric (L.M.)	E3011/51/4, E3103/23/9/33/82, 26009/13/4

1702 was outshopped from the works at the end of 1969, as a standard Brush Type 4 having been re-engined, but was back in Crewe Works earlier this year.

E6103 has finally been returned to Southern Region after a stay at Crewe of over 3 months. Its place has been taken by E6106.

DERBY WORKS Locomotives on Derby Works were:- (18th. January, 1970).

Peak Class	4, 39/58/71/90, 101/6/19/35/55/8/77
Sulzer Type 2	5000/3/12/9/23/63/86/90, 5133/6/40/77/86/7/94 5201/59/64, 7500/31/76/9.
Birmingham R.C. & W. '2'	5385
Shunters	2387, 2506, 3176, 3361/4, 3410/67, 3530, 3865/70 4151, 12098.

Some of these were in the Works Yard. The Birmingham Type 2 has since gone to Scottish Region, and the Leeds based Sulzer Type 2's (late from D05) are now back in the Leeds area.

ST. ROLLOX WORKS 28th. March, 1970

Clayton Type 1's	8523/36/71/ 8602/13
English Electric Type 1's	8100
Birmingham Type 2's	5317/8/28/59/61/82 5406
Sulzer Type 2	5103/4/19/31 7581
North British Type 2's	6123/30
Shunters	2437 3563 3731
English Electric Type 4	368

It appears at present that this works has stopped doing Leeds based Type 2's.

SWINDON WORKS Locomotives seen on this works are:- (22nd. February, 1970)

Warship	810/2/50
Western	1009/14/30/66
Shunters	3040, 3604, 3961, 4178.
North British Type 2	6352.
Hymek	7018/92
Prototype	0280 'Falcon'

Falcon (0280) is on Swindon Works for fitting with an extra braking system. It is NOT withdrawn as stated in the last magazine.

6356, the North British Type 2 officially allocated here has now been outshopped but as we closed for press details of its re-allocation were not available.

We hope to include in future magazines, as in this, reports of all locomotives which are undergoing repair, during the course of the magazine. If you visit a works, please send a FULL list to Mr. E. J. Hyde.

MOTIVE POWER ALTERATIONS

The following motive power alterations took place in the period ending 28th. February, 1970 (except W.R. to 24th. January, 1970).

NOTE:- The motive power alterations given in the earlier edition of this magazine were in several cases either incorrect, or subsequently changed. The following lists are as supplied by British Railways directly, for the period since the last magazine dates.

215 D08; 216 D08; 217 D08; 233 D08; 277 55B; 278 55B; 279 55B; 296 D08;
 297 D08; 306 D09; 307 D09; 308 D09; 309 D09; 313 D08; 314 D08; 315 D08;
 321 D08; 323 D08; 346 52A; 347 52A; 353 52A; 398 55C; 399 55C; 835 83A;
 855 83A; 862 st; 1064 84A; 1108 55A; 1109 55A; 1110 55A; 1111 55A; 1502 34G;
 1509 34G; 1510 34G; 1511 34G; 1512 55B; 1513 55B; 1515 55B; 1516 55B; 1518 55B;
 1519 55B; 1523 30A; 1524 30A; 1525 30A; 1526 30A; 1545 41A; 1546 41A; 1547 41A;
 1573 52A; 1579 30A; 1582 30A; 1623 D05; 1624 D05; 1625 D05; 1626 D05; 1631 D05;
 1687 D05; 1703 41A; 1704 41A; 1705 41A; 1706 41A; 1708 D05; 1715 D05; 1735 D02;
 1736 D02; 1737 D02; 1738 D02; 1739 D05; 1740 D02; 1741 D02; 1742 D02; 1743 D02;
 1745 D02; 1746 D02; 1747 D02; 1748 D02; 1749 D02; 1750 D02; 1754 D05; 1755 D02;
 1758 30A; 1759 30A; 1765 41A; 1767 41A; 1770 30A; 1773 41A; 1775 40B; 1792 51L;
 1795 51L; 1796 51L; 1798 51L; 1799 51L; 1802 D05; 1804 D05; 1812 D16; 1814 D02;
 1815 D02; 1816 D02; 1817 D02; 1818 D02; 1820 D02; 1821 D02; 1830 D05; 1831 D05;
 1833 D05; 1836 D05; 1854 D16; 1855 D16; 1856 D16; 1857 D16; 1858 D16; 1859 D16;
 1860 D16; 1861 D16; 1862 40B; 1863 40B; 1864 40B; 1865 40B; 1872 30A; 1873 30A;
 1874 30A; 1888 40B; 1889 40B; 1896 40B; 1941 D05; 1942 D05; 1943 D05; 1944 D05;
 1946 D05; 1947 D05; 1948 D05; 1949 D05; 1950 D05; 1951 D05; 1952 D05; 2041 wdn;
 2062 41E; 2064 52A; 2117 8H; 2119 wdn; 2121 82C; 2124 wdn; 2128 wdn; 2136 82A;
 2164 30A; 2204 wdn; 2229 wdn; 2242 wdn; 2244 55F; 2247 wdn; 2248 55F; 2264 wdn;
 2267 wdn; 2271 wdn; 2283 wdn; 2296 wdn; 2297 30E; 2299 wdn; 2385 wdn; 2392 12C;
 2393 wdn; 2854 wdn; 2857 8J; 2858 wdn; 2861 wdn; 2862 wdn; 2863 wdn; 2864 wdn;
 2866 wdn; 2868 wdn; 2869 wdn; 3102 8J; 3103 8H; 3104 8J; 3192 8J; 3196 st;
 3211 65F; 3214 65E; 3269 st; 3283 12C; 3314 41A; 3343 8J; 3366 8J; 3547 55A;
 3548 64H; 3552 66C; 3605 8J; 3705 30A; 3729 52A; 3738 64H; 3817 86B; 3819 86A;
 3858 8F; 3902 64H; 3922 66A; 3961 81D; 3972 82A; 3990 82A; 4025 85B; 4044 55B;
 4056 41J; 4062 36C; 4070 41J; 4097 61B; 4122 82A; 4123 82A; 4141 12A; 4163 82C;
 4165 82C; 5090 55A; 5266 D09; 5270 D01; 5271 D01; 5272 D09; 5292 D08; 5347 64B;
 5348 64B; 5370 65A; 5371 65A; 5373 65A; 5376 65A; 5378 65A; 5379 65A; 5380 65A;
 5381 65A; 5384 65A; 5385 65A; 5387 65A; 5389 65A; 5390 65A; 5520 30A; 5548 40B;
 5549 40B; 5586 41A; 5616 34G; 5620 31B; 5622 40B; 5653 30A; 5657 30A; 5662 30A;
 5677 40B; 5901 wdn; 5902 wdn; 6330 83A; 6337 84A; 6711 55C; 6712 51L; 6731 51L;
 6748 52A; 6757 52A; 6758 52A; 6759 52A; 6760 52A; 6761 52A; 6762 52A; 6763 52A;
 6764 52A; 6765 52A; 6766 52A; 6768 52A; 6772 52A; 6777 51L; 6785 55C; 6786 51L;
 6791 51L; 6798 55C; 6820 52A; 6828 51L; 6832 51L; 6836 51L; 6871 51L; 6874 51L;
 6893 51L; 6894 51L; 6895 51L; 6897 51L; 6898 51L; 6899 51L; 6902 51L; 6911 51L;
 6917 52A; 6920 41A; 6928 52A; 6935 55C; 6953 55C; 6962 30A; 6964 30A; 6965 30A;
 7559 D10; 7576 65A; 7579 65A; 7599 D02; 7600 D02; 7602 D02; 7603 D02; 7643 D08;
 8030 30A; 8031 55B; 8072 D16; 8073 D16; 8074 D16; 8076 D16; 8077 D16; 8081 D16;
 8082 66A; 8087 D16; 8088 D16; 8090 66A; 8092 66A; 8094 66A; 8101 D16; 8113 D16;
 8118 D16; 8121 D16; 8122 D16; 8230 34G; 12122 40B; E3033 Derby Research Centre
 E3100 Research Centre; E26000 store at Bury; E26017 store at 9C;

NOTE Transfer of 1068 in last magazine is cancelled and the loco stays at 87E.

Some locomotives were transferred more than once, and the final one is shown, even if it has been transferred back to its own depot, e.g. 3817 went from 86B to 86A and back to 86B, etc.

ANY LATE ARRIVALS WILL APPEAR AT THE BOTTOM OF PAGE 6 (along with details of Air braked locomotives.

COMPETITION PAGE.

Two vouchers to the value of 10/- each, will be awarded to the two persons who correctly answer the following anagrams. The correct entries will be drawn out of a hat on 16th May, 1970, and so all entries MUST be sent to the Publicity Officer by the 15th. May, 1970 at the latest. Write your entries on a plain piece of paper, and DO NOT FORGET to add your own Name and Address. All 50 entries must be answered correctly before the entry is placed in the hat. The Judges decision shall be final, and answers and winners will be announced in the next magazine. Send your entries to the Publicity Officer, N.R. Cap elle, 130, Brocklehurst Ave., MACCLESFIELD, Cheshire.

All 50 anagrams are of shed names, but they are not all open now.

- | | | | | | |
|------------------------|-------|----------------------|------|-----------------------|-----|
| 1) ST. DEAGEH | | 18) ELBATSNOCNMLEOT | 6-9 | 35) CAGE FORT | |
| 2) HAMSAVERF | | 19) TRYSOWES | | 36) GHOULS | |
| 3) PMBEMO CLEET | | 20) GGAANDYRI | | 37) BYER | |
| 4) LOOPTNM | | 21) THEM CAR RAN | | 38) LETS LAY | |
| 5) Y REKO | | 22) NOT GIN LLWE | | 39) MLLHEAYSLEI | 6-5 |
| 6) MINGE LAND TAPS | 10-3 | 23) TEAT KOC B | | 40) RR TAN ARSE | |
| 7) NO CREB | | 24) DD WYNE SRECO | 5-6 | 41) NABCYONRE | |
| 8) MERCYPAIN | 5-4 | 25) DOX FURT | | 42) HGOUWEL GNIL BOR | |
| 9) SLENYANE | | 26) RETEXUTTO | | 43) DMLAECICFLSE | |
| 10) STAN SALB | 2-6 | 27) CWICK LE ROOD | | 44) EWS O LOAD HF DOR | |
| 11) DMNAIEFSL | | 28) TTRKEI YSRWEB | | 8-5 | |
| 12) HH GER LUE BNS | | 29) NYWEDOTLIV | 6-4 | 45) RAG TREED | |
| 13) SH TSPRI HAMIS LLP | 2-8-5 | 30) THE MACH NLLY | | 46) MOLD A PIE | |
| 14) E WALK ON | | 31) MMMIANHGI | | 47) SAWD MOHL | |
| 15) NOT CAN GIRC | | 32) PUBCA | | 48) Y NEAD RYT | 4-4 |
| 16) SE BAK SOG NIT | | 33) SKOO CEST BRWHIR | 10-4 | 49) DEREFRON | |
| 17) WTN HLLIO | | 18) HEG AISETL | | 50) AEIOEVRM | |

NOTE:- where the depot name consists of more than one word the number of letters in each word is indicated, e.g. LOWER DARWEN would be 5-6

Please note that since the majority of the officials consider that the initial competition is too biased towards D.M.U. enthusiasts, and since several of the questions are either ambiguous or incorrect a new, and much easier competition has been formulated. We must apologise to anyone who may have spent any time on the competition, but this cannot be helped.

ANSWERS TO LAST COMPETITION

- | | | |
|---|--|-----------------------|
| 1) Loco 1734; Date 1965. | 2) Loco 1671; crash 17/12/65; Wdn Oct '66 | |
| 3) Loco 6502; Date May '64 | It crashed at Bridgend; loco 6983; | |
| 4) June 1966; | 5) 137 'Cheshire Regiment' | |
| 6) 1773 June 1964 | 7) 9010 'Royal Highland Fusileer; 11 Sep 1965; | |
| 8) 7667 | 9) March 1960. | |
| 10) 60700 | 11) 45695 | |
| 12) May, 1965 | 13) April, 1966 | |
| 14) D214, D1, 2277, 92220, E5018 | | |
| 15) It became E5003 | 16) It became E6105 | 26) 6th. January, '68 |
| 17) Jan. 1967 | 18) D828 'Magpie' | 27) Salmon Trout |
| 19) 12th. January, 1965 | 20) 17th June, 1968 | 28) 21B |
| 21) July/Aug 1966 | 22) September, 1964 | 29) Darlington |
| 23) June 1964; Grantham to Peterborough | | |
| 24) 26000 'Tommy' ONLY | 25) Jan. 1964 | |