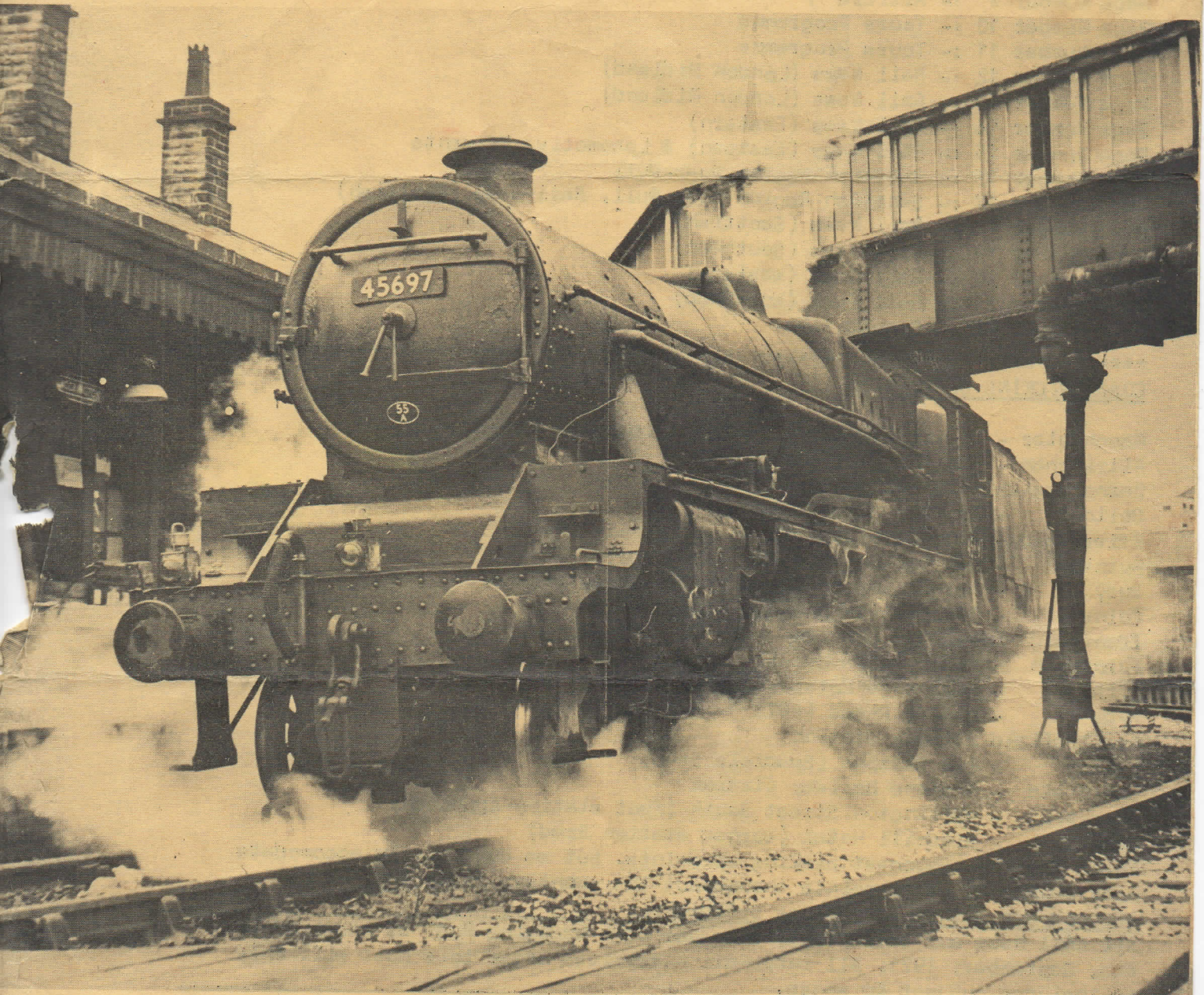


NORTHERN COUNTIES TRANSPORT
SOCIETY



MAGAZINE No. 8

JULY, AUGUST & SEPTEMBER 1971

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COACH PICKING UP POINTS.

- Manchester - Victoria Railway Station (Near No. 19 bus stop)
- Altrincham - Station Forecourt
- Barnoldswick Free Car Park
- Bolton - Trinity Street Station
- Brierfield - X43 bus stop (either direction)
- Burnley - Central Bus station (el Greco)
- Bury - Art Cinema (Bingo Hall) Knowsley Street.
- Colne - Bus Station (London Stop)
- Edenfield - X23/X43 bus stop
- Farnworth - Black horse Hotel
- KEARSLEY - Moss Rose Hotel
- Hyde - Market Place (A57)
- Macclesfield Railway station
- Nelson - Bus Station (Specials Stop)
- Sheffield - Midland Railway station
- STockport - Wellington Street South (Foot station Approach)
- Swinton - Windmill Hotel (corner station Road)

These are the commonest picking up points, but we can usually accomodate many people at other points throughout the country. These MUST be by arrangement with the Bookings Secretary.

All Rail News and contributions to our next magazine MUST be received by 8th. September, 1971. All informati n received after this date will only be included subject to space.

Answers to Competition:- 1) Aberdeen, 2) Magor, 3) Fazakerley, 4) Abercynon
6) Blackburn, 7) Eckington, 8) Queensborough, 9) Spital, 10) Marylebone,
12) Kirkintilloch, 13) Whitefield, 14) Waterloo, 15) Helmshore 16) Caernarvon
18) Kirkcaldy 19) Middleton 19) Mor ley 5) Tebay 17) Jesmond 11) Ramsbottom

Published by Northern Counties Transport Society, 60, Kings road, BUXTON, Derbys
Printed by VIVA transport Publications, 76, Heywood Street, Bury. VTP/71/318/BJT

NORTHERN COUNTIES TRANSPORT SOCIETY

Magazine Number 8. July, August, and September, 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,
GLAZEBURY
Nr. Warrington
Tel:- CULcheth 3334

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

A. Fawcett, ***
30, Lower West Ave.,
BARNOLDSWICK

*** see Notes from Committee

AREA REPRESENTATIVES:-

Barrow-in-Furness	R. R. Beck	58, Strand, BARROW-IN FURNESS, Lancashire.
Bolton	S. Warr	64, Greenhills Road, BURY, Lancashire.
Burnley	P. Bancroft	17, Mayville Road, BRIERFIELD, Lancashire.
Bury	H. Collier	63, Shaw Street, BURY, Lancashire.
Cambridge	L. A. C. Walby	SSF, RA. F. Oakington, CAMBRIDGE.
Fylde	S. T. Fenn	Burwains, 9, Inskip Place, ST. ANNES ON SEA
London & S. E.	A. Eden	151a Annerley Road, PENGE, LONDON SE.20.
Marple	N. Binstead	13, Ashwood Creseent, MARPLE, Cheshire
Sheffield	D. Lewis	72, Lansbury Road, ECKINGTON, Nr. Sheffield
South West	N. K. Taylor	27, Edgerton Park, Pennsylvania, EXETER.
Tees-Side	R. Hopper	8, Sanderson Road, HORWORTH ON TEES.
Tyneside	A. Douglas	6, Coquet Ave., WHITLEY BAY, Northumberland
Sussex	P. Sharp	30, Foxes Croft, BARNHAM, Sussex.
Scotland	P. S. Hindle	15, Mauricewood Ave., PENICUIK, Midlothian
South Manchester	D. A. Griffiths	59, Elms Road, Heaton Moor, STOCKPORT.
South Midlands	P. L. Robinson	73, Birchfield Road, NORTHAMPTON,
West Midlands	M. Littler	102, Lichfield Road, Pelsall, WALSALL,
Warrington	W. G. Beff	15, Sinclair Ave., Longford, WARRINGTON

SUB COMMITTEE

Members of the Sub Committee are as follows:-

Messrs R. R. Beck, H. Collier, A. Douglas, A. Eden, D. Lewis, M. Littler (see area representatives above for addresses) also:-

B. Massey, 27, Nelson Street, HYDE, Cheshire
B. Partridge, 12, Eversleigh Ave., THORNTON CLEVELAYS, Lancs.
C. Priestley, 22, Kinross Drive, DEANE, BOLTON, Lancs.
P. Gascarth, 42, Greenwood Ave., MARTON, BLACKPOOL, Lancashire.

NOTES FROM THE COMMITTEE

We ask members to note that during the currency of this magazine most of the committee members will be taking their summer holidays, and in order to prevent undue delays in correspondence, we are listing these below.

Mr. Fawcett:- Last two weeks in July Mr. Felton:- Last week in July
Mr. Hendry:- First two in August Mr. Towey:- Last week in July/
Mr. Frisby:- Second week in August First two in August

Please do not write or telephone these members of the committee during the above dates, and please book for tours early, especially those at the beginning of August.

Please note also, that during the currency of the current magazine, Mr. Fawcett is likely to be moving, probably early in August. If you are uncertain about sending him a letter, contact any committee member, who will advise you.

Will ALL MEMBERS please note that we cannot accept bookings by telephone, and also that bookings must, except under very exceptional circumstances be made at least 1 week in advance of a tour. Recently many members have been waiting until a few days before a tour and the ringing up a committee member, to see if there is room. One week before the tour to the North West and Glasgow there was insufficient support, and so the committee had no option but to cancel the tour. In the next seven days five postal bookings were received, and no fewer than seven members telephoned to see if places were available. This tour would have run if all these people had booked in accordance with our rules. If there are insufficient bookings a week before the trip we have to cancel the tour. We must give our coach firm sufficient notice of cancellation. Please **BOOK WELL IN ADVANCE.**

We regret that with effect from the next tours programme the cost of tours will have to increase slightly, but to offset this to regular members, we are introducing a token system, which will enable you to travel on tours cheaper on production of a fixed number of vouchers. We have kept our prices constant for some 5 or so years now, but regret that we cannot continue to operate on such a fine margin. Increases will only be small, and prices in this magazine remain unchanged. We also hope to introduce membership cards in October for all members, to coincide with our voucher scheme. Vouchers will only then be available to paid up members. More details will be given in the next magazine.

We would like to take this opportunity to welcome two new members to the sub-committee, these are K. Stanley and S. Warr. both of Bury. As they were only elected after the bulk of the magazine had been produced their names do not appear on page 3. The addresses are :- K. Stanley, 23, Belmont Dr Bury, Lancashire. S. Warr:- 64, Greenhill Road, Bury, Lancashire.

Please note that all rail news MUST reach the magazine editor by September 5th, 1971, as the magazine must be produced in the following week.

Answers to competition No. 7 Ctd Some questions have, in Section 2 various answers such as given below.

- A) Cambridge to Newmarket (fixed), B) Marsh Lane & Strand Road (Fixed)
- C) South Beach, Town & Winton Pier D) Cardiff Road, Oxford Street
- E) Carstairs F) Chirk to Glynceiriog G) Newport Pagnell, Aust. etc
- H) Thurso & Helston. I) Builth Road, Quaker Yard, etc. etc.

NOTICES

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)

MOTIVE POWER ALTERATIONS

The following alterations took place in the period ending:-

LMR 22nd. May, 1971. ER 24th. April, 1971 ScR 29th. May, 1971.

SR 16th. May, 1971. WR 22nd. May, 1971.

Some locomotives have been transferred more than once in this period, and the last depot is given. wdn= withdrawn. * stored

152 82A;	158 82A;	159 82A;	161 82A;	162 82A;	163 82A;	176 52A;
207 D10;	246 ER;	247 ER;	248 ER;	249 ER;	255 ER;	267 ER;
268 ER;	269 ER;	294 D10;	300 D10;	301 D10;	302 D10;	806 83A;
807 83A;	808 83A;	836 wdn;	837 wdn;	838 wdn;	843 wdn;	846 wdn;
847 wdn;	849 wdn;	850 wdn;	851 wdn;	856 wdn;	859 wdn;	860 wdn;
864 wdn;	865 wdn;	1069 84A;	1070 84A;	1073 84A;	1617 D01;	1629 D05;
1631 D01;	1634 D01;	1708 D02;	1715 87A;	1716 87A;	1817 87A;	1718 87A;
1733 D02;	1811 D02;	1812 D02;	1823 D02;	1857 D05;	1859 D01;	1949 D01;
1954 D16;	1960 D16;	1961 D16;	2048 51L;	2051 30E;	2060 30E;	2087*87A;
2158 50C;	2280 wdn;	2284 wdn;	2293 wdn;	2295 wdn;	2378*87A;	2383 wdn;
2397 wdn;	2857 wdn;	3007 8J;	3018 14A;	3073 51L;	3110 1E;	3112 2E;
3176 8H;	3188 14A;	3213 62C;	3276 55B;	3294 55F;	3511 12A;	3696 9A;
3700 14A;	3764 5A;	3768 12A;	3770 1A;	3779 16C;	3795 1A;	3807 82A;
3808 83A;	3833 8H;	3882 66A;	3913 36A;	3923 66A;	3929 62B;	3930 65F;
4010 86A;	4013 86B;	4014 86B;	4019 86A;	4021 86B;	4022 83A;	4044 36A;
4116 1A;	4160 82A;	4173 82A;	4184 84A;	5002 65A;	5003 65A;	5004 65A;
5006 65A;	5007 65A;	5008 65A;	5009 65A;	5066 64B;	5170 55A;	5171 55A;
5208 D08;	5252 D08;	5271 D08;	5278 D09;	5329 65A;	5391 64B;	5392 64B;
5393 64B;	5404 64B;	5407 64B;	5408 64B;	5409 64B;	5410 64B;	5412 64B;
5413 64B;	5415 64B;	5518 30A;	5520 30A;	5521 30A;	5522 30A;	5525 30A;
5547 31B;	5553 40B;	5583 30A;	5616 30A;	5618 30A;	5656 30A;	5658 30A;
5847 30A;	5848 30A;	5849 30A;	5850 30A;	5909 wdn;	6137 wdn;	6307 wdn;
6308 84A;	6309 wdn;	6310 wdn;	6312 wdn;	6315 wdn;	6318 wdn;	6319 84A;
6320 wdn;	6323 wdn;	6326 84A;	6327 wdn;	6330 wdn;	6331 wdn;	6332 wdn;
6333 84A;	6334 84A;	6336 84A;	6338 84A;	6339 84A;	6340 wdn;	6343 84A;
6348 84A;	6352 wdn;	6354 wdn;	6356 84A;	6549 70D;	6550 70D;	6551 70D;
6552 70D;	6747 30A;	6830 52A;	6837 66A;	6840 66A;	6841 66A;	6853 66A;
6854 66A;	6914 86A;	6917 86A;	6918 86A;	6919 64B;	6923 86A;	6927 86A;
6929 86A;	6930 86A;	6937 64B;	6939 86A;	7048 81A;	7049 81A;	7051 81A;
7052 81A;	7053 81A;	7054 82A;	7055 82A;	7056 82A;	7057 82A;	7058 82A;
7542 D08;	7543 D10;	7544 D10;	7556 D10;	7563 D16;	7564 D16;	7626 D01;
7635 D08;	7636 D08;	7650 D01;	7663 D01;	7664 D01;	8200 wdn;	8201 wdn;
8204 wdn;	8207 wdn;	8209 wdn;	8210 wdn;	8211 wdn;	8216 wdn;	8218 wdn;
8220 wdn;	8222 wdn;	8224 wdn;	8225 wdn;	8226 wdn;	8228 wdn;	8229 wdn;
8230 wdn;	8231 wdn;	8232 wdn;	8234 wdn;	8239 wdn;	8242 wdn;	8500 wdn;
8510 wdn;	8530 wdn;	8535 wdn;	8588 64B;	8590 64B;	8594 64B;	8597 64B;
8598 64B;	8599 64B;	8600 64B;	8602 64B;	8603 64B;	8606 wdn;	8607 66A;
8608 66A;	8610 66A;	8612 66A;	8613 66A;	8614 66A;	8615 66A;	8616 66A;
12053 wdn;	12058 wdn;	12065 wdn;	12069 wdn;	12077 8F;	12080 wdn;	12084 wdn;
12085 wdn;	12088 wdn;	12093 wdn;	12097 wdn;	12113 wdn;	15232 wdn;	15235 wdn;

E3173 Derby Research Centre on loan.

ELECTRIC MULTIPLE UNITS

The following E.M.U.'s are now withdrawn:-

Class 505 - all units comprising 17 MBS, 16TC and 16 DTS cars (Altrincham

Class 501 - 61161/87, 70161/87, 75161/87 Watford sets stored. sets) only.

MOTIVE POWER ALTERATIONS.

RE-ALLOCATIONS (Late arrivals) ER period to 29th. May, 1971

183 52A; 282 55B; 283 55B; 355 55C; 1108 55B; 1111 55B; 1515 55A;
1517 55A; 1548 41A; 1549 41A; 1550 30A; 1551 41A; 1552 41A; 1553 41A;
1561 30A; 1574 30A; 1576 30A; 1578 30A; 1580 30A; 1702 30A; 1703 30A;
1705 55A; 1706 55A; 1770 40B; 1771 40B; 1772 41A; 1774 55A; 1776 55A;
1777 55A; 1778 55A; 1780 55A; 1781 55A; 1872 40B; 1873 40B; 1874 40B;
2092 30E; 2160 30E; 2161 30E; 2216 wdn; 2223 wdn; 2241 wdn; 2279 wdn;
3276 55G; 3634 36A; 3646 wdn; 3690 34G; 3691 34G; 3709 34G; 3712 34D;
3713 34D; 3718 30A; 5019 52A; 5090 52A; 5096 52A; 5534 51L; 5541 55C;
5546 40B; 5548 52A; 5552 40B; 5554 40B; 5555 40B; 5556 40B; 5586 34G;
5637 31B; 5680 31B; 5683 31B; 5657 55A; 5658 55A; 5662 55A; 5848 31B;
6732 51L; 6741 31B; 6756 31B; 6797 55C; 6823 41A; 6827 41A; 6834 41A;
6920 51L; 6960 41A; 8032 41A; 8058 41A; 12111 30A.

FITTED WITH DUAL AUTO/AIR BRAKES : 143 278 1012/46/56, 1563, 1705, 2084,
3665/90/1, 3719/20, 3808, 4184, 5563, 5675, 6734/78/81, 6833/57, 6932/70
6992.

FITTED WITH EQ BRAKES : 5003/4/6/7/8/9 5160, 5553/64, 5846, 6783, 6817
6914/7/8/23/7/9/30/9

RE-CLASSIFIED Class 48 to 47 :- 1705.

FITTED DUAL A. W. S. 1012/46/56 1715-8, 6914/7/8/23/7/9/30/9

D.M.U. TRANSFERS : 55000 64H; 50920-2 56264/5/7 8J; 50156/81/9 50211/7
59075/81 52J; 50218/20 59540 51A; 50142 51A; 51242 56401 66C; 79083 67C;
50048 50345/97 50417 56048 56160 withdrawn.
50152/3 50202 56054 56371/6 55H; 50160/1/9/72 50222/30/56/8 32A;
50253 51A; 50266 52J; 50362 56117 32A; 50363/6 56118/20 50C;
50388/9 56133/44 40A; 51431/2 51499 51502 55H; 59578 55F;
51170 59196 wdn; 50217/61 59042 51A; 51067-9/77-9/95-7 51105-7 84A;
51306-8/14/21-3/9/45/6/87/8 82A; 51574/83 84A; 55032 82A; 55987 81D;
59284 59420/6-8/36/7 84A; 59473-5/81/97/8 82A.

CORRECTIONS TO LIST OF SPECIAL FITTINGS IN MAGAZINE NUMBER 7.

The following should be added to the lists in magazine No. 7:-

FITTED WITH DUAL BRAKES 13/52 224/78/9 330 1100-11 1540 1691 1708 1737
3669 3719 4053 4181 5301/5 5640 7576/80/1 7600/7/29/33/5/6/45/6

7658-60/3-9 8011/5/36/85 8137/62/75 DELETE 6938

FITTED WITH EQ BRAKES 5026 5102 5348, 5408 5553/64 5842/7 6935/8/42
8090 8110

FITTED ETH 400-49 1101/4 1500-19 1960/1 6500-97 E5001-14 E6001-49
E6101-10 5592.9000-21

PUSH-PULL FITTED 1938 5391-3 5403/4/7-13/5 6700

FITTED SLOW SPEED CONTROL 57 400-49 1100 1782-99 1800-56/62-99
1900-20/61/77-99 8317-27

RADIO TELEPHONE FITTED 3029/39/44/58/65/86-8 3106/8/15/6/27/90/32/69-71/3
3301-3/27/8/45/62 3514/67 3681-3 3707/36/77 3802/52 3986/7/90/7 4162/72/82

GRESLEY'S A3 PACIFICS

The first 4-6-2 locomotive was built in 1886 in the U.S.A. and it was because of its American origin that it was described as a "Pacific". The first Pacific in Britain was built by G. J. Churchward of the G.W.R. in 1908. It was built more as a status symbol than as a practical proposition and was named "The Great Bear". Despite many modifications, she was never a success and was later rebuilt into a "Castle Class" 4-6-0.

Despite the failure of the Great Bear, Mr. H. N. Gresley of the G.N.R. was not discouraged and in 1922, just before the grouping he introduced the first of his Pacifics. This imposing loco appeared from Doncaster numbered 1470 "Great Northern". She had a very large boiler working at 180 lb pressure and had a wide Wootton type fire-box. She had Walschaerts valve gear and 6'8" diameter coupled wheels. With the eight-wheeled tender, she was seventy feet long and weighed almost 150 tons. 1470 was followed by 1471 Sir Frederic Banbury and 1472 Flying Scotsman. The latter did not go into service until the L.N.E.R. had come into existence and it was her presence at the British Empire Exhibition at Wembley along with the G.W.R. 4-6-0 "Pendennis Castle" that sparked off the 1925 exchange trials. These three were followed by more built by the North British Locomotive Company at Glasgow, as well as Doncaster Works.

In 1925 some small alterations were made in their valve gear and in 1927 a larger boiler was tried out. The first one to be altered was 4480 "Enterprise", then 2544 "Lemberg" but as an experiment, the latter had the bore of its cylinders reduced. Because of this, Lemberg was found to be much faster than the standard Pacifics and so was the prototype of the "Super Pacifics". All the class were later rebuilt into "Super Pacifics" or A3's as they were then classified.

In 1934, several high-speed tests were run using Pacifics. The first took place on November 30th from London (Kings Cross) to Leeds and back. The locomotive provided was 4472 "Flying Scotsman". She put up a very good performance and cut forty-one minutes off the usual fast schedules. On the return journey, 100 m.p.h. was reached for a time. Gresley then wanted to try out one of the "Super Pacifics" on a high speed run again, but over a longer distance, so one was arranged from London to Newcastle and back the following March. This time the loco was 2750 Papyrus. This was another very fast run and the maximum reached was 108mph. The average speed was 70.4 m.p.h. which is a very fine performance for a locomotive which was by no means new.

In 1935, Gresley introduced his famous "A4's". They were basically streamlined A3's with other detail alterations. As is common knowledge, they went on to even greater heights. Edward Thomson, Gresley's successor extensively rebuilt 4470 "Great Northern" into a prototype of what later became the A1's.

In the later 1950's, the A3's were fitted with double blast-pipes and chimneys and since the smoke tended to drift into the driver's view, they were subsequently fitted with German-type Smoke deflectors.

The class remained fairly complete into the 1960's when with the large scale dieselisation of the Eastern Region and East Coast Main Lines, they were down graded and ruthlessly withdrawn, insome cases when they only needed minor repairs. The last two in British Railways service were withdrawn at the beginning of 1966 from St. Margarets m.p.d. in Edinburgh, (since closed) and lay in store there for several months. 60041 "Salmon Trout" was taken to Cowlairs Works (Glasgow) where its boiler and other parts removed for spares for its more fortune sister 60102 "Flying Scotsman". This latter locomotive was purchased by Mr. Alan Pegler in 1961 from British Railways for private preservation. It has since been restored to its original livery as in L.N.E.R. days and with its original number of 4472. Due to the demise of steam and the shortage of coaling and water facilities 4472 was later fitted with an extra tender from an A4 class loco to allow it to carry well over twice its normal capacity of water. It has been used on many enthusiasts special up and down the country, being been on many unusual routes.

In early 1969, 4472 entered Doncaster Works, for a General overhaul, before its proposed tour to the U.S.A. In the first week in August it emerged from Doncaster looking rather splendid after being repainted, and also being fitted with a cow-catcher and bell at the front. In September 1969, it sailed from Southampton for the States, from where it was due to return at the end of last year. As todate there is no signs of this locomotive returning from the U.S.A. and B.R. have already stated that Mr. Peglers contract to run 4472 on their metals will not be renewed later this year when it expires. It is now thought by many railway enthusiasts that 4472 will never return to this country, it is therefore possible that you will never see one of these fine and beautiful locomotives ever again.

D. Felton

CREWE WORKS ONLY VISITS

Following the large success of running a double-deck bus from Bury and Manchester to Crewe on the visit at the begining of May, we have decided to make this a regular feature in future during summer months. E.g. on the next three tours. The cost of 40p inclusive of Crewe Works visit fee is a lot cheaper than most people from the Manchester area can make it either by train or car, and of course alleviates the long walk from the Station to the Works entrance. For those members from other parts of the country making their own way to Crewe they may be transported in the vehicle from either the Station or Duke of Bridgewater and/or return at a cost of 5p, cheaper then the local bus service! Bookings for these tours MUST be made in the normal manner. Departures from Bury at 09-30 and Manchester 10-00 returning for approx 18-00. Further details contact D. Felton.

TOURS PROGRAMME

Sunday 27th June, 1971. CREWE WORKS ONLY Tour Number 73C

Visit to Crewe Locomotive Works Only. Meet Victoria Ave., entrance at 12.25 or 14.25 or the Duke of Bridgewater Hotel from 12-00 onwards if over 18 years old. Book in advance stating which party you will be joining. Visit fee 15p. In connection with the above mentioned tour a bus will be provided as follows :-

Cost will be 40p Bury at 09-30 due back approx 18-00
inclusive of works Manchester at 10-00 due back approx 17-30
visit fee. Book in Altrincham at 10-30 due back approx 17-00

advance in usual manner.
Time will be allowed for members to visit Diesel depot and station if required.

Sunday 4th July, 1971. MIDLANDS (OVERNIGHT) Tour Number 74K

Motive Power Depots to be visited will include:- 1E Bletchley; 2A Tyseley; 2C Stourbridge; 2E Saltley; 2F Bescot; 16A Toton; 16F Burton; 14C Bedford; 31A Cambridge; 31B March; 34D Hitchin; 40A Lincoln; 85A Worcester and various stabling points in the Nottingham and Sheffield divisions subject to time. Coach will depart Saturday evening as follows:-

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

Sunday 18th July, 1971. HULL, IMMINGHAM & N. EAST Tour Number 75N

Motive Power Depots to be visited will include : 36C Frodingham; 40B Immingham; 50C Hull Botanic Gardens; 51A Darlington; 51L Thornaby; 55B York; 52A Gateshead (Subject to permit). Coach will depart Saturday evening as follows: Barn'wick at 18-30 due back for 22-00

Cost will be £2.50 Colne at 18-45 due back for 21-45
Minimum deposit 75p Burnley at 19-00 due back for 21-30
Bury at 19-30 due back for 21-00
Manchester at 20-00 due back for 20-45
Sheffield at 21-30 PICKING UP ONLY

Sunday 1st August, 1971. SOUTH WALES Tour Number 76W

Motive Power Depots to be visited will include: 82A Bristol Bath Rd., 86A Cardiff Canton; 86B Newport Ebbw Junction; 87A Landore and 87B Margam. Also Barry Island Scrap Yard and Valley Stabling points. Coach will depart Saturday evening as follows:

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

Sunday 8th August, 1971. CREWE WORKS ONLY Tour Number 77C

Visit to Crewe Locomotive Works Only. Meet Victoria Ave entrance at 12.25 or 14.25 or the Duke of Bridgewater from 12-00 onwards if over 18 years old. Visit fee 15p. Special Bus will also run from Bury and Manchester as tour 73C -27/6/71. Cost 40p inclusive.

TOURS PROGRAMME CONT.

Sunday 15th August, 1971.

LONDON

Tour Number 78L

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

	Barnoldswick	at 18-30	due back for 22-00
	Colne	at 18-45	due back for 21-45
Cost will be £2-50	Burnley	at 19-00	due back for 21-30
Minimum deposit 75p	Bury	at 19-30	due back for 21-00
	Manchester	at 20-00	due back for 20-45
	Sheffield	at 21-30	due back for 19-30

Saturday, Sunday and Monday, 29th, 30th and 31st August, 1971.

August Bank Holiday Weekend GRAND SCOTTISH TOUR

Tour Number 79S

Motive Power depots to be visited will include all those in Scotland as well as the majority of stabling points North of the Border, and will include two nights hotel accomodation. Coach will depart Friday evening 28th August, 1971, and return Monday evening as follows:

	Barn'wick	at 18-00	due back for 22-00
Total Cost will be :-	Colne	at 18-15	due back for 21-45
£8-00 inclusive	Burnley	at 18-30	due back for 21-30
Minimum deposit £2-00	Bury	at 19-00	due back for 21-00
	Manchester	at 19-30	due back for 20-45

All bookings must be received no later than 15th August, 1971.

Sunday 5th September, 1971

CREWE WORKS ONLY

Tour Number 80C

Visit to Crewe Locomotive Works Only. Meet Victoria Ave., entrance at either 12-20 or 14-25 or in the Duke of Bridgewater from 12-00 onwards if over 18 years old. Visit fee 15p payable in advance. In connection with the above tour a special bus will leave from Bury and Manchester as per tour number 73C 26/6/71. Cost 40p incl.

Sunday 13th September, 1971

NORTH MIDLANDS

Tour Number 81K

Motive Power Depots to be visited will include: 16A Toton; 16C Derby; 16F Burton; 16G Westhouses, also Derby Locomotive Works and stabling points in the Nottingham and Sheffield Divisions. Coach will depart Sunday morning as follows:-

Cost from Burnley etc	Barnoldswick	at 07-00	due back for 22-00
will be £1-50	Colne	at 07-15	due back for 21-45
Deposit 50p	Burnley	at 07-30	due back for 21-30
Cost from Bury, M/cr	Bury	at 08-00	due back for 21-00
etc will be £1-25	Bolton	at 08-15	PICKING UP ONLY
Deposit 50p	Manchester	at 08-45	due back for 20-45

Sunday 26th September, 1971

EAST ANGLIA

Tour Number 82P

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

	Barnoldswick	at 18-30	due back at 22-00
	Colne	at 18-45	due back for 21-45
Cost will be £2-50	Burnley	at 19-00	due back for 21-30
Minimum deposit 75p	Bury	at 19-30	due back for 21-00
	Manchester	at 20-00	due back for 20-45
	Sheffield	at 21-30	due back for 19-30

CARLISLE.

Noted in the Yard here on Monday 31st. May and Sunday 6th. June was London Midland Electric (Class 84) Locomotive number E3044. The loco was there following being on exhibition in the area, and was due to leave for Bury at 06.00 on the following day. Also noted in the yard on both the above dates were Class 25 No. 7551 (D¹⁰) Class 37 No. 6904 (66A), and several D10 based locos.

CLAYTON Type 1

Class 17 loco no. 8512, which was seen at Longsight until about September, 1970 and then mysteriously disappeared, has now returned to Longsight depot. The loco arrived back on Saturday 5th. June, and was shunted in the shed yard by Class 40 No. 308. If anyone has seen the locomotive in the interim period, could they please contact the magazine editor.

LONDON AREA

Recent transfers to the London area include 3700 and 3770 from Longsight, to 14A and 1A, Cricklewood & Willesden respectively. Several locomotives in this area have also interchanged between 1A and 14A.

The London Division have also recently received an allocation of Brush Type 4's (Class 47), and also some Sulzer Class 25's although some of the latter are exchanges with D02 Birmingham Division.

Recent reports of 3510 (6D-Hookagate) in the Willesden area, dating back to July, 1970 now seem to have been proved false. The locomotive that was in fact observed was probably 3518 (1A) which has on one side a rather worn number 8, which from any distance looks like a 0. We regret the inaccurate reports, which were caused by this defect in the number on the loco.

CREWE WORKS

A full list of locos on Crewe Works appears in the Workshops section, but of particular note was the appearance on the visit on 2nd. May was Prototype HS4000, 'Kestrel'. This was on works for fitting with 5' 4" gauge bogies. The loco left works on Monday 7th. June, being towed en route to Russia, where it has been sold by Hawker Siddeley. It was reported to be en route via Cardiff.

GLOSSOP FESTIVAL

Sunday 18th. April, was the date for Vintage Transport Day of the Glossop festival, which was held in conjunction with the Bahamas Locomotive Society at the Dinting Railway Centre. Sulzer Class 25 No. 5155 arrived at the sight early in the morning and was attached to Jubilee Class loco 5596 'Bahamas'. The pair then turned on the triangle at Dinting station, and left for Glossop station, where the steam locomotive was on display for the day (in Steam). Other attractions on the day included Vintage Cars, motor bikes, and Fire engines, and a free 'bus service from the Centre to Glossop station by Vintage buses.

Latest arrival at the centre is an 0-4-0 Crane tank, built by Robert Stevenson Hawthorn in 1942 (works No. 7069) from Doxfords at Sunderland. The loco arrived on Tuesday 20th. April, and was finally off-loaded after considerable delays on the following day. The loco has a current boiler certificate and should be steamed in 5-6 weeks. Similar locos 'Millfield' (RSH/7070/1942), 'Pallion' (HL/2517/1902) and 'Roker' (RSH/7006/1940) are also preserved, the first at Bressingham & the latter two at N.Y.M.R.P.S. at Grosmont. The loco at the Centre is named "Southwick".

BUXTON.

Visitors noted here continue to vary, appearing from many different depots. A sample list over a few weeks speaks for itself almost and such a list is given:-

11/3/71:- 1667 (87A) 13/3/71:- 1667 (87A). 14/3/71:- 1930 (82A).
18/3/71:- 368 (64B), 1807 (D16) 19/3/71:- 137 (D16). 20/1/71:- 1936 (86A).
25/3/71:- 5288 (D08), 6893 (51L) 27/3/71:- 1855 (D16). 27/3/71:- 1659 (81A).
28/3/71:- 180 (52A), 222 (D08)

June visitors include 189 (55A 2nd & 3rd June), 328 (D09) and 1651 (81A) which left double-heading a freight on 10th. June, 1971, and 1780 (30A) and 327 (D09) which left on the previous day for Margam & Gloucester respectively.

Class 4D No. 368, noted here on 18th. April, 1971 had worked to Buxton from Healey Mills yard, and had been noted 3 days earlier at Wigan (morning) and stabled at Garston, Liverpool in the afternoon. The loco left Buxton with a Tunstead to Port Clarence freight.

LOSTOCK HALL

The former Motive Power depot at Lostock Hall (10D) by the side of the now closed station, has recently been renamed Faringdom Diesel Maintenance depot, and has had a new B.R. board erected to that effect at the entrance. Despite its new title the depot is still as run down as ever. On Sunday 6th. June, 1971, the only two locomotives at the depot were 3369 and 3897.

DERAILMENT

On 24th. May, 1971, the last train of the day from Manchester Piccadilly to London St. Pancras was derailed in Tottley tunnel, and for the following two days, all Picadilly/St. Pancras trains had to run via Macclesfield. The locomotive involved was not reported.

BARROW-IN-FURNESS

All 350 hp shunters allocated to Barrow now work off Carnforth, leaving only 2116 and 2118 working from the depot at Barrow. These locomotives can be seen at Heysham Head, Morecambe Station, Lancaster Station, and Carnforth Station. On a recent Sunday the locos were:- Heysham 3202, 4140, Lancaster 3200, Morecambe 3286, and Carnforth 3210, 3283, 4152. Visitor to Carnforth recently (5/5/71) was 6838 (65A).

Recent sightings at Barrow itself include 1787 (40B) which worked 6M59 on 6/5/71 the Immingham to Whitehaven (Marchon Chemical Sdgs) oil train. This train used to run twice-weekly, but due to increasing use of natural gas now only runs once a week in general. Other locos noted on this turn include 1885 (40B) 8th. & 13th. April and 1896 (40B) 16th. and 21st. April.

ALTRINCHAM ELECTRICS

With the conversion of the M.S.J. & A. line from Oxford Road to Altrincham to 25kv, the Electrical multiple units were withdrawn from service on 2nd. May, 1971. All 47 cars of the class 505 were withdrawn, being 17 MBS, 16 TC and 16 DTS cars. These were all stored at Cornbrook sidings on closure, but by the beginning of June only 2 3-car sets remained.

SPECIAL APPEAL

On the night of 17/18th. April, 1971 the Great Central Nameplate 'Valor' was stolen from a war memorial at St. Barnabas Church Openshaw. Anyone hearing about the whereabouts of this plate please contact J.T. Hillier, 'Birgham' Townscliffe Lane, Marple Bridge, who was the last Gorton Works Manager.

SHEFFIELD AREA

On 27th. March, 1971 the 'Bournemouth Explorer' special was worked by Sulzer Class 47 No. 1575 (41A) immaculately turned out with silver buffers and white wheel rims. The train arrived one minute late at Bournemouth due to checks on the outskirts of Bournemouth, and after a good display of loco handling, involving speeds in the 90's, the train was 23 minutes early at Chesterfield on the return. Headcode was 1277. A repeat special was run on the following Saturday, (1270), again with 1575. Once again the return journey started well, being 15 minutes early at Basingstoke, where 1575 was 'failed' because the water tank, for steam heating, had not been refilled at Bournemouth. 'Peak' Class No. 39 was the substitute, and the train arrived back exactly on time.

On 9th. May, 1971, 1575 was again used on a special to Festiniog. The loco worked as far as Llandudno Jn. (via Stoke, Crewe and Chester), where passengers changed to a 10-car DMU to Blaenau Festiniog. Crossville Motor Services the provided buses, and the Festiniog Railway provided "Earl of Merioneth", 'Blanche' and 'Linda'. On the return the train was at Chesterfield 19 minutes early.

HIGHWAYMAN

Noted on this service on 15th. May, 1971 were 5606 (Southbound) and 248 (Northbound), noted at Retford.

TINSLEY YARD

Unusual passenger working occurred on the line through Tinsley Yard on 23rd. May, 1971, when 1546, in filthy condition, working 1686, a returning mystery tour from Sheffield, travelled from Sheffield to Rotherham via the Yard. The mystery tour went to Scarborough.

CHESTERFIELD

Noted on route for Cardiff on 1st. May, 1971 were 6914/7/8/23/7/9 6930/9

TINSLEY & SHEFFIELD AREAS

Noted in the area connected with freightliner trains have been 266 (27/4/71), 264 (29/4/71), 1111 (30/4/71), 363 (4/5/71), 1588 (6/5/71), 363 (11/5/71). Noted working on 12th, May, 1971 were 392 (8Z79), 396 (8J09) 258 (8J12), 6902 (4E72), 88 (4S84), 3580 (12A), 4139(8J), and 4141 (12A). Noted at the beginning of June were withdrawn locos 2861 and 2863, the former at Brightside, and the latter at a scrapyard near Rawmarsh.

IPSWICH

Noted on the depot here on 25th. April, 1971 were all the withdrawn B.T.H. Type 1's from Stratford, with the exception of four. Locomotives at Ipswich depot were 8200/1/4/7/9/10/1/6/2/2/4/5/6/8/9/30/1/2/4/9/42 Other B.T.H. Type ones are 8514/5/8 seen on the same date at Doncaster Works and 8220 which is at Healey Mills MPD. (noted here 16/5/71).

EREWASH VALLEY

Tinsley No. 5538 failed en route to Langley mill on 30th. April, whilst working a Toton-Sheffield freight, and was noted assisted at the rear to Condor Park. It was hauled by 8039 and 8115 in tandem with the failed 5538 forward to the Sheffield area.

DONCASTER

Unusually noted here on 6th. May were more English Electric Class 40's than usual. Locomotives concerned were 205/48/55/64/7/9, 301/58/9/60/6. Also noted here were (on Whit Tuesday) 61 (6543) whisky train and 7581 (65A) on 6088, oil train. It later returned Light Northbound.

DERAILMENT IN DORE & TOTLEY TUNNEL

Further to our notes in LM Rail News, the loco involved in the derailment in Dore & Totley Tunnel on 24th. May, 1971 was 'Peak' Class 45 No. 71 "The Staffordshire Regiment (Prince of Wales's Own)". seven of its nine coaches jumped the rail. The Tinsley breakdown crew were in attendance (1299) hauled by 1553 (41A). All local trains were diverted via the Woodhead route, and expresses via Macclesfield.

HS 4000

As noted in Rail News LM this loco has been sold to Russia. On 6th. June the loco was noted in Central Stabling Point, Crewe, and was hauled the following day to Cardiff. It travelled by boat from Barry Docks. After going on exhibition at the International Exhibition of Rolling Stock at Moscow from July 1st to 20th, she will enter service on Soviet Railways.

The modifications to the bogies to enable it to operate on the Russian gauge were made before leaving, and these were transported on two low wagons. Whilst in service at Tinsley the locomotive covered 125,000 miles in service on British Rail.

MISHAP

A further mishap occurred during June, when Tinsley based class 47 No. 1784 (the loco involved in the Worksop Oil train crash) was working the Sheffield-Glasgow freightliner. Its main generator blew up, resulting in severe damage to the locomotive.

MOTIVE POWER ALTERATIONS (FITMENTS) Concluded.

Last minute information about locos now fitted are included below:-

DUAL BRAKES :- 32/87, 212/3/53/63, 364, 1523, 1683/9, 1704/7/25/7/44, 3693, 3929, 4153, 5579/92, 5613/4/5, 6903/71/4, 7591, 8138/53/64/74
E3032/3/4/7/8/42/3/9/50/7/8/63/8/75/92
EQ BRAKES. :- 5029/46/50/6, 5217/50/61, 5366, 7524, 7620, 8078, 8109.

RADIO TELEPHONE FITTED :- 4191, 12056/87.

TRAINCOCK FITTED (for Working London Transport lines) :- 5215-7, 5587-5615/22-7/40-9/54/77.

SNOW-PLOUGH BRACKETS FITTED 5027/40/5/77, 5134-7/51-6/86-95, 7541/6/8-55
7610/20/54/5/63-74, 8070/1-7/81/3/7/8/91/6/8/9, 8101/11-5/8/21/2/5
3744/8/58, 3819/21

HEADLIGHTS FITTED :- 5114-21/3-32, 6882, 6931-4

REMOTE CONTROL FITTED :- 1979 (also has amber flashing light above each cab)

FLAMEPROOFED 2046/57/93

Fitted with Tablet Catchers 5671-6

MTV Braking fitted 5014/35/6/42/5/8/55/9/60/80/7/9/91

Fitted with DUAL A.W.S. 803-21, all Class 52 fitted with dual brakes, 1583-1615/21/6/36-1702/7-55, 1901-67, 5528/30/5/6/9, 6600-8, 6875-92, 6906/8-10/21/4/31-4/41/3/4/54-8/69/70/2/3/75-99

FITTED WITH AIR BRAKE ONLY :- 15230/1

NOT Fitted with dual or Vacuum brakes 3092-3101, all Class 11 and 12
Locos except 15230/1

Extra late rail news from Messrs. Pearson, Lewis, Sanford, Wosik, Jackson

SCOTTISH REGION PUSH-PULL WORKING

From the start of the new Scottish Region Timetable, on 3rd, May the Edinburgh to Glasgow service became worked by Push-Pull sets. These sets are made up of six or seven coaches, with a diesel locomotive AT EACH END. In view of the large amount of correspondence about this service, together with a visit to the area by three officials, we are combining all available information in a short review.

Prior to the introduction of this service, B.R. ran several test trains, starting in early April. On 9th. April, 1971 the test train consisted of 5404 at the Edinburgh end of the stock and 5411 at the Glasgow end, giving 2700 h.p. altogether. The running of the test train was 10.15 from Edinburgh (Headcode 1290), returning from Glasgow at 12.00 (Headcode 1294). The run was repeated later, when the set again left Edinburgh at 15.15 for Glasgow.

During the First Week of service about 95% of all such trains were reported on time. The Service is normally operated by two class 27 (Birmingham R.C. & W. Type 2's), one at each end, but for some reason some sets appear to be working with a class 37 (English Electric Type 3) at one end, giving the rather generous power available of 3,000 h.p. for only six or seven coaches.

On Sundays the service is worked by only two sets, leaving both Edinburgh and Glasgow every hour, on the half-hour. With a 42 minute journey time this gives 12 minutes turn-round time at the station. A sample timing of this service is given opposite, being the 08.30 from Edinburgh to Glasgow on Sunday 16th. May, 1971. worked by Class 27's No's 5393 and 5403.

Sets do not appear to have a fixed formation, as the following observed pair show:-

9/ 4/71 :- 5404/5411
5 /5/71 :- 5392/5404, 5393/5409, and 5403/6844
16/5/71 :- 5393/5403,
23/5/71 :- 5404/5410
30/5/71 :- 5410/5411, 5392/5404, 5391/5403,
31/5/71 :- 5410/5411, 5403/5407, 5393/6857.

It will be noticed that only one pair occurs twice, being 5410/5411, noted on two consecutive days. All the type 2's are allocated to 64B Haymarket, and the type 3's to 65A Eastfield. The reason for the workings by English Electric Type 3's is not known, shortage of locos was certainly not the reason at the end of May, as the only Push-Pull fitted Class 27 noted out of Service was 5412, which was on St. Rollox. Works on 31st. May. This working with a Type 2 & Type 3 gives only 300 hp less than a 'Deltic' for a formation of only six coaches.

The sets can be seen at Edinburgh Waverley station, Glasgow Queen Street (High Level) Station, places on route, and also at the carriage sidings, being Craigentenny at the Edinburgh end and Cowliairs at the Glasgow end.

In conclusion, we set out the log opposite of the Sunday working.

RAIL NEWS (SCOTTISH CTD)

PUSH-PULL (Concluded)- LOG of Journey 16/5/71

<u>miles</u>		<u>booked</u>	<u>actual</u>	<u>speed</u>
EDINBURGH WAVERLEY				
00.00	EDINBURGH WAVERLEY	dep 08.30	08.30.00	
01.45	HAYMARKET	arr	<u>08.33.15</u>	
		dep 08.34	08.33.55	
02.65	Balgreen Halt	pass	08.36.25	60 mph
03.40	Saughton Jn.	pass	08.37.20	
08.10	Cocar	pass	08.40.05	90 mph
08.60	Bathgate Jn.	pass	08.40.25	90 mph
11.90	Winchburgh	pass	08.44.05	
12.50	Myre Junction	pass	08.44.30	
14.70	Philipstoun	pass	08.46.00	77 mph
17.30	LINLITHGOW	arr	<u>08.49.06</u>	
		dep 08.49	08.49.42	
19.45	Manus	pass	08.51.30	50 mph
22.25	Polmont	pass	08.55.43	82 mph
25.45	FALKIRK HIGH	arr	<u>08.58.12</u>	
		dep 08.58	08.58.55	
29.25	Greenhill	pass	09.03.35	82 mph
31.50	Castlecary	pass	09.05.15	90 mph
34.10	Dullator	pass	09.07.20	82 mph
35.50	Croy	pass	09.08.05	82 mph
40.80	Lenzie	pass	09.11.50	84 mph
43.90	Bishopsbriggs	pass	09.14.00	82 mph
45.70	Cowlairs	pass	09.16.00	
47.20	GLASGOW QUEEN ST HL	arr 09.18	<u>09.19.45</u>	

Total Journey time (Gross) 49m 45s (booked 48m)

Journey time (net) 47m 6s

BARCLAY CLASS 06

Despite previous indications that 2421 had been sold for scrap from 65A Eastfield depot some 18 months or so ago, the loco is in fact still in service for B.R. It was noted on Eastfield depot on Easter Sunday under repair. This has been the first observation of the loco, in the last 18 months, which has reached the ears of the committee. If anyone knows where this loco normally works, please contact the magazine editor.

Sister engine 2414, transferred from 62B Dundee to Townhill on 3rd. January, 1971 has, as far as is known, not in fact made an appearance at the latter depot. In fact, the loco was still working Dundee Docks at Easter.

MILLERHILL

Brush type 4 (Class 47) No. 1718 (recently transferred from D02 to 87A) was noted here on 30th. May, 1971 derailed at the entrance to the depot yard. No attempts to re-rail the loco were evident at the time of observation. Also noted here on the same date were:- 238/9 (52A), 266 (64B), 1507 (34G), 1514 (55B), 1684 (D02), 5072, 5302-6 (64B), 5388 (65A), 7578/91, 6846 (64B), 6903 (66A), 8505/29/87, 8603 (64B), the latter recently ex-52A. Strangers on 16th. May, 1971 included 279/81 (55B), 1646 (82A), and 1796 (51L).

LEITH CENTRAL

Despite comments in the last edition of our magazine about the closure of Leith Central depot on 3rd. May, the depot is in fact still open and fully operational. Workings from this depot continue to be:-
Craigentiny Carriage sidings, Millerhill Yard, South Leith, Leith Walk NCL Hawick and Bilston Glen Colliery. Locos change round quite a bit, the loco at Hawick being 3889 on 16th May, and 3880 on the 31st. Bilston Glen Colliery was worked by 2426 on the latter date.

CLASS 17 (CLAYTONS)

This class is once again involved in a changeround, this time members off the class from Gateshead moving to Haymarket, and some Haymarket based one to Polmadie. The locos moved from Gateshead are 8588/94/7/8/9 and 8600/2/3. The remaining ones at Gateshead, being 8592/3 and 8601/4 are expected to follow. All four of these were noted in the Newcastle area on 30th. May, 1971. Transferred from Haymarket to Polmadie are 8607/8/10/2-6. Withdrawn members of the class still in evidence are :-
8606 Haymarket:- 8606*, Polmadie:- 8500=, 8510*, 8518+, 8530*, 8534+, 8535= St. Rollox:- 8533+, 8509/20/2/3/6/7+, 8514/9+, 8571=, 8590%.
These were withdrawn from *64B, =66A, +D10, and %52A.

GOUROCK

Locomotives working from Grennock (66A based shunters) are frequently seen stabled at Gourock. Noted here on 31st. May, 1971 were 2433 (noted earlier working Bogston Station), 3912 (also noted here on 16th. May) and 3919.

EASTFIELD

The old steam building here has now been completely demolished, and the new servicing and maintainance shed completed, lying on either side of the old steam shed. The steelwork for the heavy repair/examination and D.M.U. shed is almost all up now, on the site of the steam shed, and should soon be in operation. Noted on the depot on 23rd. May, 1971 were no fewer than 22 Birmingham Type 2's (Class 26 & 27) and 9 North British Class 29's. Eight days later however, only 10 Birmingham's were in evidence, including 5327 (64B), and 7 North British.

The North British Class 29's seem to be working off Grangemouth at the moment, four usually being stabled here at any one time. Noted out working on whit Monday were 6103/7/21/4/30.

BEATTOCK

The station here, and indeed the line, is now closed daily between 08.00 and 18.00 hrs. to enable electrification work to procede. All anglo-scottish trains are diverted via Dumfries. Works trains in the Beattock area are usually worked by the English Electric Type 1's usually stabled here as bankers.

ST ROLLOX WORKS

Noted on works on 31st. May, 1971 (see Workshops section for full list) were 2440 (62C) which is believed to have been sold to a South Yorkshire Colliery, and 3552, which has spent at least 2 months on the works.

BATHGATE

The locos stabled here continue to be Clayton Class 17's, usually three in number. On 30th. May, 1971 locos concerned were 8561/88 and 8602, the latter being ex-Gateshead member of the class.

NORWOOD JUNCTION

Noted here on May, 6th. was unusual combination of 1777 (30A) and E6012 (75D) double heading a freight. It was presumed that the Class 47 had failed. Other visitors here include:- April 16th 7097 (86A), May 11th. 1918 (86A) and 5512 (30A), May 15th. 5510 (30A), April 27th, April 29th and May 13th. 5656 (30A), and May 27th 831 (84A).

PARCEL UNITS

Several 2-HAL sets have now been converted and re-classified 2-PAN. These new sets are numbered 061 to 066

MICHELDEVER

Withdrawn Southern region E.M.U.s here on 10th. April were 2017/43/45/69/75, 7739, 2616, 3078, 2130, 2050, 4292, 2130, 2022, 2612/20/60/87, 2607, 2038/64/68, 2113, 2675/93, 3074/6/81, 4667, 4703, and a unit bearing both the numbers 3073 and 3121. Also noted here was unit 3031, believed withdrawn about 1964.

SUMMER TIMETABLE

With the beginning of the summer timetable only one 4-COR working seems to have survived on the Central Line section, this being the 08.03 Hove to London Bridge. The return working is not known. 4-CORs have been seen occasionally on the 18.06 London Bridge to Brighton and very unusually on Saturday 5th. June at East Croydon on the 11.12 Brighton-Victoria semi-fast.

Latest 4-CIG units reported as we closed for press were 7391 and 7392.

CROSS LONDON WORKINGS

Noted on Cross London Workings recently have been 6965-30A on 6Z58 at Clapham Junction, 1874 on 4Z94, 7094 On 8039, and 5214 (D01) all at Clapham Junction. Noted on Stewards Lane on 30th, May, 1971 was 7529 (D01).

Southern Region Type 3's and Electro-diesels continue to work into Willesden yard.

EASTLEIGH.

Noted on 1st. June here were the following locos (headcode in brackets):-

7080 -86A (7V07) Freight towards Salisbury
1659 -81A (1E64) Bournemouth-Leeds passenger
6535 -70D (63) Poole-York passenger
7071 -81A (1026) Birmingham-Poole passenger
112 -55A () Bristol-Eastleigh freight
1561 -40B (B4) From Southampton direction to Eastleigh
1965 -D05 On Depot
1928 -82A (8D92) Bristol-Fareham freight (runs as required)
7071 -81A (1MD7) returning with Poole-Birmingham Passenger
051 made several journeys through during the day-

This is the set ex-Watford line now E.M.U. No.051

For Rail News in this magazine, we are indebted to the following:-
Messrs A. Eden (London), C. Lamsdell (Isle of Wight), R. Beck (Barrow),
P. Hindle (Penicuik), Taylor (Exeter), Kirk (Rutherglen), McKenzie (Manchester
Sharpe (Barnham), Felton (Bury), Massey (Hyde), Douglas (Newcastle),
Page (Accrington), Rysh (Darwen), Frisby (Buxton), Capelle (Macclesfield),
Towey (Whitefield), The Little Midland Society, and others, to whom we
apologise, whose names are lost in the mountain of paperwork.

EXETER

Four North British Type 2's are in store at Exeter (since withdrawn). These are 6307/9/12/5, still in green livery, on the opposite side of the station to the stabling point, (alongside the SR line to Waterloo). Stored at NEWTON ABBOTT now withdrawn are Warship Class Nos. 838 and 859, minus nameplates, with cab doors padlocked.

Noted at Exeter on 16th. May, 1971 was Warship 826 'Jupiter', which had caught fire and most of the paint was burnt off. It moved by the 22nd, possibly for Swindon.

Class 22's still have regular workings around Exeter, one regular working being an evening freight from Torbay to Exeter Riverside. This is usually in tandem with a Warship, examples being 6337 & 823 (17/5/71) and 8334 and 823 (21/5/71). The only class 22's still in service now are 6308/19/22/6/8/30/3/4/6/7/8/9/43/8/56 all allocated to 84A. 6308 and 6338 were noted on 22nd. May, 1971 in excellent external condition. In fact no fewer than seven of the class still in service have been noted recently in the Exeter area.

UNUSUAL WORKING of the 20.15 stopping train to Barnstable from Exeter usually a 3-car DMU occurred on recently when 816 'Eclipse' worked it with 12 coaches. This was in fact on 1221 a return working excursion from Paignton to Barnstable. Presumably a DMU was not available.

WARSHIP The only members of the Warship Class still in maroon livery are 809/15/17.

SWINDON WORKS

Noted here on 23rd. May, 1971 (see Workshops for full list) was steam locomotive No. 4588, under major overhaul for the Dart Valley.

READING

Peak Class locomotives are now becoming a regular sight here. On 27th. March 39 was noted, and on April 2nd, an up cartic train was noted hauled by No. 13. On the same date an unusual sight was a class 37 & Class 35 in tandem. The locos concerned were 6606 and 7070.

WATERLOO to ST GERMAINS special was noted being hauled through Exeter on April 9th, by two Southern Region Class 33's. These were Class 33/1 No. 6548 and Class 33/2 6538, the latter being a Push-Pull fitted loco. The train consisted of the two locos and no fewer than 18 coaches.

SUNDAY 6th. June, 1971 saw the last day of steam on London Transport. At 13.50 LT Pannier Tank L94 set off from Moorgate on its last journey to Neasden Depot. The first station it passed through, Barbican, had been filled with enthusiast for an hour, every underground train arriving with even more. At about 13.55 the air was filled with the sound of a Pannier Tank climbing the gradient and hundred of cameras clicked & whirred. The train stopped for photos (carrying a headboard "THE LAST STEAM TRAIN ON THE UNDERGROUND!"). In Neasden Depot L90 was in steam shunting wagons up and down a short section of track, and visitors faced a twenty minute wait to get in despite special tickets being issued beforehand. In the yard was an exhibition of various type of rolling stock, electric and battery. The remaining pannier tank L95 was somewhere at the back of the depot. An estimated 50-60,000 people were at the depot.

The three London transport Pannier Tanks mentioned are all ex G.W.R. locos, one was noted a few days later on a low loader on the M1 heading North.

RAIL NEWS (WORKSHOPS)

ST. ROLLOX WORKS (31st. May, 1971)

Barclay Class 06 2440 (62C)
 B.R. Classes 08-10 3552 (66C), 3737 (62C), 3885 (64B), 3887 (65A)
 3907/17 (66A).
 Sulzer Cl 25 & 24 5065/71 (64B), 5102/5/10 (52A), 5112 (55A) 5116 (60A)
 Birmingham C.W. Cl26/7 5301/12/3/21/(64B), 5337/41 (60A), 5374/81/7/94/9
 (65A), 5412 (64B),
 North British Class 29 6113/33 (65A)
 English Electric Cl 20 8092 (65A), 8124 (66A)
 Clayton Class 17 8508 (66A), 8565 (64B), 8574 (66A),
 " " 17 stored 8509/20/2/3/6/7/33/71/90 8514/9 (all wdn)

SWINDON WORKS (23rd. May, 1971)

Warship Class 42/3 803 (84A), 818/20 (83A), 821 (84A), 847 (wdn)
 Western Class 52 1037/43/47/50 (84A)
 Class 03 2140* (wdn), 2378 (87Ast) both stored
 BR Classes 08-10 3099 (73F), 3196 (86B), 3226(75A), 3267 (82C)
 3423 (86A), 3469 (75C), 3761 (81F), 3807 (82A)
 3924 (70D), 3999 (81A), 4003 (81A), 4183 (86B)
 North British Class 22 6319 (84A), 6332/40/9(wdn).
 Hymek Class 35 7026 (81A), 7076 (86A).
 Departmental PWM 650 (stored on line opposite works).

EASTLEIGH WORKS (1st. June, 1971)

Noted here were 2988/93, 6512/29; (70D), 6549/61/83 (73C), E6033/8/49 (75D).
 and E5008 (73F).

DONCASTER WORKS (1st. June, 1971)

B.R. Class 03 2028 (wdn), 2198 (wdn).
 BR Classes 08-10 3238 (55B), 3277 (40A), 3317 (51L); 3337 (41A);
 3378 (55D); 3508 (40B); 3528 (31B); 3535 (36A);
 3661 (31A); 3676 (50C); 3693 (30A); 3704 (34D);
 3718 (30A);
 Brush Class 30 & 31 5515 (30A); 5554/7 (40B); 5567 (41A); 5592 (34G);
 5622/6 (34G); 5633 (31B); 5648 (34G); 5854 (31B);
 5858 (40B).
 English Electric Class 37 6725 (31B); 6787 (52A); 6805 (41A); 6825 (30A);
 6818 (52A); 6859 (66A);
 Class 15 8214/15/18 (wdn).
 Deltic Class 55 9000/1/3/4/7/8/10/11/14/16 (34G, 52A or 64B)
 Class 11 12097 (wdn)
 Electric Class AL3/AL4 E3032/3/4/7/8/42/3 (LMW mainly stored)

CREWE WORKS (30th. May, 1971)

English Electric Class 40 210/1/2/3/35/49/53/63/72/85/9/92 364/71
 English Electric Class 50 403/7/31/3
 Brush Sulzer Class 47 1512/7/20/23/6/42/51/62, 1612/41/53/78/89,
 1704/17/25/38/75/80/7/93, 1817/26/35/6/52,
 1910/24/43/ 50/2/63. 1101/3/4/5/8
 B.R Shunters Class 08 3068/95 3389
 Sulzer Class 24 5252
 English Electric Class 37 6885/9, 6971/4/85
 English Electric Class 20 8138/64/74
 Electric Locos (LMW) E3019/46/9/50/7/68/75/92/7 E3103/29/47
 Electric Locos (Southern) E6105
 Others 26002/5/39/52 HS4000 12055/93

COMPETITION PAGE

In this edition of our magazine all the questions in our competition are about named expresses. We want you to write on a plain piece of paper between which terminal stations the following trains used to run. All correct entries will be placed in a draw and the first two to be drawn out will be declared the winners and will receive vouchers to the value of £1 towards any future N.C.T.S. coach tours. In the event of no fully correct entries been received the prizes will be awarded to the entrants with the highest number of points.

Please remember that full station names must be given: E.g. The Royal Scot - London Euston to Glasgow Central.

- | | |
|-----------------------|--------------------------------|
| Q1. The Comet | 26. The Master Cutler |
| 2. Aberdonian | 27. The Lancastrian |
| 3. Devonian | 28. The Bon Accord |
| 4. Bristolian | 29. Capitals United |
| 5. Broadsman | 30. The Golden Arrow |
| 6. Caledonian | 31. The Granite City |
| 7. The Fenman | 32. The Elizabethan |
| 8. The Shamrock | 33. The Cornishman |
| 9. The Talisman | 34. The East Anglian |
| 10. The Manxman | 35. The Statesman |
| 11. Irish Mail | 36. The Atlantic Coast Express |
| 12. The Mayflower | 37. The Brittany Express |
| 13. The Norfolkman | 38. Cambrian Coast Express |
| 14. The Palatine | 39. Cathedrals Express |
| 15. The Pines Express | 40. Emerald Isle Express |
| 16. The Red Dragon | 41. South Wales Pullman |
| 17. The Red Rose | 42. The South Yorkshireman |
| 18. Saint Mungo | 43. The Torbay Express |
| 19. The Scandinavian | 44. Hook Continental |
| 20. The Fair Maid | 45. The Merchant Venturer |
| 21. The Royal Wessex | 46. Normandy Express |
| 22. The White Rose | 47. Northern Irishman |
| 23. Lakes Express | 48. The Pembroke Coast Express |
| 24. The Northumbrian | 49. The Royal Highlander |
| 25. The North Briton | 50. The Queen of Scots |

All entries should be sent to Mr. Allan Fawcett, 30, Lower West Ave., BARNOLDSWICK, Via Colne, Lancashire to arrive no later than 15th August, 1971. All winners will be notified accordingly and a full list of answers will be published in the next edition of this magazine.

Published by Northern Counties Transport Society, 60, Kings Road, Buxton, Derbyshire and Printed by Viva Transport Publications, 76, Heywood Street, Bury, Lancashire (Tel. 061-764-4230).

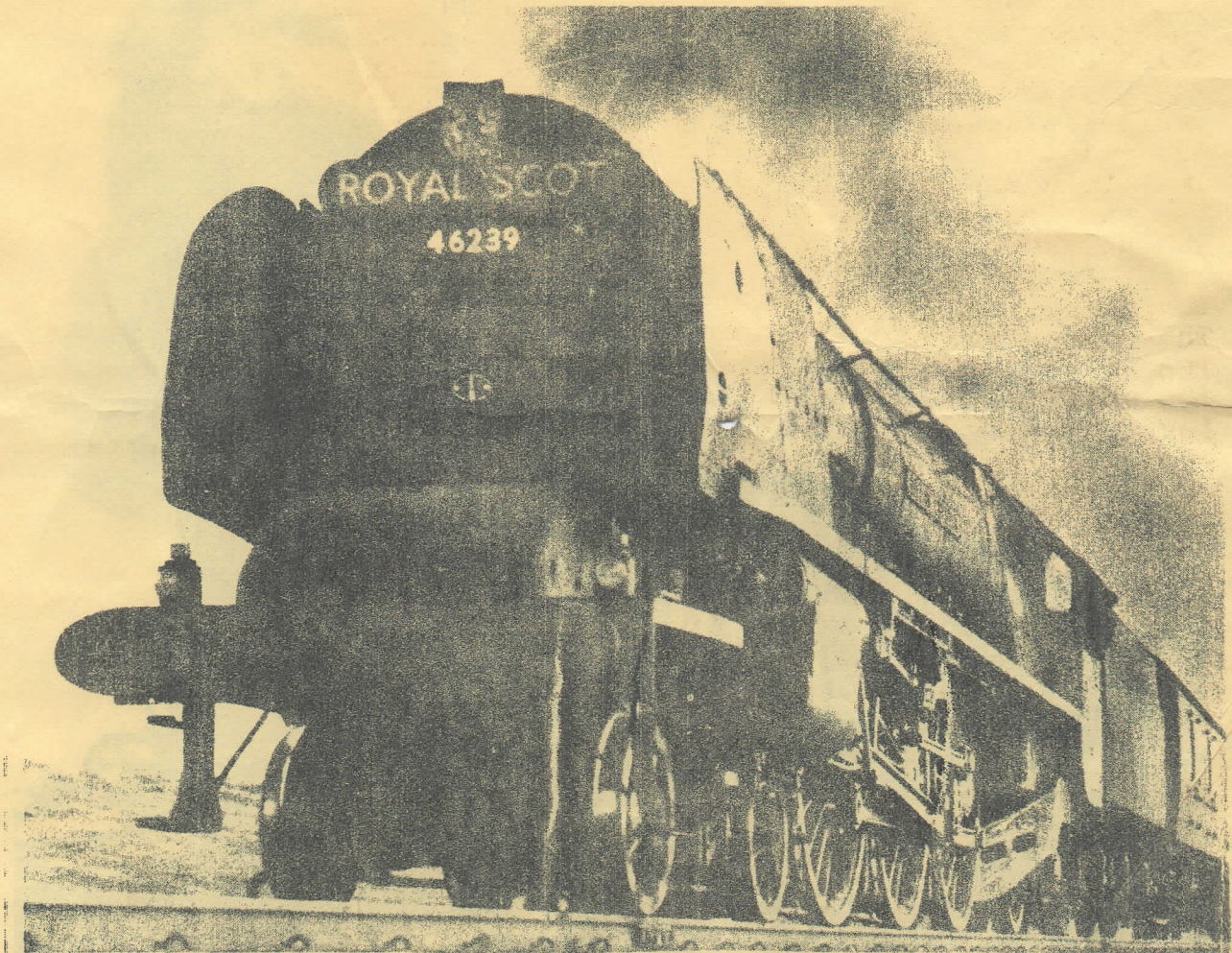
IAN ALLEN LOCO SHED BOOK

Once again Ian Allan have recently produced their locoshed allocation book. As usual this contains many mistakes from official British Railways lists and it is unfortunate that we have not sufficient space in this issue to list them all.

By the way for members still "scratching their heads" there are no electric locomotives stored at Burton as per the photograph, these locos are still at Bury, if anyone still wants to see them.

Within the next few weeks it is anticipated that the new Combined will be available.

Below: A Stanier "Coronation" Class loco 46239 City of Chester, climbs shap with the North bound "Royal Scot"



VIVA TRANSPORT PUBLICATIONS

In the course of the next 7/10 days a new edition of the Viva Transport Publications "Depot Allocation List" will be published, correct upto the end of May, 1971.

You will be able to obtain your copies from either one of our tours, at Grewe Works, or by post, direct from :- Mr. B. J. Towey, 25, Calder Crescent, WHITEFIELD, Manchester. The cost is as usual 10p per copy for single copies and for bulk order for 10 or more copies please contact Mr. Towey.

Below:- Ex L & Y "A" Class locomotive 0-6-0, No. 52319 climbs through the Calder Valley with an East Bound freight.

