

NORTHERN COUNTIES TRANSPORT SOCIETY



IMPORTANT NOTICE

Due to the present fuel crisis we shall not know until the Thursday preceeding each of our advertised tours, whether or not we will in fact be able to run them. It is therefore IMPERATIVE that all members who book for tours should check with their nearest official to make sure that the coaches are running.

We should point out that no letters will be sent informing members of a cancellation of any tour. You must telephone for yourselves. Almost every member has an official living locally and therefore there will be no need for any long distance calls.

We do apologise for the inconvenience that this may cause you but we have reasonable arrangements for you all.

THE RAILWAY ENTHUSIASTS CALENDAR

We have a limited number of the 1974 railway enthusiasts callendar available to members.

The price on coach tours or to members who wish to call at the home of Mr. H. Howells, is 30p. The cost by post is 35p as it is necessary to purchase special envelopes in order that they are not to be creased in the packaging.

If you would like one please apply early as we should not like you to be disappointed.

THE LATEST LIST OF RE-NUMBERED LOCOS WILL BE GIVEN AWAY FREE WITH EACH CALENDAR (over 200 Locos)

NORTHERN COUNTIES TRANSPORT SOCIETY

Magazine Number 17.

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| | | |
|-------------|-------------|---|
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| Yorkshire | W. Cordon | 87, Cottingham St., Darnall, SHEFFIELD. |
| Wales | S. Warr | 12, Heol Adare, Ynsawdre, Tondy, Nr. BRIDGEND GLAMORGAN. |

COACH PICKING UP POINTS

Sheffield:- Midland Station Forecourt
Manchester:- Victoria Railway Station (202/203 Bus Stop)
Swinton:- Swinton Church
Stockport:- Wellington Road, South (opposite Station approach)
Derby:- Siddals Road, Works Entrance
Hyde:- Market Place (A57)

NOTES FROM THE COMMITTEE

You will probably have noticed from the front cover that certain of the officials of the Society have changed their positions around. Dan Bramall has now taken over the job of Bookings Secretary, so will all members please ensure that all future bookings are sent to him and not to Roger Hendry as before. If you do forget and send your booking to Roger, you may lose your chance of a place on a tour during the space of time before it can be passed on to Dan.

At Easter next year we are proposing to run a completely different tour, which has never been attempted before. We intend to visit ALL depots in East Anglia, London and the Southern Region. As usual the tour will start on Good Friday and return on Easter Monday. As we are anticipating that this tour will fill up very quickly, any member wishing to go is advised to book early to avoid disappointment.

When members are proposing to send in rail news, will they please ensure that it reaches the Magazine Editor no later than the end of the first week in March, July or November as appropriate.

On recent tours there has been a tendency for far more people to suffer from travel sickness. Will anybody who is prone to this illness please take adequate precautions before leaving home, and if necessary, bring the medication with you. Remember that you will be travelling for 24 hours and one dose may not be sufficient for the whole journey. Also it has been noticed on tours that some members are persistently late in returning to the coach after stops. When being asked to be quicker at the next place some members shower abuse on the officials. Any members who continue in this manner are liable to be banned from future tours or may in extreme cases have their membership terminated.

If a member wishes to telephone an official for any reason, will he please do so before 2100 hrs (9pm.) and on no account after this time.

The latest edition of the N.C.T.S. Allocation Booklet is now available price 15p. This contains the New numbers for all BR. locomotives and is correct to the beginning of October. N.C.T.S. Badges are also on sale price 23p. These are now obtainable on all tours and also by post from Harry Howells (address page 2). Allocation Booklets price 20p post & packing, an extra 3p is also required for posting the badges.

The Committee would like to extend the Seasons Greetings to all the members and their families. We hope that you have had a good time on all the tours in which you have participated over the year and look forward to meeting you all again on any future tours. If you have enjoyed the year with us rest assured that 1974 will be even better especially as we have been able to overcome the difficulties we have experienced with coach firms and now seem to have come to a good arrangement with two coach firms one based in Sheffield and the other in Barnoldswick.

NOTICES

STAMPED ADDRESSED ENVELOPES - You MUST always enclose an S.A.E. with all correspondence to society officials when you require a reply. Failure to observe this rule will only result in having to increase the price of subscriptions - SO PLEASE DONT FORGET

POSTAL ORDERS/CHEQUES - These must be crossed A/C payee only and made payable to 'Northern Counties Transport Society' or 'N.C.T.S.' and MUST NOT be made payable to Society Officials or individuals. Although we mention this in every magazine, there are still some members who do not adhere to this rule. If you are not sure how to fill in a Postal Order correctly, leave it blank. If the bank returns any Postal Orders that have been filled in incorrectly then your booking will be cancelled.

MEMBERSHIP CARDS - These must be used as directed. You must send it with every booking for a tour, and MUST present it as a receipt on every tour that you attend - no membership card on a tour and you will not receive a token towards our voucher rebate scheme. Remember this also must be valid for the tour you are booking for, otherwise you will be rejected.

MEMBERSHIP NUMBER - The number which appears on your membership card MUST be quoted on all correspondence to officials etc.

BOOKINGS FOR TOURS - When you book for a tour, follow directions on the membership card, and send the necessary booking form. If you find at the last minute that you are unable to attend a tour, please let an official know, as it may be possible to find someone to fill your place. If your place is not filled, you will not have your money refunded unless medical evidence can be produced. Also please note that when you have paid a deposit towards a tour, the balance of the money outstanding MUST be paid in full at least seven days before the intended tour. Failure to do this can result in you losing your place, and will mean that you will not get a voucher. TELEPHONE BOOKINGS CANNOT BE ACCEPTED.

ATTENDING TOURS - If for some reason you find that you are going to be late getting to a picking up point on a coach tour-even if it is at the very last moment, please try to let an official know, and where possible we will try to hold the coach, otherwise the coach will leave PROMPT at the time stated.

VOUCHER REBATE SCHEME - If you have paid all your money for a tour 7 days preceeding the date of the tour, you will receive a voucher towards this scheme. When you have collected a total of 10 points you should send them along with your membership card to the treasurer G. BARLOW and you will receive a credit note worth £1.00 towards a future tour. For day tours you will get 1 point, overnight 2 points, 4 day tours ie Easter 4 points. Remember these vouchers are only valid for 12 months.

CONDITIONS OF VISITS - Will members please note that all visits to depots advertised are subject to permits being available. The conditions that BR. impose on visiting depots vary from time to time and usually these are altered at very short notice and it may not be possible to inform members before the actual tour, of alterations. Also please note that BR. are raising quite high levies for us to visit depots and if there are insufficient members on a coach to pay for permits a small extra levy may have to be raised.

THE EDITIONS OF THE MAGAZINE - The dates that the magazine go to press do vary but in general any items, including rail news, should reach the Editor by the end of the first week in March, July, or November in order to appear in the next edition.

Opinions expressed in articles in the magazine are those of the contributors and not necessarily of the Committee or Club in general.

BRESSINGHAM GARDENS & STEAM MUSEUM

The Bungay approach is very impressive as you pass 'Blooms Nurseries' and see the smoke coming from the trees. The entrance fee is 25p for adults and 10p for children. You look forward and would probably see people climbing into the cab of 6100 (46100) 'Royal Scot' to go down the short line into the trees and back.

Then you look across and see the roundabout which was built in the age of Queen Victoria by Norfolk craftsmen. Nearby there is the big shed, which contains mainly standard gauge loco's. Unfortunately this is not a good shed for taking photographs unless it is a bright summer day with the shed doors open. Inside are kept 4-6-2s nos 70013 Oliver Cromwell 6233 (46233) Duchess of Sutherland with the old shed plate 5A on and there is 2500 (42500) Fenchurch in the black livery. I should think that by now most steam enthusiasts know that Oliver Cromwell is famous for hauling the last BR passenger train on 11/8/68. When seen on 2/8/73 6233 looked to be undergoing a repaint so that she won't be out for rides for a time.

The Stanier built 'Fenchurch' (3 cylindertype) of locomotive was built to replace the 'Thundersley' type, incidentally 4-4-2 no 3367 "Thundersley" is at Bressingham Museum, Fenchurch being of 85 tons is the lighter by 70 tons of the Stephenson "Thundersley".

The narrow gauge locos also prove very interesting. You normally see the owner of Bressingham Gardens and Museum, Alan Bloom, driving the Hudswell Clarke loco "Bronwillyd" around the nursery railway, this is a 60cm gauged loco, an 0-6-0 built in 1930.

There is the garden railway which runs nearby the road. The smallest engine "Princess" runs on this track and this has a 9½ inch gauge, this is a 4-6-2 and was built roughly against the LMS 4-6-2 "Pacific". There are many other engines and road Steam Engines but it is best to see them for yourself.

Bressingham is open most Thursdays and Sundays in the Summer.

P. WAGSTAFFE

If you have an article already written, or think that you could write one, about anything to do with railways, Please send it along to the Editor for consideration for the next magazine,

N. C. T. S. Allocation Booklet, incorporating the re-numbering of locos is now on sale on all coach tours price 15p.

If you would like to have this Booklet sent to you by post - send a P.O. or cheque for 20p made payable to N.C.T.S. to Mr. H. Howells (address in the list of officials) and it will be sent by return of post.

MOTIVE POWER ALTERATIONS

The following alterations are correct to 3rd. November, 1973 (, ScR, SR, WR) and 11th. November, 1973 (ER, LMR).

36 TO; 37 TO; 38 TO; 76 HO; 137 TO; 202 HM; 206 HM; 207 HM; 210 LO;
 211 LO; 212 LO; 213 LO; 250 HM; 251 HM; 255 SP; 287 SP; 288 SP; 291 SP;
 295 LO; 297 KM; 298 KM; 299 KM; 300 KM; 301 KM; 303 KM; 304 KM; 325 LO;
 331 LO; 335 KM; 336 KM; 337 KM; 338 KM; 339 KM; 340 KM; 401 BR; 402 W/R
 1102 YK; 1103 YK; 1104 YK; 1105 YK; 1512 GD; 1513 GD; 1514 GD; 1515 GD; 1516 GD;
 1517 GD; 1521 GD; 1522 GD; 1523 GD; 1524 GD; 1526 GD; 1528 GD; 1531 BS; 1538 SF;
 1554 BS; 1560 CE; 1564 CE; 1568 CE; 1569 CE; 1577 HO; 1578 HO; 1580 HO; 1581 HO;
 1582 BS; 1584 BS; 1589 LE; 1594 ES; 1621 CE; 1622 TI; 1623 TI; 1625 TI; 1626 TI;
 1628 TI; 1629 TI; 1630 CE; 1631 TI; 1534 CE; 1635 TI; 1641 LE; 1645 CF; 1647 OC;
 1653 OC; 1657 OC; 1658 BS; 1672 OC; 1673 OC; 1676 OC; 1678 BS; 1681 BS; 1690 TI;
 1695 IM; 1697 TI; 1712 CF; 1715 CF; 1716 BS; 1717 SF; 1718 TI; 1723 TI; 1739 CF;
 1740 CF; 1741 BR; 1752 CF; 1761 IM; 1762 IM; 1763 IM; 1764 IM; 1778 TI; 1779 IM;
 1781 W/R 1786 TI; 1811 TO; 1812 TO; 1813 TO; 1824 TO; 1825 TO; 1826 TO; 1827 TO;
 1828 TO; 1829 TO; 1835 CD; 1836 CD; 1856 CE; 1878 TE; 1880 TE; 1881 TE; 1882 TE;
 1885 TI; 1887 TI; 1896 W/R 1897 W/R 1899 TI; 1933 TI; 1951 LE; 1956 BS; 1957 BS;
 1962 BS; 1963 GD; 1964 CE; 1965 GD; 1999 TI; 2013 YK; 2371 YK; 3010 GL; 3020 st-
 3025 TO; 3036 MR; 3041 EH; 3067 WN; 3070 HM; 3091 TI; 3109 NH; 3197 NH; 3202 KM;
 3695 WN; 3738 GM; 3761 CF; 3869 CD; 3816 BR; 3909 TO; 3927 KM; 3930 DE; 3932 ED;
 3936 BY; 4018 EJ; 4098 AN; 4158 LA; 4159 EH; 4176 OX; 5027 LO; 5029 CE; 5113 ED;
 5166 HO; 5168 HO; 5187 TO; 5196 TO; 5201 LO; 5233 TI; 5234 TI; 5235 TI; 5236 ED;
 5238 LO; 5239 TI; 5240 TI; 5241 TI; 5242 TI; 5281 TO; 5282 TO; 5283 TO; 5284 TO;
 5285 TO; 5286 SP; 5287 TO; 5293 BS; 5295 BS; 5297 BS; 5412 HA; 5520 MR; 5522 CD;
 5538 TI; 5540 MR; 5543 FP; 5544 FP; 5550 TI; 5551 MR; 5554 BR; 5555 TE; 5556 TE;
 5558 TI; 5581 YK; 5584 YK; 5587 MR; 5588 MR; 5591 MR; 5600 MR; 5617 BR; 5619 FP;
 5653 YK; 5655 BR; 5662 YK; 5668 BR; 5678 YK; 5808 TI; 5820 GD; 5822 TI; 5834 TI;
 5846 MR; 5856 HO; 5858 IM; 5859 FP; 5862 IM; 6549 HG; 6550 HG; 6551 HG; 6708 TE;
 6709 TE; 6715 MR; 6716 MR; 6718 IM; 6720 IM; 6730 GD; 6731 GD; 6734 SF; 6737 IM;
 6743 SF; 6744 SF; 6773 MR; 6774 MR; 6778 MR; 6781 IM; 6786 IM; 6789 IM; 6790 SF;
 6791 IM; 6796 IM; 6797 IM; 6798 IM; 6799 MR; 6803 IM; 6805 IM; 6815 TI; 6816 TI;
 6811 SF; 6820 SY; 6821 TE; 6822 TE; 6825 SF; 6861 TE; 6862 MR; 6863 TE; 6864 IM;
 6867 TE; 6868 TE; 6900 TE; 6912 TE; 6915 SF; 6919 TE; 6950 MR; 6953 SF; 6959 SF;
 7506 CF; 7507 CF; 7508 CF; 7517 CF; 7534 WN; 7535 WN; 7539 BS; 7542 SP; 7543 SP;
 7544 SP; 7545 SP; 7563 TI; 7567 LO; 7571 CD; 7572 CD; 7576 HA; 7579 HA; 7582 SP;
 7583 SP; 7584 SP; 7586 CD; 7592 WN; 7590 SP; 7597 SP; 7598 SP; 7599 SP; 7601 BS;
 7606 TO; 7607 TO; 7614 BS; 7620 BS; 7624 BR; 7625 BR; 7626 BS; 7634 TI; 7658 WN;
 7659 WN; 7653 LO; 8000 TO; 8003 TI; 8004 TO; 8011 ED; 8015 ED; 8036 ED; 8039 HA;
 8041 TO; 8050 TI; 8082 TO; 8084 TO; 8085 HA; 8086 HA; 8090 TO; 8097 TO; 8111 ScR
 8113 TO; 8114 ScR; 8115 ScR 8119 TI 8122 ScR
 08.838 AN; 25.254 SP; 45.002 HO; 45.101 TO; 45.107 TO; 45.109 TO; 47.185 W/R

New Locomotives:- 41.001; 41.002; 87.002; 87.003; 87.004; 87.005; 87.006;
 87.007; 87.008.

Withdrawn:- 1004; 1017; 1038; 1039; 1042; 2852; 3024; 3028; 3047; 7000
 Reinstated:- 7093 to OC;

W/R indicates locomotives transferred to Western Region, but not yet received there
 ScR indicates locomotives transferred to Scottish Region but not yet received there

During the above period Stratford was recoded from SX to SF, and March from MC to MR

Several locomotives moved more than once in this period, and the last move is given
 (Some even changed regions several times (e.g. 5235 LMR to ScR to ER)

RENUMBERING:- Because of the extent of renumbering a full list is given opposite.

MOTIVE POWER ALTERATIONS (RE-NUMBERING)

The Following is a list of all locomotives which have been renumbered (as notified by BR) up to and including 10th. November, 1973 (LMR/ER) or 3rd. November, 1973 (ScR/SR/WR).

| | | | | |
|----------------|----------------|----------------|----------------|----------------|
| 6 (44.006); | 13 (45.001); | 29 (45.002); | 43 (45.107); | 47 (45.116); |
| 51 (45.102); | 59 (45.104); | 61 (45.112); | 65 (45.111); | 73 (45.110); |
| 77 (45.004); | 79 (45.005); | 80 (45.113); | 81 (45.115); | 85 (45.109); |
| 86 (45.105); | 89 (45.006); | 94 (45.114); | 96 (45.101); | 106 (45.106); |
| 116 (45.103); | 120 (45.108); | 133 (45.003); | 145 (45.008); | 166 (46.029); |
| 182 (46.045); | 251 (40.051); | 264 (40.064); | 266 (40.066); | 307 (40.107); |
| 317 (40.117); | 359 (40.159); | 366 (40.166); | 375 (40.175); | 388 (40.188); |
| 391 (40.191); | 392 (40.192); | 416 (50.016); | 436 (50.036); | 1524 (47.004); |
| 1554 (47.438); | 1561 (47.445); | 1564 (47.447); | 1568 (47.451); | 1611 (47.032); |
| 1612 (47.479); | 1625 (47.044); | 1643 (47.059); | 1703 (47.115); | 1706 (47.118); |
| 1761 (47.166); | 1763 (47.168); | 1771 (47.176); | 1776 (47.181); | 1780 (47.185); |
| 1783 (47.302); | 1818 (47.337); | 1826 (47.345); | 1830 (47.349); | 1831 (47.350); |
| 1905 (47.229); | 1907 (47.231); | 1911 (47.234); | 1922 (47.245); | 1968 (47.516); |
| 1979 (47.277); | 1991 (47.289); | 1992 (47.290); | 2069 (03.069); | 2076 (03.076); |
| 3201 (08.133); | 3211 (08.143); | 3300 (08.230); | 3303 (08.233); | 3581 (08.466); |
| 3712 (08.548); | 3784 (08.617); | 3921 (08.753); | 3927 (08.759); | 3934 (08.766); |
| 4006 (08.838); | 4029 (08.861); | 4096 (08.882); | 5041 (24.041); | 5046 (24.046); |
| 5053 (24.053); | 5065 (24.065); | 5082 (24.082); | 5095 (24.095); | 5100 (24.100); |
| 5110 (24.110); | 5161 (25.011); | 5177 (25.027); | 5181 (25.031); | 5274 (25.124); |
| 5283 (25.133); | 5296 (25.146); | 5299 (25.149); | 5333 (26.033); | 5336 (26.036); |
| 5340 (26.040); | 5380 (27.102); | 5389 (27.037); | 5391 (27.119); | 5557 (31.139); |
| 5623 (31.199); | 5632 (31.208); | 5842 (31.415); | 5843 (31.309); | 5852 (31.318); |
| | 5858 (31.323); | 5861 (31.326); | 6733 (37.033); | 6776 (37.076); |
| 6784 (37.084); | 7519 (25.169); | 7594 (25.244); | 7632 (25.282); | 7634 (25.284); |
| 7638 (25.288); | 8009 (20.009); | 8032 (20.032); | 8050 (20.128); | 8060 (20.060); |
| 8080 (20.080); | 8135 (20.135); | 8161 (20.161); | 8185 (20.185); | 8198 (20.198); |
| 8324 (20.224); | 9020 (55.020); | | | |
| E3001 (81.001) | E3004 (81.003) | E3014 (81.012) | E3015 (81.013) | E3016 (81.014) |
| E3017 (81.015) | E3022 (81.019) | E3024 (83.001) | E3025 (83.002) | E3026 (83.003) |
| E3027 (83.004) | E3028 (83.005) | E3029 (83.006) | E3030 (83.007) | E3031 (83.008) |
| E3032 (83.009) | E3033 (83.010) | E3034 (83.011) | E3035 (83.012) | E3036 (84.001) |
| E3037 (84.002) | E3038 (84.003) | E3039 (84.004) | E3040 (84.005) | E3041 (84.006) |
| E3042 (84.007) | E3043 (84.008) | E3044 (84.009) | E3045 (84.010) | E3058 (85.003) |
| E3062 (85.007) | E3065 (85.010) | E3068 (85.013) | E3073 (85.018) | E3076 (85.021) |
| E3088 (85.033) | E3089 (85.034) | E3090 (85.035) | E3094 (85.039) | E3097 (81.022) |
| E3098 (83.013) | E3099 (83.014) | E3100 (83.015) | | |

Class 86:- 86.001 to 86.021 are respectively E3199/70/15/03/85/12/76/80/02
E3104/71/22/28/45/23/09/46/63/20/14/57

86.041 was E3118

86.201 to 86.224 were respectively E3191/50/43/73/29/84/79/41/25
E3190/47/51/93/06/65/66/77/75/96/56/32/31/58/34

Class 76:- 76.003/8/10/11/2/3/5/6/20/1/2/3/4/5/30/2/4/7/8/43/4/8/9/50/7
(old numbers 26003/8/10/1/2/3/4 etc.)

Full Details of all renumbering is given in the latest NCTS Allocation book
Cost 15p plus postage from H. Howells, 44, Stanweal Rd., SWINTON, Manchester.

Total Number of renumbered locos:- 255 (as at above dates)
Total Locomotives in service:- 3972 (+1 stored + 28 under construction)
= 4001

PREVIEW OF BR TOURS FROM SHEFFIELD AREA

| | |
|---------|---|
| 16-2-74 | EDINBURGH |
| 23-2-74 | SOUTHAMPTON & BOURNEMOUTH |
| 2-3-74 | TEIGNMOUTH, TOTNES & PLYMOUTH |
| 9-3-74 | TORQUAY & PAIGNTON |
| 16-3-74 | HAYWARDS HEATH (Bluebell Line) BRIGHTON |
| 23-3-74 | PORTMADOC (Festiniog Railway) |
| 30-3-74 | CARDIFF & DENBY |
| 6-4-74 | CENTRAL WALES (Circular Tour) |
| 13-4-74 | MARGATE & RAMSGATE |
| 15-4-74 | EDINBURGH |
| 16-4-74 | CARLISLE & LARGS |
| 20-4-74 | PERTH & PITLOCHRY (East & West Coast) |
| 27-4-74 | GROSMONT (North Yorks Moors Railway) |
| 4-5-74 | PERTH & PITLOCHRY |
| 11-5-74 | HASTINGS |
| 18-5-74 | WINDSOR |

There is also the possibility of a tour to Mallaig in the Spring.

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ENLARGEMENTS UP TO 20x16 - QUOTATIONS

Contact :- Mr. Lewis, The Book Swap, Bolton Road, Pendlebury, Swinton,
Manchester, LANCS.

Members who are visiting Wales at any time and require, Bed & Breakfast may like to know that two of our members parents own Guest Houses in

RHYL and would be happy to accomodate anyone from the N.C.T.S.

The addresses are are:-

Mrs. Meakin "Barham", 8, North Avenue, RHYL, Flintshire.

Mrs. Roberts "Greylands" 49, Butterton Road, RHYL, Flintshire.

TOURS PROGRAMME

ALL VISITS TO DEPOTS ADVERTISED ARE SUBJECT TO PERMITS BEING AVAILABLE

Sat/Sun 12th/13th January 1974

Tour 74.1

SOUTH WALES

Depots to be visited will include:- HEREFORD, ABERBEEB, ABERDARE, PANTYFFYNOON, LLANELLI, LANDORE, SWANSEA EAST DOCK, MARGAM, LLANTRISSANT, RADYR, BARRY, CANTON CARDIFF DOCKS, NEWPORT EBBW JUNC., NEWPORT PILL, SEVERN TUNNEL JUNC, BRISTOL BATH ROAD, and others as time permits.

Coach will depart Saturday evening:- SHEFFIELD 18.30 returns 20.50 Sun.
MANCHESTER 20.00 returns 19.20 Sun.

Cost will be £3.50p

Minimum deposit £1.00

Sat/Sun 26th/27th January 1974

Tour 74.2

LONDON

Depots to be visited will include:- COALVILLE, LEICESTER, WELLINGBOROUGH, BLETCHLEY, HITCHIN, CRICKLEWOOD, MARYLEBONE, EUSTON, KINGS CROSS, FINSBURY PARK, STRATFORD, RIPPLE LANE, HITHER GREEN, NORWOOD, STEWARTS LN., BLD OAK COMMON, WILLESDEN, and others as time permits.

Coach will depart Saturday evening:- BARNOLDSWICK 18.20 returns 22.00 Sun
BURNLEY 18.50 returns 21.30 Sun
BURY 19.20 returns 21.00 Sun
MANCHESTER 20.00 returns 20.30 Sun
SHEFFIELD 21.30 returns 19.00 Sun

Cost will be £3.50p

Minimum deposit £1.00

Sunday 10th February 1974.

Tour 74.3

NORTH MIDLANDS

Depots to be visited will include:- WESTHOUSES, DERBY WORKS, TOTON, NOTTINGHAM, BURTON, COALVILLE, SHIREBROOK, STAVELEY, ROTHERWOOD, ORGRAVE, TINSLEY, and others as time permits.

Coach departs SUNDAY MORNING.

Cost will be £1.75p

Minimum deposit 0.75p

BARNOLDSWICK 06.15 returns 22.00
BURNLEY 06.40 returns 21.30
BURY 07.15 returns 21.00
SWINTON 07.25 returns 20.45
MANCHESTER 08.00 returns 20.30
SHEFFIELD 09.20 returns 19.00

Please take special note of the following referring to DERBY WORKS ONLY

Sunday 10th February 1974

Members wishing to visit Derby works only:-

Meet outside the entrance at 11.00 hrs. Book in advance price 15p

(cont) TOURS PROGRAMME (cont)

ALL VISITS TO DEPTS ADVERTISED ARE SUBJECT TO PERMITS BEING AVAILABLE

Sat/Sun 23rd/24th February 1974

Tour No 74.4

NORTH WALES, BIRMINGHAM & CREWE

Depots to be visited will include:- WARRINGTON, NORTHWICH, LLANDUDNO JUNC., HOLYHEAD, SHREWSBURY, SALTLEY, BESCOT, COCKSHUTE, CREWE WORKS, CHESTER, BIRKENHEAD, GARSTON DOCK.

(Note:- A list for the dates of when Crewe Works permits will be available is unavailable at the time of going to press - however we will include this if at all possible.) and others as time permits.

Coach will depart Saturday evening:- SHEFFIELD 18.30 returns 20.50
MANCHESTER 20.00 returns 19.20

Cost will be £3.50

Minimum deposit £1.00

Sunday 24th February 1974

Tour No 74.5

CREWE WORKS ONLY

Members to meet outside the works entrance at 14.20 hrs.

Prior bookings should be made price 15p.

Sat/Sun 9th/10th March 1974

Tour No 74.6

GLASGOW & EDINBURGH

Depots to be visited will include:- DUMFRIES, AYR, ARDROSSAN, HAMILTON, MOTHERWELL, POLMADIE, EASTFIELD, GLASGOW WORKS, GRANGE-MOUTH, HAYMARKET, MILLERHILL, CARSTAIRS, and others as time permits.

Coach will depart Saturday evening:- SHEFFIELD 18.30 returns 20.50
MANCHESTER 20.00 returns 19.20

Cost will be £3.50

Minimum deposit £1.00

Sunday 24th March 1974

Tour No 74.7

SOUTH YORKS DAY TRIP

Depots to be visited will include:- TINSLEY, WATH, DONCASTER WORKS, DONCASTER SHED, HULL BOTANIC GARDENS, GOOLE, ALEXANDRA DOCK, YORK, LEEDS, HOLBECK, And others as time permits.

Coach will depart Sunday morning:- BARNOLDSWICK 06.30 returns 22.00
BURNLEY 06.55 returns 21.30
BURY 07.25 returns 21.00
SWINTON

Cost will be £1.75

Minimum deposit 0.75p

MANCHESTER 08.00 returns 20.30

SHEFFIELD 09.30 returns 19.00

(cont) TOURS PROGRAMME (cont)

ALL VISITS TO DEPOTS ADVERTISED ARE SUBJECT TO PERMITS BEING AVAILABLE

Sunday 24th March 1974

Tour No 74.8

DONCASTER WORKS ONLY

Members wishing to visit Doncaster Works only (which is incorporated in the preceeding tour) to meet outside the works entrance at 11.00 hrs. Prior bookings should be made price 15p.

Easter weekedn, comencing Friday evening and returning Monday evening.

GRAND EASTER

Tour No 74.9

Depots to be visited will include:- WORKSOP, LINCOLN, PETERBOROUGH, MARCH, KINGS LYNN, NORTHWICH, IPSWICH, COLCHESTER, GILLINGHAM, FAVERSHAM, DOVER, ASHFORD, CHART LEACON, TONBRIDGE, HITHER GREEN, NORWOOD, STEWARTS LANE, STRATFORD, FINSBURY PARK, OLD OAK COMMON, FRATTON, SOUTHAMPTON DOCKS, EASTLEIGH, BOURNEMOUTH, WEYMOUTH, WESTBURY, BRISTOL BATH ROAD, GLOUCESTER, and many others as time permits.

This tour includes two nights Hotel accomodation, with breakfast.

Coach will depart Friday afternoon:-
BARNOLDSWICK 14.00 returns 21.30 Mon.
MANCHESTER 15.30 returns 20.00 Mon.
SHEFFIELD 18.00 returns 18.30 Mon.

Cost will be £11.00

Minimum deposit £4.00

Sat/Sun 27th/28th April 1974

Tour No. 74.10

CARLISLE & NEWCASTLE

Depots to be visited will include:- BARROW, WORKINGTON, CARLISLE YARD, and SHED, BLYTH, TYNE YARD, SUNDERLAND, THORNABY, DARLINGTON, WEST HARTLEPOOL, GATESHEAD, YORK, and others as time permits.

Coach departs Saturday evening :-
SHEFFIELD 18.30 returns 20.50
MANCHESTER 20.00 returns 19.20

Cost will be £3.50

Minimum deposit £1.00

Sat/Sun 11th/12th May 1974

Tour No. 74.11

PLYMOUTH & BRISTOL

Depots to be visited will include:- WESTBURY, EXETER, PLYMOUTH, NEWTON-ABBOT, BRISTOL BATH ROAD, TAUNTON, SEVEN TUNNEL JUNC., NEWPORT, EBBW, PILL and other as time permits.

Coach departs Saturday evening:-
BARNOLDSWICK 17.30 returns 20.50
MANCHESTER. 19.00 returns 19.20

PLEASE NOTE THE STARTING TIME FOR THIS TOUR ONLY

Cost will be £4.00. --- Minimum deposit £1.00

LOCOMOTIVES SEEN ON PREVIOUS TOURS

In this section we give details of the number of locos seen on previous tours which are comparable with those in the Tours Programme in this magazine.

SOUTH WALES (12-8-73)

Hereford - 5, Aberbeeg - 6, Aberdare - 6, Pantyffynnon - 5, Llanelli - 8, Landore - 30, Swansea East Dock - 13, Margam - 28, Radyr - 14, Barry - 5, Cardiff Canton - 47, Newport Ebbw Junc. - 30, Severn Tunnel Junc. - 16, Bristol Bath Road - 44, Saltley - 31, Bescot - 47, TOTAL 335 Locos

LONDON (30-9-73)

Coalville - 14, Leicester - 14, Wellingborough - 11, Hitchin - 3, Cricklewood - 20, Willesden - 21, Old Oak Common - 67, Liverpool St - 1, Euston Stn. - 13, Kings Cross - 16, York Way - 4, Cambridge Rd - 3, Finsbury Park - 21, Stratford - 64, Ripple Lane - 23, Hither Green - 16, Norwood Junc. - 13, Clapham Junc. - 1, Stewarts Lane - 14, Toton - 81

TOTAL 420 Locos

DERBY (2-6-73)

Derby - 26, Works - 67, Toton - 88, Nottingham - 42, Saltley - 33, Bescot - 38,

TOTAL 294 Locos

GLASGOW & EDINBURGH (17-6-73)

Ayr - 15, Ardrossan - 4, Hamilton - 4, Motherwell - 23, Polmadie - 45, Eastfield - 59, At. Rollox Works - 57, Grangemouth - 12, Townhill - 11, Thornton - 12, Haymarket - 39, South Leith - 2, Millerhill - 15, Carstairs - 3, Tebay - 2.

TOTAL 301 Locos

SOUTH YORKSHIRE (11-11-73)

Doncaster Works - 59, Doncaster - 40, Frodingham - 23, Immingham - 38, Knottingley - 3, Healey Mills - 47, Wath - 38, Tinsley - 64,

TOTAL 312 Locos

PLYMOUTH (28-10-73)

Exeter - 15, Meldon Quarry - 1, Penzance - 8, St. Austell - 1, St. Blazey - 7, Laira - 44, Newton Abbott - 10, Taunton - 4, Bristol Bath Road - 48, Marsh Junc. - 12.

TOTAL 150 Locos

CARLISLE & NEWCASTLE (25-11-73)

Barrow - 7, Workington - 15, Carlisle - 66, Blyth - 8, Heaton 3, Newcastle Central Stn. - 6, Gateshead - 50, Tyne Yard - 16, Sunderland - 9, W. Hattlepool - 8, Thornaby - 48, Darlington - 10, York - 35, Leeds Holbeck - 36, Bradford Hammerton St - 5,

TOTAL 322 Locos

For the rail news and other articles in this edition of the magazine, we are indebted to the following people:-

Messrs. Allan, Barlow, Betts, Butterworth, Davies, Dever, Garner, Hodgkiss, Kennan, Lamsdell, Lewis, Normanton, Phillips, Robinson, Searle, Smith, Wagstaffe, Wall, Webster, and many others too numerous to mention

A new area representative has been acquired. He is for the N. Wales area. Mr. G. Meakin "Barham" 8, North Avenue, Rhyl, Flintshire.

THE GREAT AMERICAN LOCOMOTIVES

As you have possibly noticed, the Americans always seem to go one bigger than the British. In respect of their locomotives I mean.

Just compare these sizes, 13ft 6 ins above the rail and 9ft in width, which was the maximum of British Locos, as to 16ft in height and 10 ft in width, and weight per axle up to 30 tons or more compared to our 22½ tons.

Results from this, their biggest steam locos have been as much as three times the weight size and power of the biggest in Great Britain.

Their massive locos think nothing of hauling loads of 100 to 150 long bogie wagons.

The United States and Canada were well ahead of Great Britain in the size of Steam locomotives. Until the Great Western came along with their unsuccessful GREAT BEAR the first serious rival was Gresleys, GREAT NORTHERN named after the railway in 1922. Pacifics by this time (1922) were in great use in the U.S. eg. the K4 pacifics on the Pennsylvania Railroad.

Two outstanding American 4-6-4's types were used to power the famous "TWENTIETH CENTURY LIMITED"

No 101 of the 4-6-4's was timed with a 680 ton train to cover 48 miles at an average speed of just under 105 miles per hour, while another, hauling 16 coaches (780 tons) covered 62 miles at a mean speed of 100.5 MPH.

Later additions being the 4-8-4's having 14 wheeled tenders carrying 41 tons of coal and 18,000 gallons of water, Length of these locos plus tender measured 97ft 3 ins.

Other railway companies such as the Pennsylvania Railroad came up with locos of a 4-4-4-4 wheel arrangement at an overall length of 107 ft, tender included. Just look at the sizes of the G.W.'s "GREAT BEAR" with its 4-6-2 wheel arrangement and a length of 71ft 2 ins. No comparison is there?

The biggest Steam loco built is the 4 cylinder compound 2-10-10-2 built by the Americans Locomotive Co. in 1918.

Steam in the U.S.A. and Canada has just about come to a standstill but a few locos have been kept working for special trips for the American Rail enthusiasts. Others are on exhibition in various Cities & Towns about the U.S.A. & Canada.

P. HODGKISS

We have decided to have a competition again for this magazine. What we should like you to do is to write a story about the HISTORY OF YOUR LOCAL RAILWAY. (Send your entries to Mr. P. Gascarth address in front)

The three winning stories will be printed in the next magazine and also we are giving away vouchers for a FREE tour to the three winners. So come and do your best, lets have a really good response to this new style competition. Winners will be notified in advance of publication.

RAIL NEWS

London Midland

WELLINGBOROUGH Western 1047 (LA) was seen traversing the Wellingborough to Cricklewood line on freight on 23-7-73

KEARSLEY An unusual visitor here on 27-8-73 was Brush 31 No 5550 (TI) on a passenger train. Also peak 53 (HO) was seen on a passenger train on 4-8-73.

NORTHAMPTON BRCW 6523 (EH) was noted in the freight yards to the north of the station.

WIGAN On 25-8-73 renumbered Brush 47 No 47.176 (IM) passed through Standish Junc. It was one of the first engines of this class to be renumbered. Other visitors noted here recently have been Brush 47's No 1676 (OC) on 7-8-73 and 1677 (LE) 21-8-73.

CRICKLEWOOD Two recent visitors here during August were Brush 31 No 5502 (SF) on a freight train on the 8-8-73 and class 25 No 5175 (TI) on 11-8-73

BLETCHLEY Two sightings have been reported here of BRCE engines. On the 3-8-73 6506 (EH) was on depot and the following day 6583 (HG) passed through on a freight train.

DERBY Four ex BR class 08 shunters 3092/94/98/100 were all overhauled in the works during August and September, for export to Liberia to be used on the Liberia State Railway. On 30-8-73 Brush 47 No 1677 (LE) and class 24 No 7583 (SP) were noted passing through Derby in multiple.

CREWE Brush 31 No 5826 (BR) was on the depot on 5-8-73 and on 4-11-73 Brush 47 No 1596 (BR) was noted on the station here.

BURTON EE Class 37 No 6703 (TE) was seen on Burton shed On 5-8-73 and on 29-9-73 another class 37 No 6775 (TE) was in the vicinity.

BESCOT Noted on depot on 7-8-73 was BRCW 6515 (EH)

WILLESDEN On 8-8-73 Brush 47 No 1974 (HA) was on the freightliner depot and on the same day Brush 31 No 5546 (MR) passed on a freight. On 27-10-73 class 40 No 260 (HA) was noted on the Electric Depot.

BANBURY BRCW 6500 (EH) was seen here on a south bound tanks train on 9-8-73

CARNFORTH Noted here on 4-8-73 were two Brush 31's Nos 5810 (HO) and 5844 (HO)

CARLISLE The electric train services began test work with passenger trains as well as freight during November.

Times are as follows :-

| | | | | | |
|-----------------|-------|-------|-------|-------|-------|
| Depart Carlisle | 07.20 | 08.20 | 10.00 | 11.00 | 12.40 |
| arrive Beattock | 08.20 | 09.20 | 11.00 | 12.00 | 13.40 |
| Depart Beattock | 08.30 | 09.30 | 11.10 | 12.10 | 13.50 |
| arrive Carlisle | 09.30 | 10.30 | 12.10 | 13.10 | 14.50 |

RAIL NEWS

BARROW Brush 31 No 5811 (HO) was seen on a Barrow to Wath passenger train on 1-8-73

NORTHWICH An unusual sight here recently was electric E3095 hauled by Brush 47 No 1815 (BS). The train the 10.50 from Manchester Piccadilly had been diverted from Stockport to Crewe via Altricham Northwich & Sandbach, the reason for this is unknown.

REDDISH Locomotives on show for the open day here held on 9-9-73 included steam 5596 'Bahamas' 30925 'Cheltenham' a War Department loco from Warrington No 150 and electrics 83.011, 84.009, 86.017 and 87.001. There was also the usual multitude of diesel locos and Tommy electrics.

MANCHESTER Unusual loco's seen in the Manchester area recently are as follows. On Longsight 1665 (CF) on 25-8-73, 1727 (IM) on 7-10-73 and 1640 (OC) and 1984 (TI) on 14-10-73. The latest electric to emerge from Doncaster Works 83.015 ex 3100 was stabled on Longsight for most of October. On Newton Heath 164 (GD) 286 (YK) 1750 (CF) 5573 (IM) 6780 6920 (TE) 6959 (TI) 7513 (EJ) and 1650 (OC) are some of the many strangers noted here during September and October.

BLACKPOOL Noted on Illuminations specials on 22-9-73 were 26 (HO) 361 (HA) 1666 (BS) 5642 and 5652 both (FP) in multiple and 6733 (SF). On 20-9-73 the following locos all brought in special from various parts of the country 115 (TO) 261 (HA) 1718 (CF) 1764 (FP) and 6800 (TI).

PRESTON On 21-9-73 two Scottish region engines 5348 and 5356 (ED) brought a lights special from Glasgow to Blackpool as far as Preston. They refuelled at Lostock Hall and were then stabled at Ladywell House until the following Monday when they returned home with the special. Other unusual locos noted at Preston in recent months have included 1934 (CE) 1999 (TI) and 7505 (CF) on 17-10-73, 360 (HA) on 22-10-73 7561 and 7647 both (TO) on 24-10-73 and 1647 (OC) on 7-11-73.

BIRMINGHAM Noted on New St. Station on 29-9-73 were two March Brush 31's 31's Nos 5553 and 5635, and two BRCW's on a train from Poole, 6533 (EH) and 6555 (HG).

BAMBER BRIDGE The level crossing gates at Bamber Bridge Station near Preston have been replaced by four half-barriers.

Eastern

CHESTERFIELD Unusual Brush 47 locos seen here during July include 1638 and 1674 (both OC) 1668 (CF) and 1609 (LE). On 17-8-73 class 24 No 5021 (LO) passed through the station early in the morning.

FINSBURY PARK Strangers here on 13-8-73 were 241 (KM) 5219 (WN) 6717 (MR) and 6966 (SF).

SHEFFIELD Class 40 locos noted in the Sheffield area towards the end of August included 234 (YK) 346 (GD) on 30-8-73 and 299 (SP) 349 (GD) and 394 (KM) on 31-8-73. Withdrawn hunters seen in various scrapyards around Sheffield are as follows:- 2217, 2388, 3138, 4050 and 4053 at

RAIL NEWS

SHEFFIELD (CONTINUED)

Booths (Rotherham) 2116, 12109 and 12110 at Attercliffe and 2038/39 12108 and 12136 at Wards (Beighton Junc.) On 4-10-73 45.114 ex 94 was noted on a London train.

BRIDLINGTON Specials to visit this seaside resort during August were hauled by 25(HO) 219(SO) 1772, 6719/90 6811/67 all (TI) and 6908 (LE)

FINSBURY PARK (Late News) Noted here on 24-11-73 were Carriage Heating unit 08968001 (ex 8233) and the first of the deltics to be renumbered 55020.

HULL A Springs Branch Class 40, 292 was seen here on an excursion train on 5-8-73 heading for Scarborough. Two withdrawn shunters 2049 and 2045 have been noted stored in Botanic Gardens Depot recently. At Drapers scrapyard three withdrawn shunters 2053/71/74 were all in evidence on 15-9-73.

SLEAFORD Peak 8 (TO) was a visitor here on a north bound freight train on 28-8-73

SPALDING On 28-8-73 withdrawn shunter 2217 was noted in the yard next to the station. It has since been moved to Booth scrapyard at Rotherham.

CAMBRIDGE Class 46 locos seen here on express from Kings Cross have included 170 (GD) On 2-8-73 and 192 (GD) On 3-8-73.

HITCHIN Two class 25 diesels off Springs Branch, 7629 and 7669 were noted here on 2-8-73.

MARCH Type 1 No 8051 (TI) was on depot on 3-8-73.

DARLINGTON Landore class 47 No 1669 was noted here on a Cardiff to Newcastle train on 27-10-73.

KETTERING Withdrawn locos seen here at Cashmores of Kettering included 5905, 5909, 2241, 12075, 12076, and DS 1169.

KINGS CROSS Noted here on 13-10-73 was class 37 No 6781 (IM)

Scottish

INVERNESS Class 40 locos 270 and 272 (both YK) were in the Inverness area on parcels trains on 15-8-73 and 11-8-73 respectively. On 16-8-73 the 05.45 from Georgemas Junc. was pulled by 5342 (IS) and 8110 (ED) a very unusual combination. On 6-9-73 another combination of classes 20 and 27 was noted when 5377 (ED) and 8106 (ED) worked a down freight. On 13-8-73 DP2 No 424 (CE) was on Inverness shed coupled to class 24 No 5001 (ED). The Royal Highlander arrived at Inverness on 11-8-73 70 minutes late and on 16-8-73 it was 2½ hours late, the latter being due to engine failure.

EASTFIELD Class 27 No 5360 (ED) was on depot 12-8-73 having been badly burnt byt in a fire. EE class 40 No 221 (LO) was a visitor on the shed on 15-9-73.

RAIL NEWS

POLMADIE On 7-9-73 class 37 No 6791 (TI) was noted on depot.

MILLERHILL Withdrawn shunter 2435 has been noted in store on Millerhill yard, together with numerous withdrawn diesel multiple units.

Southern

WANDSWORTH ROAD Brush 31 No 5503 (SF) passed through here on a South bound freight on 8-8-73

EASTLEIGH Noted on shed on 4-8-73 were Brush 47's 1698 (BS) and 1756 (SF). On 4-9-73 E5013 (AF) was on depot, together with two Bescot Brush 47 locos, 1694 and 1696. Another unusual Brush 47 to visit here was 1740 (CF) on 29-9-73. On 4-11-73 1798 (TI) and 1954 (LE) were both on the depot.

POOLE Visitors here during recent months have included Brush 47 locos 1531 (CE) 1595 (BR) 1605 (CF) 1630 (BS) 1649 (OC) 1662 (LE) 1786 (TI) 1850 (TO) 1853 (CD) and 1986 (TI)

BOURNEMOUTH Seen here recently have been locos 1667 (CF) 1696 (BS) and 1733 (IM)

BASINGSTOKE On 29-9-73 Brush 47's 1591 (BR) 1621 (BS) 1678 (OC) and 1847 (CE) were all noted passing through the station. Two unusual locos seen here on 4-8-73 were Peak 24 (HO) and 1655 (OC)

WEYMOUTH On 29-8-73 1808 (TO) was seen here.

WOKING Two class 47's seen on 2-8-73 passing through Woking Stn. were 1665 (CF) and 1709 (BS)

CLAPHAM JUNCTION Type 2 5187 (WN) was a visitor here on 3-11-73

STEWARTS LANE On 3-11-73 Class 47 No 1738 (BS) was noted passing the depot.

NORWOOD JUNCTION On the same date 3-11-73 Class 31 No 5515 (SF) was seen passing through here.

HITHER GREEN Peak 160 (LA) and Brush 47 1835 (CD) was seen double heading a coal train passing the depot on 27-10-73.

Western

BRISTOL EE Class 37 No 6767 (TE) was a stranger on Bath Road Depot on 1-8-73. Withdrawn locos at Marsh Junction on 28-10-73 were 824, 7009/23/54/68/74/76/89/96/97. Unusual Class 31's seen on Bath Road recently have been 5524, 5660, 5693, 5815 and (IM) and 5630, 5857, (MR)

GLOUCESTER Noted here in early August were Peak 173 (GD) and class 37 No 6755 (TE)

OXFORD BRW 6543 (EH) was seen heading north with an oil train through Oxford on 2-8-73.

RAIL NEWS

Western (Continued)

SWANSEA BTH, DB968002 (ex8237) is now working in the carriage sidings outside Swansea Station. It used to be based at Bradford carriage sidings.

NEWPORT Noted freight on 14-8-73 was Brush 47 No 1985 (TI), On Ebbw Junction. On 23-8-73 were 275 (YK) and 5017 (ED) and on 4-11-73 295 (LO) was on shed after having worked a Guide Bridge to Cardiff parcels train.

READING On 7-8-73 two Toton Type 1 diesels No 8008 and 8081 were noted on the depot. The previous day PWM 653 was standing in the yard just outside the depot with an almost indistinguishable number. Noted through the station on various duties on 4-8-73 were Brush 47's 1699, 1707, 1944 (all BS) and 1888 (IM). A 4½ hour vigil on Reading Station between 11.30 and 16.00 hrs on 5-10-73 produced no less than about 100 locomotives employed on many different turns. These included 30 Westerns 2 Hymeks, Brush 47 No 1523 off Stratford and numerous D02 and D05 Brush 47's in addition to the more common engines of the Western Region.

SWINDON Noted at the Works scrap lines during August were Warships 806/810 812/814 and 829 along with Westerns 1018 and 1019. On 10-8-73 a further Warship No 818 was seen standing just outside the works. It has been there since early May. Also seen just outside the works was shunter 4100 (SU) presumably having been overhauled in the Works. Western 1023 has completed its overhaul through the works and has been fully rebuilt. It has been reported working on various occasions. Dp2400 was admitted to Swindon Works for testing after failure, On the 4-11-73 all of Swindons allocation of diesel shunters (9) were on depot. Noted during early September were 1700 (BS) 1557/65/67/76 and 1847 (all CE) and 1814 (TO).

DIDCOT Warship 821 was noted stabled in a siding near preserved steam engine sheds during August. It had been brought for private preservation by Modern Traction Kits of Slough. A very unusual visitor through the station on 8-9-73 was class 37 No 6813 (TE) working a Newcastle to Poole train. On 27-10-73 4472 Flying Scotsman was present at the GWS Open Day.

OLD OAK COMMON E6101 (EH) was at the top end of the yard on 8-8-73. The next day BRCW 6566 (HG) passed by the depot on a freight.

NEWTON ABBOTT Ex GWR 2-8-0 Tank No 5239 was in Newton Abbott shed in August having been completely stripped down and was in the process of restoration.

PLYMOUTH Westerns 1004/17/20/24/32/38/39/42/60 were all noted in store on Laira depot on 28-10-73. Parts had been removed from some of them. It is understood that this class of engine will only be withdrawn if there is a shortage of spares or for damage reasons. If more spares become available then the withdrawn members of the class in reasonable condition will be reinstated. This has already happened to certain locos which were stored on Laira in the past, two of them being 1007 and 1045. Laira is continuing to overhaul and repaint Westerns. Recently outshopped have been 1005/25/45/52/54/72.

RAIL NEWS

Western (Continued)

PENZANCE It is rumoured that the shed here is up for sale, although there were still engines stabled in the depot on 28-10-73.

CARDIFF Steam loco 9600 was seen lying dormant on Canton Depot on 2-9-73, along with withdrawn ex Chester shunter 12054.

SOUTHALL Class 37, No 6897 (TE) was noted here on 30-9-73.

RAIL NEWS GENERAL

HYMEKS It is understood that due to motive power shortage on the Western Region, there will be at least 6 Hymeks retained in Service until the end of the year, out of the 10 at present in service. This is despite the "Hymek Swansong" special run by BR on 22-9-73, when two Hymeks 7001 and 7028, hauled an excursion from Paddington, via Reading Swindon, Newport, Hereford, Worcester, Oxford, Didcot, Reading and back to Paddington, with stops at Pontypool Road, and Hereford, to see the "Atlantic Ventures" special train double headed by 6000 King George V and 4472 "Flying Scotsman". The special also stopped at Didcot to enable passengers to visit the GWS depots open day. The 10 remaining Hymeks still in service are 7001/11/16/17/18/22/26/28/29/93, all based at Old Oak Common. They are still to be seen on various duties out of London to most parts of the Western Region, especially on Paddington to Worcester passenger trains.

INDUSTRIAL LOCOS In addition to the complete list of ex Br Locos in Industrial service, Part one of which appeared in the last magazine, 2011 and 2015 are at Esso (no know allocation) and 2195 is at the Llanelly steel Company, Caermarthenshire (new no being D10)

STRATFORD STABLING POINTS A complete list of stabling points for Stratford Diesel shunters is as follows:- Poplar Dock (2) Thames Warf (1) Ripple Lane Fueling depot (3) Ripple Lane Yard (3) Tilbury (1) Channelsea (2) Grays (1) Liverpool St (1) Bow Midland (1) Bethnel Green (Mile End Sand Depot) (1) Ilford (1) Stratford Fueling depot (1) Stratford International Freight Terminal (1) Manor Yard (1) Stratford Market (1 or 2) Thornton Fields Carriage Sidings (1 or 2) Temple Mills- Lee Bridge (1) East (2) Hump (4) Tip (2) Dagenham Dock (1)

DARLINGTON STABLING POINTS A complete list of stabling points for Darlington Diesel shunters (204 hp only) is as follows:- Darlington Shed (3) Shildon Waggon Works (3) Dinsdale (1) Etherley (1)

RENUMBERING OF LOCOS

The numbers on some of the renumbered locos only appear on one end of each side of the loco diagonally opposite to each other. The new numbers for classes 03, 24, 25, 47, and 73 are slightly different from those published in the last magazine. In the first three cases this is due to existing spaces, caused by withdrawals, being maintained so that the new numbers correspond. Class 03 will have numbers between 03.004 - 03.197 and 03.370 - 03.399. Classes 24/1 and 24/2 become 24.001 - 150, 25/3 becomes 25.083 - 247 and 25/4 becomes 25.248 - 327. Class 47/1 becomes 47.001 - 298 and 47/3 becomes 47.401 - 529. Class 73/2 will become 73.001 - 006 and 73.101 - 142. A full list of numbers for locos is to be found in the latest NCTS Allocation Booklet.