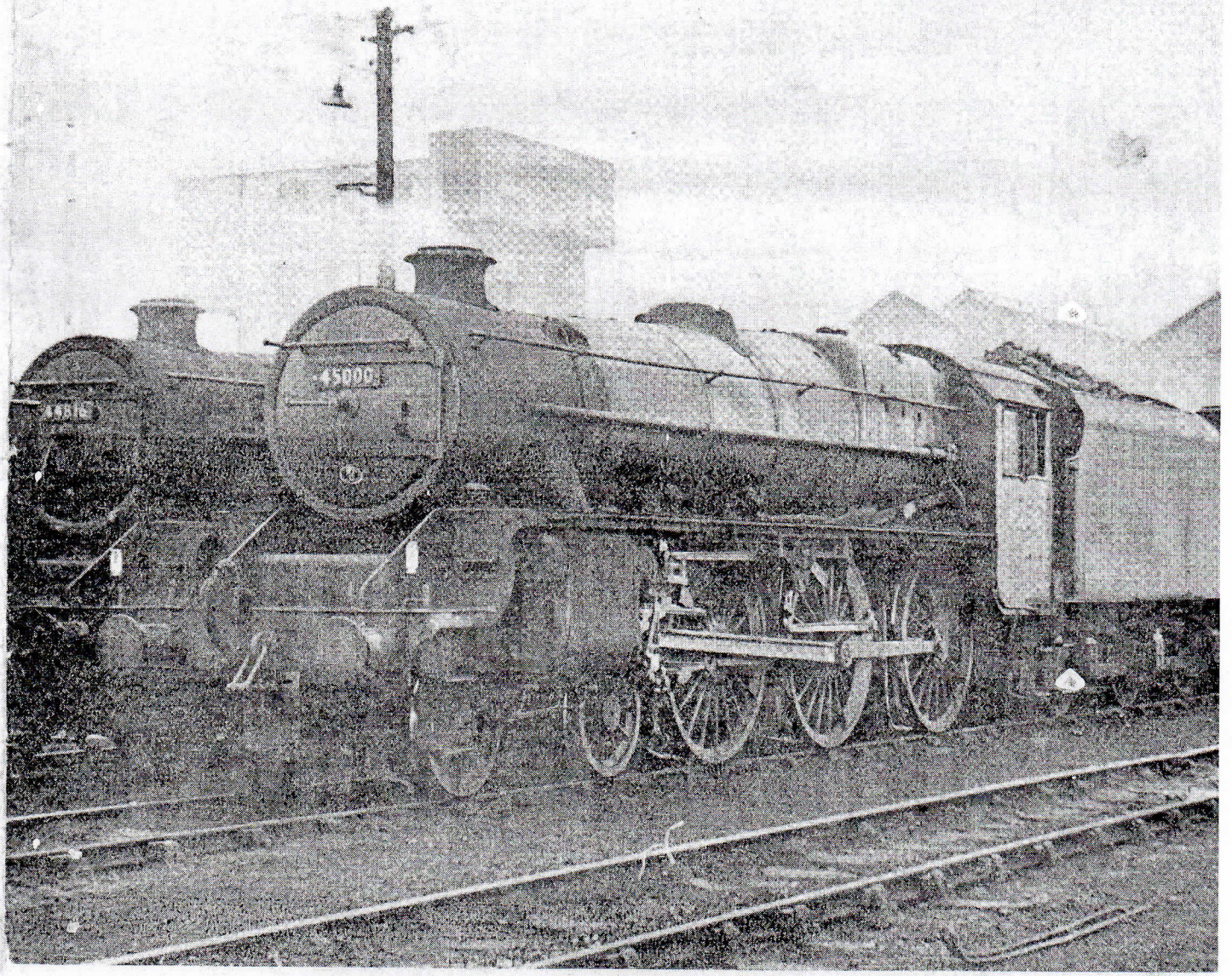


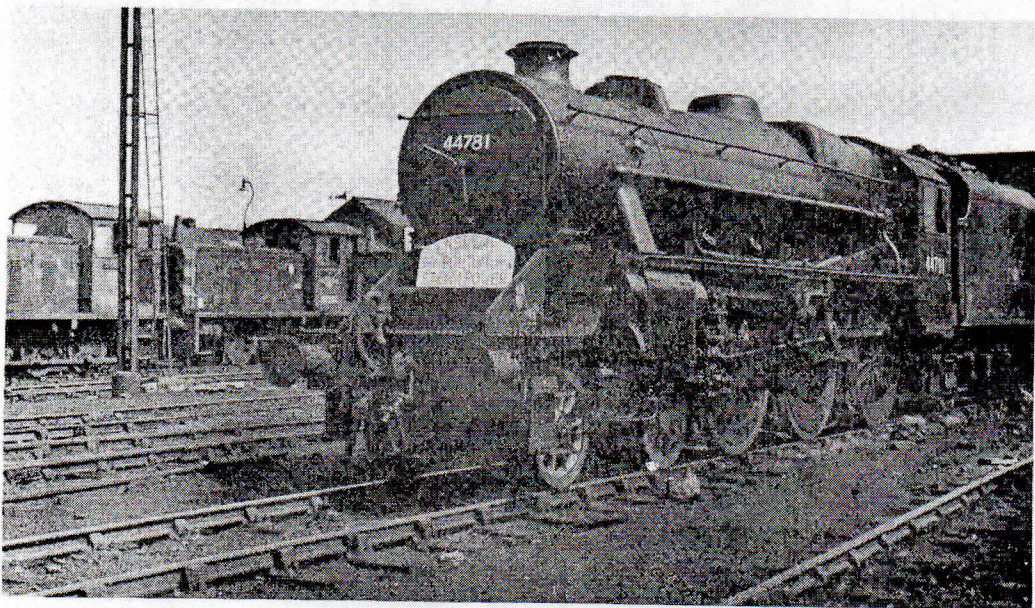
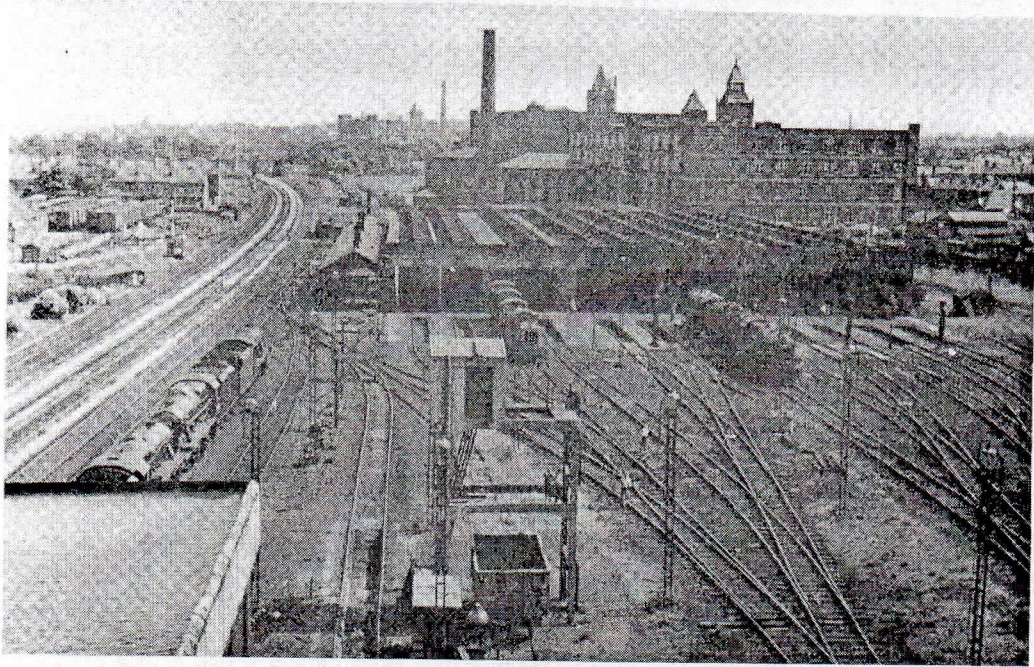
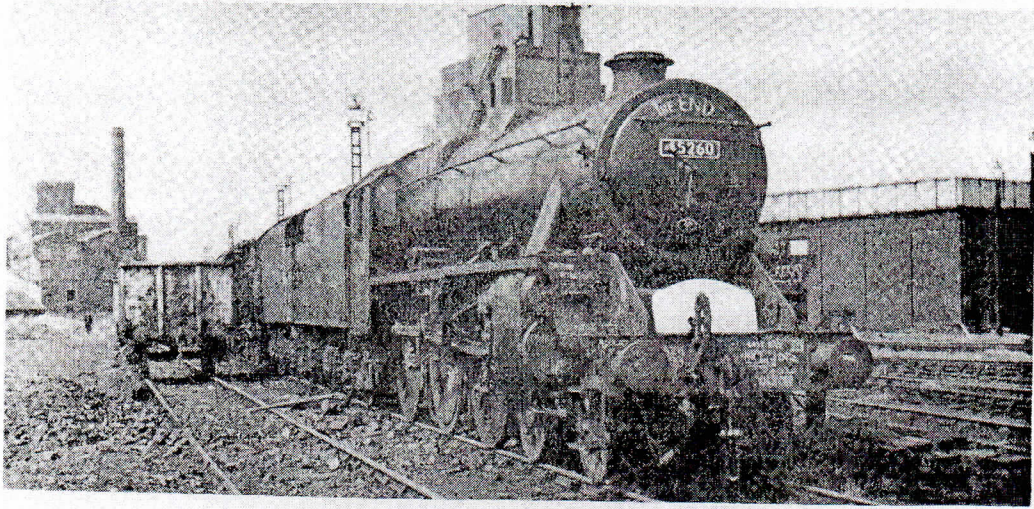
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# Northern Counties Transport Society

A. Heshell  
OST. 6122-1848









NORTHERN COUNTIES TRANSPORT SOCIETY

Magazine Number 11 - April, May and June, 1972.

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Membership Secretary.

N. R. Capelle,  
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Cheshire.

Tours Planner.

D. J. Carville,  
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Other Officials :-

K. A. Fawcett,  
29, Clarence Street,  
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Via Colne, Lancashire.  
Tel. 0282-81-3044.

J. S. Warr,  
64, Greenhill Road,  
BURY, Lancashire.  
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\*\*\*\*\*  
Area Representatives:

Barrow: R. Beck, 58, The Strand, Barrow-in-Furness; Lancashire.  
Burnley: P. Bancroft, 17, Mayville Road, Brierfield, Lancashire.  
Fylde: S. T. Fenn, "Burwaine", 9, Inskip Pl, ST. ANNES-ON-SEA.  
Cheshire: N. Binstead, 13, Ashwood Crescent, Marple, Cheshire.  
Sheffield: D. Lewis, 72, Lansbury Road, Eckington, Nr. Sheffield.  
South West: N. K. Taylor, 27, Edgerton Park, EXETER, Devon  
Tees Side: R. Hopper, 8, Sanderson Road, Horworth-on-Tees. -  
Tyne Side: A. Douglas, 6, Coquet Ave., Whitley Bay, Northum'd.  
Sussex: P. Sharpe, 30, Foxes Croft, Barnham, Sussex.  
Scotland: P. S. Hindle, 15, Mauricewood Ave., Penecuik, M'lothian  
South M/cr: D. A. Griffiths, 59, Elms Road, Heaton Moor, Stkprt.  
S. Midlands: P. L. Robinson, 73, Birchfields Road, NORTHAMPTON.  
W. Midlands: M. Littler, 102, Lichfield Rd, Pelsall, Walsall.  
E. Midlands: M. Tarren, 160, Grantham Rd, Sleaford, Lincolnshire  
South Lancs: W. G. Beff, 15, Sinclair Ave., Longford, Warrington  
\*\*\*\*\*

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



## NOTES FROM THE COMMITTEE

We would like to take this opportunity of welcoming all new members who have joined the Society over this past three months or so, and look forward to meeting them on our tours in the very near future. However we would once again like to point out to members the necessity to book early for a tour if you really want to go on them. Over recent months we have had several disappointed members who have left their booking for a tour late and then been unable to get on the tour - so please remember - **BOOK EARLY.**

The only exception to this was tour number 96Q to London and the South East. This is the first tour for sometime we have had to cancel through lack of bookings, but to make matter worse this tour could have been run. Bookings for this tour had to be received before 1st February to enable us to confirm hotel bookings, but on this date we had not received enough to run the tour even at a small loss, so the permits were returned to British Railways and hotel accommodation cancelled. We then received from that date only 14 days before the tour should have run, another 14 bookings and enquires, if we had only received half of these before the closing date the tour would have run - so please once again **BOOK EARLY**, and remember that you only need a deposit to secure your place, the balance not been due until 7 days before the actual tour.

If however you find out at the last minute that you do wish to attend a tour for which you have not booked you may give Mr. Felton (061-764-4230) a ring on the Saturday afternoon before that tour between 12-30pm and 2-00pm only. This also goes for members who have been rejected for a tour when it was full in case of any last minute cancellations, but please bare in mind **ONLY** between the times stated, otherwise your phone call will be a waste of time as Mr. Felton will not be at home.

We would also like to point out at this stage that in the case of last minute cancellations, due to illness etc., will you also please make arrangements to ring Mr. Felton at 12-30pm, so that we can try and get someone else to fill your place. On several tours recently members have been unwell and have not notified an official, when we could have got someone else to fill their place, and they could have had their money refunded in full.

Again we would also like to bring to attention of members, if they do not pay the balance of their deposit up in full at least 7 days before the tour they will not get a token towards our voucher rebate scheme. Several members have been disappointed once again recently, by paying their money only two or three days before the tour and expecting to get a voucher - please note you only get one if you obey rule number 4 of the N.C.T.S., and your membership card **MUST** be produced to the official requesting to see it on a coach tour before this token can be issued. The Voucher Rebate Scheme was introduced as a concession to make tours a little bit cheaper to regular members (in fact they are worth 10% for each



NOTES FROM THE COMMITTEE CONT.

We have been requested by our coach firm to point out to our members that with the introduction of new coaches on our tours they would like you all to bear in mind the following points when travelling on coach tours. Firstly will you place all toffee papers, sandwich papers, apple cores and all other rubbish in the refuse sack provided near the front of the coach and not please in the ash-tray or on the coach floor. Ash trays are for cigarette ends and the floor for putting your feet on. After a few tours recently the coach has looked more like a rubbish bin when we get back into Manchester, so please try and bare these points in mind. They have also requested that our members do not stand on the coach seats or put their feet up on the seat in front of them, in order to keep the coaches looking new and they would like to thank you all for your co-operation.

As you will see from page number three Paul Gasgarth has now been appointed editor of our magazine, and as and from now all correspondence with regards to our magazine along with all items of rail-news should be addressed to him at: 42, Greenwood Ave., Marton, Blackpool, Lancashire. We are also inviting any member to write a "Letter to the Editor" and this can either be about improvements, ideas to either our magazine or tours, as we are always open to new ideas - so put them in writing and let us know - there will be a 50p voucher issued to anyone whose letter is good enough to publish.

We are also giving away £1-00 vouchers to the two members who get the most new members into our Society between 1st April, 1972, and 1st August, 1972. So get cracking and get some new members - get your friends to join. Supplies of Society handouts and/or Membership applications forms can be obtained direct from Mr. S. Warr, 64, Greenhill Road, Bury, Lancashire, not forgetting to enclose a foolscap stamped address envelope (or just a stamp will do). All you have to do is to put your membership number and name on each application of membership form you give out in the space provided, we will do the rest, results will be published in our magazine due out in September. A small supply of application of membership forms are enclosed with this edition of our magazine, so get busy.

One last word, will all members please try to keep telephone calls to Society officials to an absolute minimum unless it is essential, all communications were ever possible to Officials should be sent in the form of a letter. Please note that we can not accept telephone bookings unless as previously stated on opposite page on the day of the actual tour.

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It is essential that when you write to a Society Official and a reply is required, that you always enclose a stamped addressed envelope. Failure to observe this rule will only result in us having to increase the cost of membership and tours etc., anyone who does this on above one occasion in the future will not receive a reply to their correspondence.



Answer to Competition in Magazine Number 10.

1. B. & M. - Brecon and Merthyr Railway: 2. C.R. Caledonian Railway: 3. C.W.R. - Central Wales Railway: 4. C.L.C. - Cheshire Lines Committee: 5. E. & M. - Eastern and Midland Railway: 6. F.R. - Furness Railway: 7. G.E. - Great Eastern Railway: 8. G.N. - Great Northern Railway: 9. G.N. of S. - Great North of Scotland Railway: 10. G.W.R. - Great Western Railway: 11. H.R. - Highland Railway: 12. I. of M.R. - Isle of Man Railway: 13. I. of W.R. - Isle of Wight Railway: 14. L. & Y. - Lancashire and Yorkshire Railway: 15. L.S. & P. Junc - Liverpool, Southport and Preston Junction Railway: 16. L.C. & D. - London, Chatam and Dover Railway: 17. L.T. & S. - London, Tilbury and Southend Railway; 18. M.C. - Macclesfield Committee: 19. M.S. & L. - Manchester, Sheffield and Lincolnshire Railway: 20. M.S.J. & A. - Manchester South Junction and Altrincham Railway: 21. M.R. - Midland Railway: 22. N. & B. - Neath and Brecon Railway: 23. N.B. - North British Railway: 24. N.E. - North Eastern Railway; 25. N.L.R. - North London Railway: 26. R. & E. - Ravenglass and Eskdale Railway: 27. S. & D. - Somerset and Dorset Railway: 28. S.E.R. - South Eastern Railway: 29. T.V.R. - Taff Vale Railway: 30. W.L.R. - West Lancashire Railway.

WINNERS OF THE ABOVE COMPETITION :-

Ian W. Collier (2112), 23, Kingsway, Worsley, Manchester.  
Phillip R. Taylor (1851), 2, May Ave., Norris Bank, Stockport, Cheshire.

Both these members will receive a voucher to the value of £1-00 each towards any future N.C.T.S. coach tour. You have-a-go and see if you can win the competition in this magazine - see inside back cover.

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Viva Transport Publications -

As many members will know Viva Transport Publications have printed our Society magazine for over two years now, since the N.C.T.S. was formed. However it is with regret that as and from 1st April, 1972, VTP will cease to operate and further editions of our magazines will be printed by the Society itself. The various publications, such as depot allocation lists and Loco books, it is hoped will also be continued by the Society in future, and further details of this will be given in the next edition of our magazine or on tours.

Lists of re-allocations of B.R. locomotives will continue however to be forwarded by Mr. Towey to subscribers at approx. monthly intervals, giving you still upto the minute information of re-allocations and modifications to locos, d.m.u. transfers etc. This service will also continue to be available to new subscribers from anytime you require, for full details please write to Mr. B. J. Towey, 25, Calder Crescent, WHITEFIELD, Manchester. The cost is only 50p per annum, well worth it to anyone who wishes to keep their records upto date.

Copies of the latest Depot Allocations List (the last to be published by VTP) published in February are still available from Mr. D. Felton, 76, Heywood Street, Bury, Lancashire or on Society Tours whilst stocks last.



## NOTICES

STAMPED ADDRESSED ENVELOPES - You MUST always enclose a S.A.E. with all correspondence to a Society official when you require a reply. Failure to observe this rule will only result in us having to increase the price of subscriptions - so DON'T FORGET POSTAL ORDERS/CHEQUES etc. - 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 a postal order in correctly, please leave it blank. If the Bank returns any postal orders when they have been filled in incorrectly, 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 you attend - No membership card on a tour and you will not receive your token towards our Voucher Rebate Scheme. Remember this must also be valid for the tour you are going to book for, otherwise your booking will be rejected.

MEMBERSHIP NUMBER - The number which appears on your Membership Card MUST be quoted on all correspondence to all Officials etc.

BOOKINGS FOR TOURS - When you book for a tour follow directions on your membership card sending the necessary booking form. If however you find you are unable to attend a tour - even if it is at the very last minute - please let an official know, as it may still be possible to find someone to fill your place. If your place is not filled you will not have your money refunded unless medical evidence can be produced. Also please note that when you have paid a deposit towards a tour the balance of the money outstanding MUST be paid up in full at least 7 days before the intended tour, failure to observe this rule can result in you losing your place. TELEPHONE BOOKINGS CAN NOT 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 please try and contact an official, and where possible we will try to hold up the coach, otherwise the coach will depart PROMPT at the times stated in the magazine.

VOUCHER REBATE SCHEME - If you have paid all your money for a tour and present your membership card to the official(s) requesting to see it on a coach, you will receive a token towards this scheme. When you have collected a total of 10 points, your tokens together with your current membership card should be sent to The Treasurer, and you will then receive a Credit Note worth £1-00 towards any future tours. For day tours you get 1 point; Overnight tours 2 points; Four day tours like the one at Easter 4 points, etc.

CONDITIONS OF VISITS - Will members please note that depots advertised to be visited in the magazine are subject to permits being available. The conditions that B.R. impose for visiting depots vary from time to time, and usually these are altered at very short notice and it may not be possible to inform members before the actual tour of any alterations. Also please note that B.R. are raising quite high levies for us to visit depots, and if there are insufficient members on a coach to pay for the permits a small extra levy from everyone may have to be raised, this has not happened for over two years - but be warned.



During the first week of February, whilst we were all suffering from power cuts, British Railways announced that work was about to start on the two mile extension to the "electric" underground system on the Liverpool and Wirral Lines, giving a loop line round the City Centre of Liverpool. This will only be the third underground system in this country, the others of course being in London and Glasgow. Quite a lot is known about the London underground, but many people don't know an underground system even exists in Glasgow.

However on the August Bank Holiday weekend tour to Scotland last year, the hotel where we stayed the Sunday night at was about three miles from the Centre of Glasgow, and quite a large number of our members decided to have a ride into Glasgow by travelling on this little known railway system. After their ride, comments on the system were varied from "very interesting" "enjoyable" to "It was like one of those slimming machines, where you just can stand still" and "Never again" from the two coach drivers who accompanied several members for the evening out.

Although Glasgow's system is very much smaller than the one in London, it is none the less interesting, but from what I can always remember is known as "The SUBWAY" by all Glaswegians.

It was first conceived in the mid 1880's when a plan to build a tube line from St. Enoch to the Botanical Gardens was considered, but dropped as being inadequate. Another scheme using cables as traction was proposed shortly after, with single track tunnels and passing loops at stations. Each car was to be permanently attached to the cable, and, as each station was to be equal distance from that of its neighbour, each car would halt at a station when the cables stopped. This idea too was however was dropped.

Finally, in 1890, an act was passed authorising a double tube line running in separate tunnels. Again cable haulage was decided upon. Work started in March 1891 under St. Enoch Square. The route made a circuit of Glasgow under the streets, crossing the River Clyde between St. Enoch and Bridge Street and again between Govan and Merkland Street. The Subway uses the unusual gauge of four feet. Power was provided by two large Carliss engines with thirteen miles of wire cables. As there was no direct access to the main lines from the Subway, rolling stock had to be lifted up from a long well in the middle of the works at Govan for overhaul.

The same night as the Subway was officially opened, 14th December, 1896, there was a collision in one of the tunnels. Because of this the line was closed for a month. The fare was to have been 1d for all journeys but on re-opening, the fares were 1d for four stations and 2d beyond that.

By 1916 traffic was dwindling and in 1922 the subway was closed due to operating losses. In a desperate effort to save the line the company sold out to Glasgow Corporation who, after experiments in 1935, electrified the system.



From 1935, until the present day the system has seen very few changes, and now shows a reasonable profit and seems to be well patronised by Glaswegians (as well as N.C.T.S. members on their annual invasion of Scotland every year at August Bank Holiday weekend). It has recently been suggested that the "Subway" system should be extended over some of the now closed standard gauge suburban lines. Thus the future of the Glasgow Underground Railway looks bright, and here again in the near future we could see an expansion of a railway system.

At the moment the plans are that we shall be running another tour the Scotland at August Bank Holiday weekend this year, and this of course will give members another chance to travel on this unique system, and I hope Glasgow Corporation enough time to strengthen a few cars for our "TON-UP" lot and Stuart (Wable) Warr.

D. Felton.

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We have received two possible names for the two new Class 41 locomotives being built at Crewe at present They are as follows:-

- 41.001 The Royal Corpse of Transport (if not suitable for this locomotive what about naming another Peak)
- 41.002 Faith, Hope and Chaos (and if this is not suitable for this locomotive it would certainly suit a d.m.u.)

Following the naming of d.m.u.'s in the Newcastle area, we are asking members for their idea's of naming d.m.u.'s in Manchester - all ideas to the new Editor please for the next magazine. Here however are a few ideas we have received already:-

Names for the Ink-Irwell Pullman Service between Manchester Victoria and Bury Bolton Street (electric service), with of course its crack express "The Master Crumpsall"

"The Woodlands Road Wanderer; The Crumpsall Crumbler; The Bowker Vale Bomber; The Prestwich Pot-hole; The Besses O'th Barn Beetroot; The Whitefield Wabler and of course The Radcliffe Rambler". Connections of course at Bury Bolton Street for the crack Rossendale Valley Express "The Rawtenstall Racer" with coaches named "The Summerseat Stamper; The Ramsbottom Rhubarb; The Stubbins Stopper; and The Ewood Bridge Excommunicated."

We have also received names for possible trains, but somehow don't think B.R. would consent to them. "The Golden Ince" (appologises to the Golden Hind); "The Wigan Pier Unlimited" (appologises to the Capital Limited). We have also got the "Mersey Meanderer;" "The Wilmslow Whistler"; "The Altrincham Aerobatic" (with connections for Ringway of course) and not forgetting the "Buxton Buffalo Express" and "The Moss Side Continental (with appologise to the Hook Continental) and the "Royal Spot(no appologises to Barrie Towey).



## ELECTRIFICATION

Design work has already started on the Great Northern Suburban Electrification scheme. This scheme will electrify, on the 25kV cycles a.c. system, the 70 route miles (211 track miles) of the Eastern Region between King's Cross/Moorgate (Northern City Line) and Royston (Herts), via Welwyn Garden City and via Hertford.

Because of inadequate clearances in the Northern City line tunnels, trains will switch from overhead to third rail current collection between Drayton Park and Moorgate.

The present Great Northern suburban service uses two terminals in the City of London - Broad Street via Dalston Junction or Moorgate (Metropolitan Station) via King's Cross and Farringdon. After electrification the City services will be concentrated at Moorgate, using the more direct Northern City line via Drayton Park, which will be transferred to British Rail from London Transport. Passengers for the West End will be provided with convenient cross-platform interchange with the Victoria Line at Highbury and Islington.

Also connected with this electrification is the re-signalling of the line to 4 aspect colour signals throughout and several track alterations to the slow lines between Kings Cross main line station and Welwyn Garden City. One the most notable is the utilising of a former goods line as a fly-over just south of Finsbury Park depot. Access to Finsbury Park depot will be also altered, and it is anticipated that all locomotives will then use the shed for re-fuelling and stabling, instead of the present holding sidings at the North end of the station.

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Work is at present proceeding at a very good rate with the electrification north of Weaver Junction. It is thought that by the time you get this magazine trial train will have run under power north from Weaver Junction as far as Warrington. All masts and wires are now in place over this section. Nearly all bridge work between Warrington and Wigan is nearly completed with the exception of strengthening and rebuilding of an over bridge at the South End of North Western station, where the Wallgate line runs parallel. The erection of masts and wires between Wigan and Preston is also well under way. But alas Preston is going to be one of the biggest headache in the scheme. Several track realignments have been carried out, but there is still a lot of work still to be done in the area. With engineers possessing the line north of Preston most weekends here again work is proceeding at quite a rapid rate.

North of the border as well things are going quite smoothly. A temporary control panel at Lockerbie came into operation at the beginning of January, put several manual signal boxes out of action. However when the line is complete this panel will close, as north of the border there will only be two signal boxes, a new one at Motherwell, and the existing one at Glasgow Central extended, and a total of 90 manual boxes will close.



BRITISH RAILWAY SPECIALS: As most members will be aware British Railways are again running several holiday pre-view specials this Spring from both Manchester and Sheffield along with several Mystery trips. Here are a few brief details of forthcoming tours:

From Manchester: Saturday 18/3/72: M/cr Victoria to Clacton.  
Saturday 25/3/72: Piccadilly to Torquay  
Saturday 1/4/72: Victoria to Edinburgh  
Saturday 1/4/72: Piccadilly - Mystery Tour  
Saturday 8/4/72: Piccadilly to Tenby  
Saturday 16/4/72: Victoria - Mystery Tour  
Saturday 22/4/72: Victoria to London  
Sunday 14th May: Victoria - Mystery Tour  
Sunday 28/5/72: Victoria - Mystery Tour  
From Sheffield : Saturday 11/3/72: to Weston-Super-Mare  
Saturday 25/3/72: to Eastbourne  
Monday 3rd April/72 to Norwich & Great Yarmouth  
Saturday 8/4/72: to Clacton-on-Sea  
Saturday 15/4/72: to Edinburgh  
Saturday 22/4/72: to Bournemouth and Poole  
Saturday 29/4/72: to Torquay and Paignton.

For further details of any of the above tours please ask at any British Railways Ticket Office and not please the N.C.T.S.

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Additional Area representative for the Preston Area:  
C. Lorek, 93, Malvern Ave., Frenchwood, Preston, Lancs.

We still need area reps in other areas to get new members and Rail-News from their areas - please ask any N.C.T.S. official for further details, if you are 15 years of age or over.

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VINTAGE TRANSPORT DAY; There will be a Vintage Transport Day on Sunday 7th May, 1972, at the Dinting Railway Centre, Dinting Near Glossop, when the steam locomotive at the depot will be in steam, and other Vintage Steam Lorries, Fire Engines, Buses, Cars, Tractions Engines etc etc., will be on display. If any member require further information please contact Mr. B. J. Towey, 25, Calder Crescent, Whitefield, Manchester.

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PHOTOGRAPHS : As you will know doubt have noticed the appearance of this magazine is slightly different from previous copies, with an all round cover and more photographs than before. We are hoping in future to make this a regular feature and to include photographs taken on N.C.T.S. tours as well as those of steam locomotive of years gone by. For the photographs in this edition we are thankful to Messrs. R. Heys and D. Felton and they are :- All of Stanier class 5 locos (Black 5's)

Front Cover: 45000 at Lostock Hall

Inside Front Cover: Bolton the day after it closed to steam  
Top: 45260; Centre: View from top of Coaling tower of depot and yard; Bottom: 44781.

Inside Back Cover: 44903 at Heaton Mersey.

Back Cover: Part view of roundhouse at Leeds Holbeck depot of 44824; 44854 and 44943.



TOURS PROGRAMME

Friday, Saturday, Sunday & Monday 31st March, 1st-3rd April, 1972.  
Grand Easter Tour to South West and South Wales Tour Number 100W.

For full details of this tour please see magazine number 10.  
Still a limited number of places available - please contact  
Bookings Secretary as soon as possible, if you intend to go.

Sunday 9th April, 1972. CREWE WORKS ONLY Tour Number 101C.

Visit to Crewe Locomotive Works Only. Meet Victoria Ave., at  
14-25 or in the Duke of Bridgewater Hotel from 12-00 onwards if  
over 18 years of age. Visit fee 15p payable in advance.

Sunday 16th April, 1972. LONDON Tour Number 102L.

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 on Saturday evening  
as follows:-

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

Sunday 30th April, 1972. SWINDON & BIRMINGHAM Tour Number 103V.

Motive Power Depots to be visited will include :- 1E Bletchley;  
2A Tysley; 2E Saltley; 2F Bescot; 70D Eastleigh; 82A Bristol  
Bath Road (subject to permits); 85A Worcester; 85B Gloucester and  
Swindon Locomotive Works. Coach will depart on Saturday evening  
as follows :-

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

Sunday 7th May, 1972. CREWE WORKS ONLY Tour Number 104C.

Visit to Crewe Works Only. Details as per tour 101C. Visit fee 15p

Sunday 14th May, 1972. GLASGOW & EDINBURGH Tour Number 105T.

Motive Power Depots to be visited will include :- 64B Haymarket;  
62C Townhill; 64H Leith; 65A Eastfield; 66A Polmadie; 67A Coker-  
hill and Glasgow Works etc. The coach will depart Saturday  
evening as follows :-

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

Sunday 28th May, 1972. CREWE WORKS ONLY Tour Number 106C.

Visit to Crewe Works Only. Meet Victoria Ave., entrance at  
14-25 or in the Duke of Bridgewater from 12-00 onwards if over 18  
years of age. Visit fee 15p payable in advance.

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With regards to visits to Crewe Works. Will members please note  
that we are now strictly limited to the numbers we can take round  
the works on a party, so to ensure that you get a place on a visit  
it is essential that you book in advance. Also please note that  
there are no 12-30 visits now round Crewe Works on most Sundays.



Sunday 4th June, 1972.

NORTH MIDLANDS

Tour Number 107K.

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

	Barnoldswick	at 06-45	due back for 22-00
	Burnley	at 07-15	due back for 21-30
Cost will be £1-50	Bury	at 07-45	due back for 21-00
Minimum deposit 50p	Bolton	at 08-15	PICKING UP ONLY
	Manchester	at 08-45	due back for 20-45
	Stockport	at 09-05	PICKING UP ONLY
	Derby	at 10-50	PICKING UP ONLY

A limited number of places are also available for the visit around Derby Locomotive Works at 10-50. Visit fee 15p.

Sunday 18th June, 1972.

SOUTH WALES

Tour Number 108W.

Motive Power Depots to be visited will include:- 82A Bristol Bath Road (subject to permits); 86A Cardiff Canton; 86B Newport Ebbw Junction; 86E Severn Tunnel Junction; 87A Landore; 87E Margam. Also Barry Island Scrap Yard and various valley stabling points. Coach will depart Saturday evening as follows:

	Barnoldswick	at 18-30	due back for 22-00
Cost will be £2-75	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

Sunday 25th June, 1972.

CREWE WORKS ONLY

Tour Number 109C.

Visit to Crewe Locomotive Works Only. Meet Victoria Ave., entrance at 14-25 or in the Duke of Bridgewater at 12-00 onwards if over 18 years old. Visit fee 15p payable in advance.

Sunday 2nd July, 1972.

NORTH EAST

Tour Number 110N

Motive Power Depots to be visited will include:- 50C Botanic Gardens; 50D Goole; 51A Darlington; 51L Thornaby; 55A Leeds Holbeck; 55B York; 55C Healey Mills; 52F Blyth Cambois and 52A Gateshead (subject to permits). The coach will depart on Saturday evening :-

	Barnoldswick	at 18-30	due back for 22-00
Cost will be £2-75	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

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Coach Picking Up points :-

Altrincham - Station Forecourt	Hyde - Market Place
Bolton - Trinity St. Station	Macclesfield - Railway Stat.
Brierfield - X43 Bus stop	Nelson - Bus Station
Burnley - Central Bus Station	Sheffield - Midland Station
Bury - Art Bingo Hall.	Swinton - Windmill Hotel
Colne - Bus station	Whitefield - Bus Station
Edenfield - X23/X43 Bus stop	Derby - Works entrance (Siddals Road)
Farnworth - Black Horse Hotel	Stockport - Foot station approach (Wellington St)
Kearsley - Moss Rose Hotel	
Barnoldswick - Car Park.	
Manchester - Victoria Railway Station (near 19 bus stop).	

Also other places on direct route by arrangement only.



## CREWE WORKS VISITS

In connection with the visits to Crewe Locomotive Works advertised on the previous page, we shall once again this summer be running special buses (double deck vehicle) in connection with these visits from Bury, Bolton and Manchester and return at a cost of 45p per head including works visit fee. The bus will depart and return Sunday as follows :-

Bury	at 09-30	due back for 18-30
Bolton	at 09-50	due back for 18-10
Farnworth	at 10-00	due back for 18-00
Kearsley	at 10-05	due back for 17-55
Swinton	at 10-10	due back for 17-50
Manchester	at 10-30	due back for 17-30
Altrincham	at 10-45	due back for 17-15

(Usual picking up points as page number 13)

Arriving/Departing at Crewe as follows :-

Crewe Railway Station	arrive	11-50
Duke of Bridgewater	arrive	12-00
Duke of Bridgewater	depart	14-15
Crewe Works	arrive	14-20
Crewe Works	depart	15-45
Crewe Railway Station	arrive	15-55

The cost from Crewe Railway Station and/or Duke of Bridgewater Hotel to the works and return will be 20p per head including works visit fee. Transportation for any other part of the journey at Crewe will depend on the number of empty seats and will be charged at 5p per any part of the journey on the date of the actual tour only - bookings can only be accepted for the whole journey or joining at Crewe Railway Station or the Duke of Bridgewater Hotel. Please book in the normal way to W. R. Hendry, and please remember to state where you will be joining the coach. Last minute bookings (depending on vacancies) to Mr. Felton between 12-30pm and 14-00 the Saturday before the actual tour.

THE ABOVE ONLY APPLIES TO WORKS VISITS ORGANISED FOR THE FOLLOWING SUNDAYS :- 7th May, 28th May, and 25th June, 1972.

Please note that this does NOT apply to Sunday 9th April, 1972. Members of course may still make their own arrangements for travelling etc., and meet at Victoria Ave. entrance in the normal manner if they so wish, but these very cheap trips are organised for your benefit so please support them if they are to continue for the rest of the summer. The railway fare alone from Manchester to Crewe is over 50p each (full), so you can see how much you can save, even if you are under 14 years and still travel at half fare it will cost you just the same, and you will save that long walk down to the works of course. If you require further details please contact either Mr. Hendry or Mr. Felton, by letter please.



R A I L . . N E W S

Coal Strike: Due to the recent coal strike, freight workings throughout the B.R. network have seen a marked decrease, especially in the large coal producing areas of South Wales, North Midlands and South Yorkshire. The North Midlands area was one of the worse to be affected with approx 50% of D16 areas allocation without work during period. At Toton alone on our recent Midlands overnight tour no fewer than 26 English Electric type 1's where in store on Toton Yard, along with 7 of the first lot of peaks (D1-10) and the remainder of this class were all undergoing some form of maintenance on the depot. There where also numerous other type 1's and Sulzer type 2's without work stabled in the depot yard. The following week 26th January the number of E.E. type 1's stored in the yard had increased to 31 and they where as follows :- 8006/14/15/35/36/8037/39/40/42/43/62/63/64/71/73/76/83; 8148/57/59/67/70/72/76/78/8180/83/87/88/90/95. Other depots in this area were also heavily affected by the Coal strike, with very few workings from Westhouses and Burton and only about 50% of the usual work from Lenton Yard at Nottingham. Another line to suffer badly was the Woodhead route with temporary withdrawal of all electric locos owing to power shortage, although the wires remained energised and one or two electric locos where seen, but a continuous supply of power could not be guaranteed, so the majority of traction was passed to surplus diesel power from locos in the Sheffield area. Noted working on the line on 17th February were :- 1842; 204; 5585; 1604; 39; 7600; 223; 212; 1850; 230; 5257; 1592; 313; 5819; 1521; 1575; 1807; 1829; 1785; 344; 292; 370; 227 and 1841, also doubled headed workings included 5813 & 5637; 6811 & 5838; 5821 & 5597; 7601 & 7638; and on banking duties (between Penistone and Sheffield) 6708; 6811 and 8059 & 8065. The Hull - Garstang freightliner (4M66) was being throughout via Sheffield Victoria as far as Guide Bridge by 41A type 3's and noted on this duty were 6789 & 6869; 6805 & 6864; 6823 & 6870. Guide Bridge: Foreign locos are still commonly seen here 1718 on 28th December and 5583 (55B) on 22nd February just being a couple. Also noted here in store on 17th February owing to coal strike were : E26004/6/16/20/21/28/ E26029/32/34/36/39/40/41/50/51/52 and diesels working in their place being 1829; 1624; 370; 330; 7601; 7638; 5210; 39; 1823; 227; 1830; 1632; 1809; 1812 and 6713 & 6798 (Ex Hull - Garstang Freightliner). Even in the Manchester area many locomotives where not required during the strike and 205 and 304 both in store at Longsight on 6th February and 202 and 234 in store at Reddish on the same date. When the coal strike finished several unusual workings have been noticed and the following locomotives have been loaned to Gateshead for the working of approx 30 coal trains a day from the Glasgow and Tyne areas to the Midlands they are:- 6719/39/86/89/91; 6805/15/21/22/24/26/27/35/61/64/67/ and 6869. Also on loan from Healey Mills (55C) to Tinsley (41A) until the emergency is over are 6708/13/17/98 and 6949. All electric commuter services throughout the country where also badly hit, with services cut by at least half in most cases, no heating and in some cases d.m.u.'s being substituted (good example of this being Manchester - Glossop - Hadfield service.



RAIL NEWS

Also due to the coal strike the following locomotive were in temporary storage:

Rotherwood (25/2/72): 26001/02/14/26/24//30/54/56.

Wath (25/2/72): 26007/09/13//23/33/43/53.

Cornwall: 1759 (30A) made an unusual appearance here on 20th December, 1971. Several sulzer type twos have also been noted in the area with 5180 being noted several times at Truro recently. Warship workings in the area around the turn of the year were restricted to freight and ballast trains. The last recorded sighting of a N.B.L. type 2 working was at Truro on 31st December when 6336 was noted (loco now at Swindon Works).

Derby: Noted here on Saturday 19th February were 5211 & 7587 working doubled headed on 1M59 (Manchester Piccadilly - St. Pancras) a working usually of a peak from D16. The Metrovick Co-Bo (S15705) has been noted several time recently working parcels etc between Derby and Birmingham area.

Holland: The seven ex Manchester-Sheffield Co-Co electrics, have all now been rebuilt and re-numbered. No. E27000 "Electra" is now numbered 1502, and un-named.

Luton: Noted here during December was 6811 (41A) in charge of a Sheffield-St. Pancras train. It returned later the same day in charge of the "Master Cutler" (17-50 St. Pancras-Sheffield Midland).

Horsham: Nos. E6010 and E6027 where involved in an accident here on 8th January when they rammed the rear of electric units 7362 and 7004 on a Victoria - Portsmouth train.

Eastleigh: The depot here will be open to the public for the first time on Sunday 26th March, 1972, from 10-00 to 16-00. It is expected that 75029 and 92203 will both be in steam on this occasion.

Brighton Belle: The final trains will run on 30th April, 1972. There will be two special trains on the day leaving Brighton at 18-50 and will cost £7-50 including return journey and a cheese and wine party. Also leaving Victoria at 22-30 and will cost £10 and a champagne meal is included.

Blackpool: The British Railways Board has now given the go ahead for the rebuilding of Blackpool North Station.

Bristol: The new "Parkway" station is to be opened on 26th April, 1972 by Mr. Richard Marsh.

Kearsley: Recent visitors through here have included :- 362/63/366/68; (All ex ScR); 1823 (WR); (8/2/72); 1813 (D02)(19/2/72); 1823 (WR) 22/2/72; 1552 (D16) and 1596 (82A) 24/2/72.

Leeds Holbeck: Rare visitors here on 15th February, included:- 1720 (82A); 1842 (D05) and 170 (ScR). and noted at Leeds City Station on the same date were : 1935 (82A) and 1966 (D05) on a Liverpool - Newcastle train.

York: Noted here on 15th February were 6829 (30A); 231 (D09); 5599 (34G) and 6893 (51L); 1933 (82A); 6778 (31B) & 156 (82A).

Eastleigh: Visitors here on 15th February were: 1656 (81A); 1756 (30A) and 1050 (82A), also 1683 (D02) on depot.

Micheldever: Electric units noted in store here on 15th February included : 601/2034/98; 2619/61/93; 4131/32; 4669 & 4703.

Prattton: Several Brush type 4's continue to work into the yard here and on 18th December, 1971 1821 (D05) was noted.

Haymarket: was host to 297 (D10); 254 (55B) and 257 (52A) on 2nd January, 1972.



## RAIL NEWS

Buxton: Visitors here in recent weeks have included the following :- 1895 (51L) 26/1/72; 152 (82A) 27/1/72; 1956 (D05) 28/1/72 75 (D16) 31/1/72; 6872 (51L) 1/2/72; 72 (D16) 7/2/72; 113 (D16) 11/2/72; 1792 (30A) 15/2/72 and 64 (D16) 18/2/72. The 9A shunter stabled here at present is 3854.

Preston: Interesting observations at Broughton on the main line north of Preston station have included :- 6872 (51L) and 5169 (55A) 27/1/72; 345 (52A) 30/12/71; 353 (52A) 31/12/71 and 6857 (65A) on 17/12/71.

Toton: Noted on this depot on 23/1/72 was a total of 121 locos including stored locos in the yard following the coal strike and during the Midlands overnight tour on this date over 90% of English Electric type 1's allocated to D16 were noted on either Toton; Lenton Yard (Nottingham); Burton or Westhouses.

Derby: Noted outside the Research Centre here on 23/1/72 were 5901; 5705 and 8521.

Longsight: 8512 the Clayton allocated to this depot has been noted several times recently working on the Styal line to Wilmslow, hauling test trains.

Carlisle: On February 13th Carlisle contained no less than 20 English Electric type 4's.

Newcastle: Recent interesting observations here have included:- 1/2/72: 1967 (D05); 1941 (D02); 6754 (31B); 6914 (86A); 1862 (40B); and 84 (D16).

2/2/72: 5810 (41A) and 1879 (55G).

3/2/72: 5627 (34G); 318 (D09); 1942 (D05) and 141 (82A)

4/2/72: 6728 (31B); 7617 (D02); 1629 (D02); 334 (D09); 1852 (D05) 1683 (D02) and 6836 (41A).

5/2/72: 6919 (64B); 1546 (40B); 1790 (55G); 1579 (40B) 1556 (40B) 1856 (D16) and 1709 (D02).

6/2/72: 1853 (D05) and 1859 (D05)

9/2/72: 5294 (D02) and 1933 (82A).

11/2/72: 5239 (D16) - 14/2/72: 7559 (D16)

15/2/72: 5329 (64B); 1946 (D05) and 5525 (31B) hauling 3550 (61B); 3551 (60A) and 3734 (62C) en route to Doncaster. The cavalcade paused for examination on Gateshead depot.

16/2/72: 7566 (D02); 1891 (55G) and 1529 (40B) hauling 3553 (61B); 3555 (60A) and 3880 (64H) again en route for Doncaster.

Tyne Yard: Noted here on 20th February were no fewer than 20 E.E. type 3's from varying depots stored in readiness for the ending of the coal strike for hauling coal trains from Fife to the Midlands etc. for further details please see else where in this magazine.

Inverness: A visit to 60A on New Years Eve at 11-30pm by one of our members who braved the rigours of a Scottish New Year revealed the following :- 5114/19/21/23/24/25/28/30; 5331/32/34 5337/38/39/41; 3551/55; 3660; 3735/87; 3896.

Eastfield On 1/1/72 the elusive 5368 (65A) was noted on shed along with 3917 (66A) and 2436.

Old Oak Common: 820 and 821 were both active on the depot on 15/1/72 and also noted were foreign shunters 3958 (2A) and 3831 (81D)

Birmingham: The line between Birmingham Snow Hill and Wolverhampton Low Level formerly part of the G.W.R. main line to Birkenhead, closed to traffic as and from 6th March, 1972.



## RAIL - NEWS

Tyseley: Noted here on 29th January were 6507 and 6508 doubled headed on a north bound Oil Train. Shortly before these another two unidentified S.R. B.R.C. & W. type 3's were seen heading north again on another oil train.

Croze: Two unusual visitors here on Saturday 19th February, 1972 were 1555 (40B) and 1981 (41A).

4771 (60800). During the Coal strike 4771 (60800) "Green Arrow" was moved from Preston Park (Brighton) to a temporary home in Norwich. The locomotive is to be restored to a suitable exhibition standard, before being moved to its final home in the new National Museum collection at York.

Dart Valley Railway: On December 3rd, the Dart Valley Railway Board, agreed to proceed with plans to take over the Paignton - Kingswear line from B.R. and to operate the same as a public service and tourist attraction. The line would be taken over without closure and in first class condition. Operation would mainly be behind steam traction, but negotiations are expected to take approx six months.

Longsight: An abundance of class 47's were seen here on 14th February, including 1746 (D02); 1816 (D02); 1858 (D05) and 1963 (D05)

Chesterfield: Recent observations here have included the following :- 15/1/72 103 on 1Z71 (Bristol-Leeds) Football special together with an eight car pullman set on 1Z94 W60093/99/648/49 W60738/39/48/49. Other football specials here on this date was hauled by 1698 on 1Z98 (Reading-Blyth); and 1917 on Cardiff to Sheffield special, also noted was 6605 on 8E67 (Severn Tunnel to Tinsley) freight train. On 30th January, 1972 7507 (84A) was noted working a ballast train. On 3rd January 386 (D08) made a rare appearance hauling a southbound fitted freight train. 1/2/72, saw 7 "Ingleborough" hauling a northbound iron ore train and 5569 (31B) was seen heading north light engine. 7/2/72 saw 1531 working 1M92 on Sheffield-St. Pancras train, a working usually of a "Peak" class loco, also noted were 5571 and 5686 (both 40B) working south on 8M69 and 6M-75, both steel freights. 10/2/72 1545 (55A) worked 8Z50 on a north bound Iron-ore Special 12/2/72: saw again another Brush 4 working Sheffield-St. Pancras trains when 1771 (41A) hauled 1E11; 1M79 and 1E19 on that day. 6945 (55C) was seen on a north bound ballast and 1689 (D02) was seen on a Cardiff-Newcastle train. 15/2/72 saw 6798 and 6869 working doubled headed on a northbound Iron-Ore train (8E50) and 16/2/72 1879 (51L) was seen hauling empty oil-tanks (6E52). Also noted here have been 7507 (84A) on 13/2/72 and 6943 and 6914 on 12/2/72.

Sheffield Midland: 3707 (one of Tinsley Yards Pilots) has been seen here recently on shunting duties. (Last seen 13/2/72)

Tinsley: Due to engineering work at Beighton and Tottley, all passenger trains have been diverted via Tinsley and Rotherwood several time recently. On 13/2/72 three out of four of ex W.R. boxes transferred to 41J were seen working at Tinsley, these being 3267; 3355 and 3357. Also noted here on this date were 4031 and 4045, also 4057 condemned. On 23/1/72 8056 ran away and demolished a stop block on Tinsley Maintenance.



RAIL - NEWS

Condemned Locomotives Stored :

Stratford: 22nd January, 1972: - 2116/7; 5905/6; 12105/11/14  
12115/36.

Old Oak Common: 18th February, 1972:- 809; 7006/27/33/34/49/52,  
7053/58/61/66/69/72/79/81.

Willesden : 18th February, 1972 :- 12058

Newton Abbott (83A) - 19th February, 1972 :- 803/13/14/16/25/  
827/29/66

Laira (84A) - 19th February, 1972 :- 2128 and 811.

Bristol Bath Road (82A):19th February, 1972 :- 2136; 7003/12/  
7014/21/51/54

Marsh Junction (Bristol) - 19th February, 1972 :- 815/31/67/69  
6308/19/28/30/34/37/48; 7008/25/40/43/41/47/56/57/63/65/67/78.

Hither Green (73C) - 15th January, 1972 :- 15212/20/21/35

Springs Branch (8F)- 24th February, 1972. 12051/61/71/73/76/77/  
12094; 2117 and 2126

Manchester-Ramsgate special on 19th February, 1972 was hauled  
by 1737 to Willesden Junction, where 6559 and 6563 took over  
for the rest of the journey.

Bromsgrove: Bankers here on 20th February were 7055 & 7094.

Newbury: Noted here on 5/2/72 on football specials were  
1656 (1Z25); 1649 (1Z30) and 1854 (1Z40)

Britannia Bridge: The Britannia railway bridge over the  
Menai Straits, which was badly damaged by fire on 23rd May  
1970, was re-opened again to rail traffic on 30th January,  
1972. Several of the shunters on the island are expected to  
make their way to Derby Works in the near future for overhaul.

Wigan: The rebuilding of North Western station is now  
advancing at a fast rate (ready for electrification) and is  
expected to be completed later this year. A new booking  
office and ticket barriers have been incorporated into the  
140 year old station.

Rossendale Valley: The Rossendale Valley Line from Bury to  
Rawtenstall is expected to close to rail traffic at the end  
of May. Talks are at present taking place between the East  
Lancashire Railway Preservation Society and B.R. with regards  
to purchasing the line for preservation and running steam  
passenger trains. It is also possible that if agreement is  
reached between E.L.R.P.S. and B.R. that SELNEC PTE may  
give the Society a grant to help run the line. Closure of the  
line will bring hardship to the village of Summersseat about  
3 miles north of Bury, as it has at present no bus service and  
limited road access, and the last time B.R. tried to close the  
line saw violent protests from its residents.

"Travelling" This is the name for the new magazine that B.R.  
have introduced during in January. The next edition is due  
out in May, and again expected to be distributed free on  
certain trains and BTC Hotels as before.

Loco-Shed Book: The new edition of Ian Allan's locoshed book  
appeared during February, with its usual crop of errors. A  
full list of corrections to this new edition can be found on  
a later page in this magazine.



## RAIL - NEWS

Grantham: The iron ore trains which operate in the area, finding work for its sub-allocation of about 8 locomotive are to be withdrawn in June. It is therefore anticipated that Grantham will then close as a stabling point, as all the drivers and second-man men based here have received redundancy notices. There were also several other redundancies in this area during February, when several signal boxes closed, following a temporary power frame being brought into use in the old Grantham Yard Box, with connection to full colour light signalling of the East Coast Main Line.

Huddersfield: One of our correspondants reports that Neville Hill have been upto their old tricks once again in forming "Jig-saw Puzzle" units. Noted here recently was a d.m.u. formed as follows: One power car Metro Cammell type; 1 trailer/Buffer (ex Trans-Pennine Unit); and 1 Power car B.R.C. & W. (Ex Calder Valley unit).

Crewe Works: The erection of new locomotive 41.001 and 41.002 are well under way, and are anticipated to have running in trials at the end of April and be in service sometime during May, 1972. After they are completed a further 4,000 hp loco No. 42.001 is to be built. 8204 which is at present on Crewe Works awaiting cutting up may be saved from the breakers hammer, where nearly all its sister locos have gone, as it is thought this locomotive may be preserved. (For other information about Crewe Works - please see Workshops page).

Barkeston (about 5 miles north of Grantham): Noted here on 19th February was 1992 (52A), a locomotive which appears to be needed be several of our members, hauling a Kings Cross - Newcastle train.

Reddish: Departmental Multiple-units DB 975003/4 still appear to be working off this depot, as they have been seen here on numerous occasions since last December.

Longsight: 83.011 (Ex 3034) has been noted here several time in February, and it is thought that it was delivered from Doncaster on either 3rd or 4th February. Other members of this class at present being restored in Doncaster Works are expected to arrive within the course of the next couple of months are they will be numbered as follows :- 83.001-15 (Ex E3024-38); 84.001-7 (Ex E3039-45); 84.008/9 (Ex E3098/9) and 84.010 (Ex E3100).

Bury: The remaining electric locomotives stored on the former steam shed are expected to be transported to Doncaster Works over the next month or so, when the Plant completes restoration of the electrics it is at present dealing with.

Collisions: Locos recently involved in collisions are as follows: Lenton Junction (Nottingham) 7605 & 8115/42; Beattock 1836 and at Sharnbrook (Bedford) 5250 and 1623.

Manchester Victoria: On 14th February, 155 (82A) was noted hauling a Newcastle - Liverpool train through Victoria Station.

Sleaford: Recent rare visitors here have included : 6779 (51L) on 9th February and 1637 (81A) on 11th February.

Bedford: Noted here on 29th January was 3699 (ex 9A) now allocated to 1E and was again at Luton on 19th February.

Shildon Works: Observed here on 28th January was 5543 one of Thornaby's new allocation of Brush type 2's

Leicester: Noted here on Ballast trains on 26th January, 1972, where several unusual visitors which included :- 1826; 5594; 6737; 5269; 6713; 5523; 5547 and 5637.



RAIL - NEWS (Workshops)

DERBY WORKS :- 5th March, 1972.

9; 17; 19; 38; 51; 66; 77; 91; 103/23/28/36/42/51/59/62/64;  
2130; 2383; 3068; 3250; 3518/66/69/77/86; 3782/86; 3925/33/78;  
4140; 5035/74/77/79/83; 5209/13/50/59/63/64; 5391; 7515/69;  
7605/51/70/75 and 8148.

CREWE WORKS :- 5th March, 1972.

206/14/18/28/34/36/47/57/73/81/98; 303/09/16/21; 413; 1506/08/12  
1515/37/39/78/86; 1603/13/18/22/23/89/90; 1711/12/13/29/30/39;  
1836/45/58/79/81/85/99; 1932/37/52; 3082; 3462/71; 3583; 3868;  
8070; 8115/42/72/77/78/79/87; 8303/15; E3003/08/13/18/47/49/50  
E3051/52/54/64/80/90/91; E3113/38/41/55/61/63; E26003/22/25/37  
E26044; 41.001/02.

Scrap Lines (awaiting cutting up) 8204\*; 8207/09/10

\* It is possible that this locomotive might be saved for  
preservation, full details not yet available.

EASTLEIGH WORKS :- 15th February, 1972.

2994/95; 3274; 6546/80/88/94; E6020/44 and E6102.

SWINDON WORKS :- 20th February, 1972.

1000/14/17/18/20/36/64/71; 1200; 3042; 3103; 3218/24/55; 3665/66;  
3744; 3817/22/29; 4003; 4125 and 7039.

Scrap Lines (awaiting cutting up) : 804/08/17/19/22/23/28/30/37/  
838/39/41/42/43/44/45/47/50/51/52/53/54/55/57/58/59/61/62/65/68/  
870; 2378; 6310/18/20/22/23/26/27/31/33/36/38/39/40; 7002/10/20/  
7024/42/59.

DONCASTER WORKS :- 4th March, 1972.

2028/85; 3060; 3281; 3327; 3535/37; 3913/35; 4191; 4502; 5510/11  
5514/50/82/96; 5605/26/31/44/69; 5800/05/15/25/35; 6604; 6758;  
6820/30/36/72; 6916/52; 9012/14/19; E3027/28/33/35/37/38/39/40/  
E3042/43/45 and E3100.

GLASGOW WORKS (St. Rollox) - 27th February, 1972.

2414/31/39; 3347; 3411; 3885/89/94; 3906/07; 4095/98; 5068; 5110  
5114/16/21/24/28/31/48/72; 7580; 5304/12/17/28/33/64/71/80/89  
5400/01/03/08; 8113/24; 8326.

Scrap Lines (awaiting cutting up):

see below

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The remainder of Claytons are nearly all withdrawn and the

following were seen on 27th February : 8574 Hamilton; 8552 at  
Motherwell; 8528/61/65/79/80/81/83/86/87/88/93/97; 8600/01/05  
where all in store on

Millerhill Yard and St. Rollox Works in store awaiting  
cutting up were 8503/19/20/22/26/28/55/92/94; 8602/03/04/06.

At Polmadie 8507/08/25/36/68, but 8529/62 were both working  
off 66A. 8598 is now working off Longsight, whilst 8512 as  
gone to Stafford with about 6 other members of this class.

8521 still remains at Derby Research Centre and the remainder  
of the class about 28 or so are awaiting cutting up at  
Ardrossan.

Newcastle: Seen here on 23rd February were 5115 (60A) and  
5320 (64B) doubled headed on a Edinburgh - Newcastle train.



RAIL - NEWS

Doncaster: An unusual sighting at Doncaster power station on 4th March, 1972 was 184 (82A) on 6F49 and also noted passing through the station were: 148; 172; 53 and 1945.

Mexborough: Diesels have once again started to be stabled at weekends in the sidings near to the sight of the old steam shed and noted here on 4th March, 1972 were 6717/88; 5821/22/30; 1520 and 1977.

Rotherham: Stabled here on 4/3/72 were 3314; 4045 and 5555 as well as 7656 (82A) being noted on a parcels train.

Sheffield Midland: Noted here on 3rd March was 365 (64B) on a York Bournemouth train.

Chesterfield: On 26th February, 1972, three football specials travelled from Hull to Stoke being pulled by 1778 (1Z45) 1991 (1Z44) and 1567 (1Z43). They travelled via the freight line from Rotherham via Barrow Hill to Chesterfield.

Tinsley: Work is still being carried out on foreign locos, and noted here during the later half of February have been :

79; 1101; 1513/66; 5170/73/74; 5607/34; 8166; 8190 and 5169.

The ex G.W.R. shunters stated elsewhere as being used from Tinsley were moved to Shirebrook on 29th February, these being 3267 (82C) 3355 (82A) and 3357 (86A). Electric traction into Tinsley and over the Woodhead route commenced again on 29th February following the power cuts etc., but still a few trains were hauled by diesel traction. 220/27; 313; 1853 and 7544 were all noted on what should have been electric workings on 29/2/72.

Doncaster: Noted here on 18th February, 1972, was 6605 on a northbound parcels train. During the power cuts E.E. type 1's 8021 and 8061 were brought into use as generators inside Doncaster works to provide power for the machinery. They did not leave the works until 2nd March being towed off the works by 6704, and all three locomotive headed north about 5-00pm final destination unknown.

Leyland: Noted here on Saturday 12th February were 3 type 2's hauling trains laying down foundations of concrete for the erection of overhead masts.

Goole: Noted here on 27/12/71 were 2049/81; 2100/51/57/69/71/73, along with 6709/14/35.

Sleaford: Noted here twice on 2nd March was 6730 (55C).

Worksop: Noted here in a half hour period on 1st March, were no fewer than 14 coal trains, being hauled by :- 1773/75/89/94; 1800/89/97/99; 1900/80/81/87/94/83. Also noted were 3701; 3333 and 4031 yard pilots and 4070 & 4035 double heading a coal train from Manton colliery to Worksop yard.

Cambridge/Colchester: Several of the shunters brought down from Scotland (reported else where as being seen at Gateshead) worked in the Doncaster area for a few days before being re-routed again to the Cambridge and Colchester areas at the beginning of March. Full details are not yet available from B.R. to the exact re-allocations, but it is thought that 3 will go to Cambridge and the other 3 to Colchester. During the past few months several other Scottish shunters have been allocated to March (31B) and it is thought that another 3 or 4 shunter may come down onto the Eastern Region, which is very short of this class at present.



ALTERATIONS TO IAN ALLEN LOCOSHED BOOK

1972 Edition

Following requests from members we are printing below a full list of alterations to the above publication, including recent transfers (excepting those where a loco has returned to the printed depot) and all known mistakes. The list below brings t booklet up to the following dates:- LMR, ScR, and SR 29th. January, 1972. WR 8th January, 1972 and ER 12th. Feb. 1972.

147 82A; 148 52A; 166 55A; 168 55A; 170 52A; 193 52A; 302 D10; 333 D08;  
 334 D08; 803 wdn; 804 84A; 806 84A; 807 84A; 810 84A; 811 wdb; 812 84A;  
 813 wdn; 814 wdn; 816 wdn; 818 84A; 820 84A; 821 84A; 824 84A; 825 wdn;  
 826 wdn; 827 wdn; 829 wdn; 832 84A; 866 wdn; 867 wdn; 1104 34G; 1562 wdn;  
 1570 41A; 1571 30A; 1572 30A; 1583 81A; 1599 81A; 1616 D16; 1622 D02; 1623 D02;  
 1625 D02; 1704 30A; 1705 34G; 1726 82A; 1751 D02; 1754 D02; 1763 D02; 1789 55G;  
 1790 55G; 1791 51L; 1819 D05; 1820 D05; 1821 D05; 1822 D05; 1823 D05; 1833 D16;  
 1834 D16; 1894 51L; 1895 51L; 1936 52A; 1939 D02; 1940 D02; 1941 D02; 1942 D02;  
 2033 wdn; 2036 wdn; 2043 wdn; 2050 32A; 2070 wdn; 2081 32A; 2100 wdn; 2101 wdn;  
 2103 32A; 2122 82A; 2136 wdn; 2217 wdn; 2239 wdn; 2289 wdn; 2397 reinstated 70F;  
 2398 wdn; 2431 wdn; 2435 wdn; 2436 wdn; 2439 wdn; 2443 62B; 2851 st; 2852 st;  
 3041 75C; 3048 73F; 3080 40B; 3081 36A; 3093 73F; 3095 73F; 3098 73F; 3102 8F;  
 3104 8H; 3133 67C; 3135 36A; 3173 12A; 3196 41J; 3241 64H; 3243 61B; 3247 6A;  
 3267 41J; 3313 36A; 3316 64H; 3317 64H; 3354 8F; 3355 41J; 3357 41J; 3407 8F;  
 3417 65H; 3458 36A; 3512 36C; 3519 36C; 3526 82A; 3532 30A; 3537 30A; 3539 61B;  
 3591 66A; 3634 wdn; 3641 wdn; 3650 wdn; 3651 wdn; 3669 75C; 3677 61B; 3688 34G;  
 3689 30A; 3699 1E; 3778 9A; 3783 8F; 3784 12C; 3787 60A; 3793 8F; 3811 82A;  
 3812 87B; 3817 73F; 3824 86B; 3876 34G; 3877 61B; 3882 30E; 3883 31B; 3892 30A;  
 3905 2A; 3911 52A; 3917 51L; 3919 52A; 3921 62B; 3924 73C; 3925 2F; 3927 9A;  
 3928 73C; 3931 64B; 3932 62B; 3933 15A; 3935 51L; 3938 51L; 3951 2E; 3957 64B;  
 3960 86A; 3985 61B; 3998 73F; 4024 86B; 4031 41J; 4036 41E; 4048 41A; 4049 wdn;  
 4050 wdn; 4053 wdn; 4055 wdn; 4056 40B; 4057 wdn; 4058 wdn; 4059 wdn; 4060 wdn;  
 4061 wdn; 4062 wdn; 4065 wdn; 4121 82A; 4141 12A; 4161 84B; 4164 85A; 4185 83A;  
 5000 66A; 5001 66A; 5010 66A; 5011 66A; 5012 66A; 5013 66A; 5014 66A; 5015 66A;  
 5016 66A; 5017 66A; 5018 66A; 5019 66A; 5073 66A; 5090 66A; 5096 66A; 5097 66A;  
 5098 66A; 5112 66A; 5113 66A; 5147 66A; 5148 66A; 5149 65A; 5150 65A; 5157n 65A;  
 5158 65A; 5159 65A; 5160 65A; 5161 66A; 5165 55A; 5166 55A; 5168 52A; 5171 52A;  
 5180 86B; 5202 82A; 5207 D09; 5208 D09; 5209 86B; 5213 86B; 5227 86B; 5230 82A;  
 5251 D16; 5285 D10; 5525 31B; 5529 31B; 5532 31B; 5533 40B; 5537 40B; 5548 51L;  
 5549 31B; 5550 31B; 5554 81A; 5558 41A; 5559 41A; 5591 41A; 5594 41A; 5596 41A;  
 5597 41A; 5599 55B; 5606 51L; 5616 52A; 5654 31B; 5655 81A; 5656 34G; 5659 40B;  
 5668 81A; 5682 81A; 5688 81A; 5692 82A; 5695 82A; 5696 51L; 5697 31B; 5802 31B;  
 5803 81A; 5809 81A; 5812 81A; 5814 81A; 5817 31B; 5818 81A; 5823 82A; 5824 82A;  
 5826 82A; 5827 82A; 5828 82A; 5837 82A; 5842 82A; 5843 82A; 5845 41A; 5850 51L;  
 All 61XX & 63XX Classes withdrawn. 6549-6554 70D; 6600-6608 87A; 6733 30A;  
 6759 30A; 6830 30A; 6837 86A; 6850 65A; 6878 87A; 6879 87A; 6896 86A; 6899 55C;  
 6901 55C; 6902 55C; 6911 55C; 6913 86A; 6922 86A; 6925 86A; 6948 86A; 6954 87A;  
 6955 87A; 6956 87A; 6957 87A; 6958 87A; 6960 30A; 6969 87A;  
 7000/1/11/5/6-9/22/3/44/82/4/5/7/9 all 81A; 7045/50/68/74-7/80 7100 all 82A;  
 7002/3/8/10/2/3/4/20/1/4/5/7/33-6/40-3/609/51-4/56-67/9-73/8/9/83/6/8 all wdn  
 7502-9 84A; 7510-16 86B; 7534/5 D02; 7536 D01; 7554 D01; 7555 D01; 7557 D10;  
 7565-7 D16; 7569 82A; 7573-5/7 84A; 7586 52A; 7588 82A; 7593 52A; 7598/9 D09;  
 7612-9 D16; 7625 82A; 7656/7 82A; 7671-3 D08; 7675 84A; 7676/7 82A; 8000/1 64B;  
 8003/5/7/8/10/17-9 64B; 8024/7/30 65A; 8031 40B; 8034/41/6/8/55 65A; 8082 66A;  
 8091/6/8/9 8101/12/3/8/21/5 66A; 85XX Class all withdrawn 12063/71/3/4/5 wdn;  
 12108/36 wdn; 152XX class wdn; E3027/40 wks, E3072 Hyndland (ScR). E26045 wdn  
 E26032/50 renumbered 76 032/50, 26037 reinstated 9C.



POSITIVE POWER ALTERATIONS

The following alterations took place in the period ending:-  
L.M.R. , Sc.R. , S.R. 29th. January, 1972, E.R. 12th. February, 1972  
W.R. 8th. January, 1972

168 55A; 302 D10; 333 D08; 334 D08; 803 wdn; 805 84A; 806 84A; 807 84A;  
 810 84A; 811 wdn; 812 84A; 813 84A; 814 wdn; 816 wdn; 818 84A; 820 84A;  
 821 84A; 824 84A; 825 wdn; 827 wdn; 829 wdn; 832 84A; 866 wdn; 1104 34G;  
 1570 41A; 1571 30A; 1572 30A; 1583 81A; 1599 81A; 1616 D16; 1622 D02; 1623 D02;  
 1625 D02; 1704 30A; 1705 34G; 1726 30A; 1751 D02; 1754 D02; 1763 D02; 1791 51L;  
 1936 52A; 2033 wdn; 2036 wdn; 2081 32A; 2122 82A; 2136 wdn; 3041 75C; 3080 40B;  
 3081 36A; 3102 8F; 3104\*8H; 3107 1A; 3196\*41J; 3243 61B; 3247 6A; 3267 41J;  
 3316 64H; 3317 64H; 3354 8F; 3355\*41J; 3357\*41J; 3512 36C; 3519 36C; 3526 82A;  
 3532 30A; 3537 30A; 3651 wdn; 3699 1E; 3783 8F; 3784 12C; 3793 8F; 3864\*15A;  
 3811 82A; 3812 87B; 3824 86B; 3876 34G; 3877 61B; 3882\*30E; 3883 31B; 3892\*30A;  
 3917 51L; 3931 64B; 3932 62B; 3985 61B; 3925 2F; 3951 2E; 4024 86B; 4031 41J;  
 4049 wdn; 4050 wdn; 4053 wdn; 4055 wdn; 4056 40B; 4057 wdn; 4058 wdn; 4059 wdn;  
 4060 wdn; 4061 wdn; 4062\*wdn; 4121 82A; 4161 84B; 3539 61B; 3689 30A;  
 5158 65A; 5159 65A; 5160 65A; +5180 86B; 5202 82A; 5207 D09; 5208 D09; 5209 86B;  
 5213 86B; 5227 86B; 5230 82A; 5251 D16; 5285 D10; +5549 31; 5550 31B; 5558\*LMR=  
 +5165 55A; 5166 55A; 5167 55A; 5170 55A; 5172 55A; 5525 31B; 5529 31B; 5532 31B;  
 5533 40B; 5537 40B; 5548 51L; 5554 81A; 5559 41A; 5591 41A; 5594 41A; 5596 41A;  
 5597 41A; 5599 55B; 5606 51L; 5616 52A; 5654 31B; 5655 81A; 5668 81A; 5682 81A;  
 5685\*41A; 5688 81A; 5692 82A; 5695 82A; 5696 51L; 5802 31B; 5803 81A; 5806\*41A;  
 5809 81A; 5812 81A; 5814 81A; 5817 31B; 5818 81A; 5823 82A; 5824 82A; 5826 82A;  
 5827 82A; 5828 82A; 5837 82A; 5842 82A; 5843 82A; 5850 51L; 6112 wdn; 6116 wdn;  
 6119 wdn; 6133 wdn; 6554 70D; 6333 wdn; 6336 wdn; 6338 wdn; 6339 wdn; 6733 30A;  
 6716\*55C; 6717\*55C; 6785\*41A; 6835\*41A; 6837 86A; 6895 86A; 6899 55C; 6901 55C;  
 6902 55C; 6911 55C; 6913 86A; 6922 86A; 6925 55C; 6948 55C; 6954 87A; 6955 87A;  
 6956 87A; 6957 87A; 6958 87A; 6969 87A; 7000 81A; 7001 32A; 7003 wdn; 7004\*82A;  
 7005\*82A; 7007\*82A; 7008 wdn; 7010 wdn; 7012 wdn; 7013 wdn; 7014 wdn; 7015 81A;  
 7018 81A; 7019 81A; 7020 wdn; 7021 wdn; 7023 81A; 7024 wdn; 7025 wdn; 7027\*wdn;  
 7033 wdn; 7034 wdn; 7035 wdn; 7036 wdn; 7038 82A; 7040 wdn; 7041 wdn; 7042 wdn;  
 7043 wdn; 7045 82A; 7046 wdn; 7047 wdn; 7048 wdn; 7049 wdn; 7050 82A; 7051 wdn;  
 7052 wdn; 7053 wdn; 7054 wdn; 7056 wdn; 7057 wdn; 7061 wdn; 7065 wdn; 7066 wdn;  
 7068 82A; 7070 wdn; 7071 wdn; 7073 wdn; 7076 82A; 7077 82A; 7080 82A; 7082 81A;  
 7084 81A; 7085 81A; 7086 wdn; 7087 81A; 7088 wdn; 7089 81A; 7100 82A; 7502 84A;  
 7503 84A; 7504 84A; 7505 84A; 7506 84A; 7507 84A; 7508 84A; 7509 84A; 7510 86B;  
 7511 86B; 7512 86B; 7513 86B; 7514 86B; 7515 86B; 7516 86B; 7534 D02; 7535 D02;  
 7536 D01; 7554 D01; 7555 D01; 7565 D16; 7566 D16; 7567 D16; 7569 82A; +7588 82A; +  
 7612 D16; 7613 D16; 7614 D16; 7615 D16; 7616 D16; 7617 D16; 7618 D16; 7619 D16;  
 7625 82A; 7656 82A; 7657 82A; 7676 82A; 7677 82A; +7586 52A; 7593 52A; 7596 52A;  
 8507\*wdn; 8508 wdn; 8529\*wdn; 8536 wdn; 8548 wdn; 8552 wdn; 8558 wdn; 8563\*wdn;  
 8574 wdn; 8598\*wdn; 12103\*30A; 12136 wdn; 15212 wdn; 15211 wdn; E3072 on loan

to Polmadie the Highland and then to Shields.  
 12063 wdn; 12074 wdn; 12076 wdn.

Additions to Scottish Region :- 2416 62B; 2426 62C; 3540 62C;  
 3885 Wdn; 3937 61B; 5347/48 65A; 5380 64B; 5401 64B; 6855 66A;  
 6903 64B.

For rail-news in this edition we are thankful to Messrs: G. Barlow  
 G. Barnett; C. Binch; N. Booth; J. Bramble; I. Bright; M. Caine;  
 P. Crawley; A. Douglas; D. Felton; D. Evans; S. Fenn; W. French;  
 W. J. Frisby; G. Gossan; P. Johnston; G. Kitchen; C. Lamsdell;  
 M. Tarren; M. Tonge; S. Warr; A. Watts; D. Lewis (Basil Brush)  
 The Little Midland Society; The Kearsley Railfans Club and many  
 others, but space will not permit us to print their names.



E.R.  
 Fitted Dual Brakes:- 41 55 75 115/30/2 1735/46 3699 8039 8167/84  
 E3049/56/69/78  
 Modified Triple Valve additions:- 5037/57/62/77/85 5144/5 5238/46/99  
 7516/21/2/32 7604/11  
 Addition B.R. AWS equipment:- 8167/9/84 56277 51919 56502.  
 Snow Plough Brkt fitted:- 5232  
 Boiler isolated:- 5034  
 Friction control springs removed:- 50443/52/60 50493/504/12 59149/60/8  
E.R.  
 Fitted Dual Brakes:- 6873 269 5616 6815 1530 5856 6816 255 1570 6764  
 5691

ScR  
 Fitted Dual Brake:- 260/1/3 358 3921/3/9/30/1/2 6839/59 6937  
 A.W.S. Fitted:- 6903/4/19/37 6844/57 5000/10-9  
 Stone Boiler Fitted:- 5000/10-9  
 EQ Brake Fitted:- 5068 5157/61

S.R.  
 Fitted Dual Brake:- 3809/15

W.R.  
 Fitted Dual Brake:- 138/52/7 1011/51/3/7 1026 3811/6 6837  
 Fitted Dual A.W.S.:- 7573/5/7 7656/7 50712/38 51302/6/17/21/46/7/73/88/9  
 Fitted Dual A.W.S.:- 1011/51/3/7 1726 5202/30 5554/ 5655/68/82/8/92/5  
 Radio Telephone Removed:- 3811  
 Snow Plough Brackets:- 5202/30 7573/5/7  
 B.R. A.W.S. only:- 5209/13/27 5818/23/4/6/7/8/37/42/3 7506/7/9/10  
 E.Q. Brakes:- 5230 5655/68 5803/18/23/6/7/8/38/43 6896  
 Dual A.W.S. (Ctd):- 5803/14 6837/96 6913/22/5/48 7502-5/8/11-3/6/73  
 Boiler Isolated:- 5818/23/4/6/7/8/38  
 E.Q. Brakes (Ctd):- 6913/22/5/48 7502/4-12/5  
 No Boiler:- 6837/96 6913/22/5/48 7003 7502-16  
 B.R. A.W.S. 7514/5/69/88  
 Fitted Dual A.W.S.:- 50693 51348 55025

Other Changes:-

RENUMBERED:- E26032 to 76.032  
 E3201-E3234 to be 87.001- 87.034 (when built)  
 E.M.U.'s :- Car 76205 transferred from UNIT 071 to unit 059  
 Car 76193 removed from Unit 059 and stored.  
 D.M.U.'s :- 50983 56266 to 10E  
 51313/28 84A to 86A; 55022/3 86A to 81D; 56168/9 81D to 84A;  
 59261 86A to 82A; 59581 82A to 86A;  
 50361/7/8 51296 56114/22/3/454 34G to 32A;  
 56117 withdrawn; 50347 withdrawn;

\*\*\*\*\*  
 Cont. from page Number 27....

peeling bears a note now conrous to the counties fataliotie  
 sounding anthem and the fated engines whistles, but in a more  
 profound thoughtful way could be compared with the Owl large  
 wissoned eys watching the town and distant hills and to the  
 bent beggar with his wood chippings and old woman with wine  
 empties it means the warmth of a respected known world its  
 cold staid affrontery meaning good life to the very end.

The End . . . . . M. N. A.



VERDUN.....AND ITS STEAM.....M.N.A.

Verdun on the Mense, part of the Plateau of Lorraine in Eastern France, a strategic position on a valley gap leading from the Moselle to the heart of East France and, together with Metz and Toul, had the doubtful distinction of being a key position on the 'Maginot' Line and sadly a Township even today of Pockmarked villas and cafes with decaying black street corner monuments which, there today, will always remain there, as a reminder to future generations (and warning) of the most bloody and cruel battle conditions of the 'Great War.'

Today Verdun on Mense is significant to a minority of English for a more everyday matter:- Steam, and steam engines it had until EASTER '71, alas HAD, with only the disappearance of a certain costly 'spare' resulting in this solumn fact. The engines, North British (Glasgow Works) 2.8.0s introduced 1912 and exported for War Aid purposes and never regained, had certain L.N.E.R. Class T2 similarities and one could not help feeling that there, in some foreign part there was indeed, a piece of England whenever from a distance away, the fading, ebbing and flowing gruff bark penetated from some distant wooded hill with a metallic clunk, now like the village church pealing on a Summer's Eve, now only a dull thud of a downtown shoemender, and now gone forever.

Classified 140 C, approximetely a dozen of these engines worked at this steam pocket for its last twelve months of steam operation, although as other french depots rid themselves of this class, the best inevitably came to Verdun many thus shewed their old parent such as 'Belfort,' 'Metz' etc; with perhaps only six shewing Verdun as parent.

On arrival at the Township, little visual or audible signs of steam activity formulated, the loco shed, hidden away to the right of the station remained a silent building, but on a loser observations smoke patterns reaching lazily to the cumulus formed a promise.....untold. Likewise, the town shews little outward signs of activity and, but for the 'GROS' supermarket, it might seem that a curfew was still in effect, with speeding military vehicles rushing here and there and disappearing towards the wooded lowlands.

A piercing whistle of a 140 C (so characteristic of all French steam) sounds out like a distress call as the peace is shattered, the echoing whistle continues minutes after, playing among the distant hills like two old friends meeting. The engines work consisted mainly of trips between Digny and Conflans-Jarney with damp limestone of 800-100 tons, in vehicles similar in size to the mighty 56 Tonners of the TYNE DOCK-CONSETT road. These wagons which bear the legend 'Arbel' along their sides come out of Digny, (as they still do) in rucks of 10-12 and to match the challenge appeared 'duex machine' having travelled light from Verdun tail first.

Similarly, to the East of the town, another mine produced a similar train load once daily matched with a another 'double-header' The main loads from Digny often had rear assistance over the major climbs of the route and a splendid sight was the 1830 from Digny as the leading 140 Cs osallated and wheezed into sight around the



station approach curves, following 20 minutes of early warning thunder, eventually coming to a stand at the station..... the brake pumps snorting intermittently producing an even greater anthropological appeal and the banker always chuffing more vigorously in the rear distance as if claiming the most effort (and referring to British Steam memories, often justifiably.) The sight and sound of the pair and banker re-opening to continue the struggle Northward left one deafened but elated with the scene of such titanic proportions lingering many hours later.

In winter evenings the event occurred during the dark hours and the route carrying the railroad through the hills travelled to a point high above the town until it was enveloped by the dark cutting to a tunnel (summit) but the consolation of the Winter Evenings was that the progress of the engines could be visibly traced along the hill slopes by following bright fires beating into the crystal clear air to the accompaniment of cylinder throats coming frighteningly clearly through the atmosphere wind among chimney tops, masts and steeples and Gendarme's moustaches, and no one from Baker to the woman with fold filled teeth in the 'GROS,' had any doubt that 'the train' was under way..... and fact for the best part of 10 minutes would return from the summit to the depot at Verdun, but 'deux machine' remained onward deep into the night to finally rest at Conflans until the emyoties brought them home again next morning.

The route of the railway from Verdun to Conflans is a twisting path of gradients which gradually steepen to something comparable to the last two miles up shop. In Winter the border countryside appears poor and occasional thick patches of small forests of coniferous, but all around the distant dark images of the past:-

Fort de Belleville, Casernes Marceau Detruites Monument des fusiltes, Cimetiere Militaires and also the lonely cold Tunnel Tavannies high among the sparse weeds enclosing many atrocious memories within its dark memory and the grave of some 25 discovered resistance workers buried in the Up Bore by the Germans. This rendered the tunnel unsafe until 1922 (one bore only) when the relatively undamaged down side was re-opened and bearing the legend 1874 above its oval shaped bore. Single line operation however became difficult as this was an important alternative route to and from France. (Illustrated in Franken Leimer's film 'The Train.') The other road was thus rebuilt with a 'U' shape inverted bore to stand proudly alongside the old shaft but bearing the figures '1935' in a similar style numeral, the sight of which could perplex many an uninitiated observer.

An essential part of the environment is the town itself and its strange cobbled winding back lanes, now twisting up to the cathedral, now hurrying down steep slopes to the feet of the blind organ players who 'sense' the non-seeing passers in their rapidity, of the little lanes which circulate indistinctly of shall twisted masonry to dive to the shore of the fleeting Mense, the rippling running Mense, in its Harnassed gutter of man's spoil transfused.

The scarred silent cathedral sitting at the apex of the wandering lanes, seems to bring them to order and propriety but itself no longer the pride of architectural megalomaniacs, its



COMPETITION PAGE

The competition in this edition of our magazine is designed to test your memory of station names. What we want you to tell us is in what city or town the following stations are and/or where situated. Quite a number of these stations have now closed, just to make the contest a little more difficult. When you have found the answers, write them down on a piece of paper and send your entries to Mr. A. Fawcett, 29, Clarence Street, BARNOLDSWICK, Via Colne, Lancashire. All fully correct entries received before 15th May, 1972, will be put into a draw, and the first two to be drawn out will receive vouchers worth £1-00 towards any future N.C.T.S. Coach Tour. The answers and list of winners will appear in the next edition of this magazine. The judges decision will be final and no correspondence will be entered into with regards to our competitions.

- |                       |                      |
|-----------------------|----------------------|
| 1. Barracks           | 31. St. Lukes        |
| 2. Gilmour Street     | 32. Marine           |
| 3. Milfield Road      | 33. Lawrence Hill    |
| 4. Citadel            | 34. Buchanan Street  |
| 5. Tay Bridge         | 35. Bute Road        |
| 6. Upper              | 36. Grahamston       |
| 7. Terminus           | 37. Shaw Street      |
| 8. Abbey              | 38. Thanshelf        |
| 9. St. Thomas's       | 39. Black Lane       |
| 10. Bank Top          | 40. Prince's Street  |
| 11. North Road        | 41. Chapel Street    |
| 12. St. James         | 42. Stapleton Road   |
| 13. Bridge            | 43. Liverpool Street |
| 14. City              | 44. St. Marks        |
| 15. Sunnyside         | 45. Kirkgate         |
| 16. Knowsley Street   | 46. Winton Pier      |
| 17. Great Moor Street | 47. Hibel Road       |
| 18. Foster Square     | 48. Mumps            |
| 19. Paragon           | 49. Belgrave Road    |
| 20. New Street        | 50. Owen Street      |
| 21. Wallgate          | 51. Trent Valley     |
| 22. Pen Mill          | 52. Lea Road         |
| 23. Thorpe            | 53. Warrior Square   |
| 24. Friargate         | 54. Charlton Road    |
| 25. Masborough        | 55. Grove Road       |
| 26. Knott Mill        | 56. Canal Road       |
| 27. Wellington Road   | 57. James Street     |
| 28. Tiviot Dale       | 58. Clegg Street     |
| 29. Green Ayre        | 59. High Street      |
| 30. Woodside          | 60. Clarence Street  |

If you are unable to answer one or two of the questions, still send your entry, as it is quite possible someone does get all their answers fully correct, and you could get more marks with a few answers still missing - you have got nothing to loose.

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