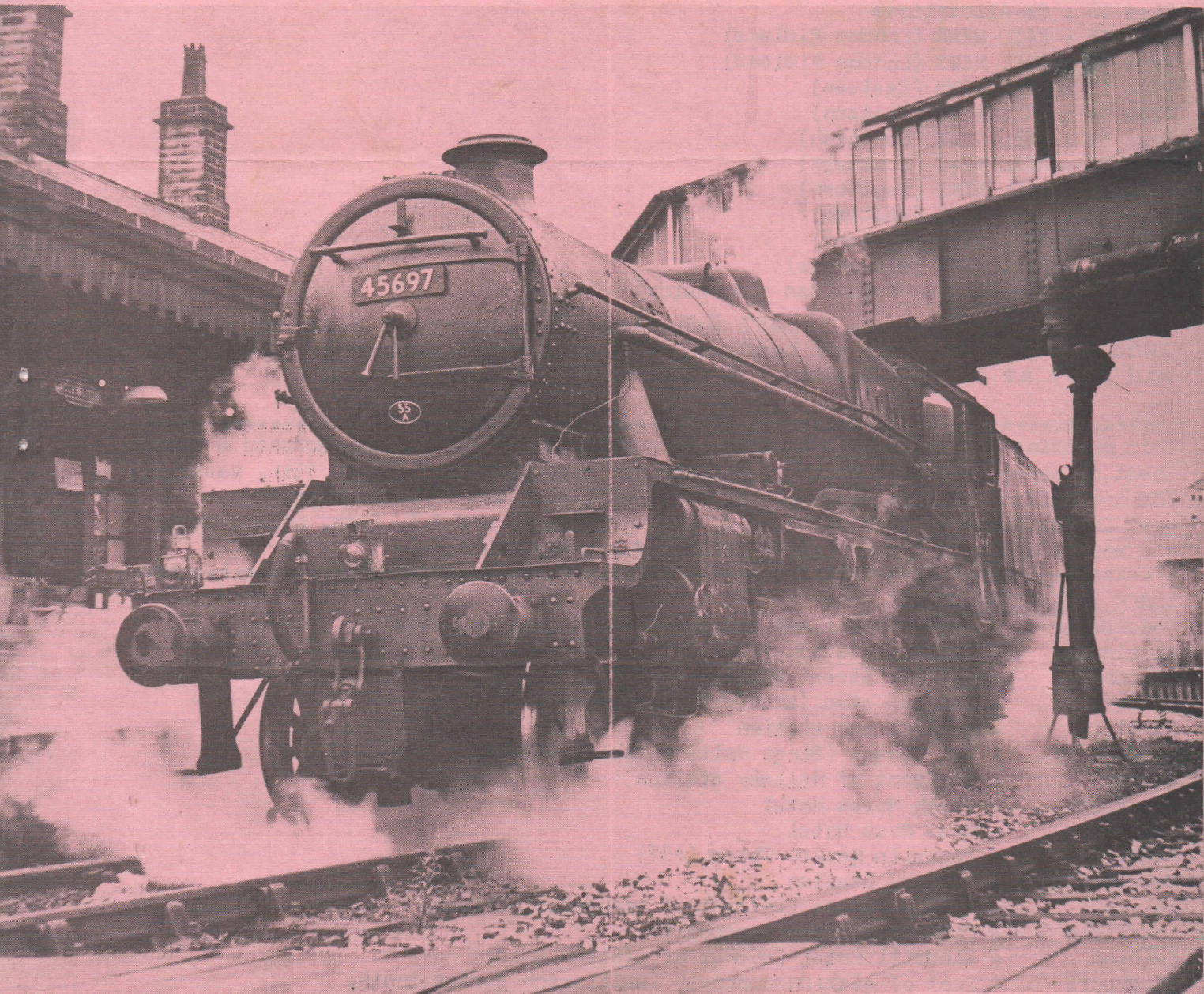


NORTHERN COUNTIES TRANSPORT SOCIETY



MAGAZINE No. 5

OCTOBER, NOVEMBER & DECEMBER 1970

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Pages 1 & 22 Photographs:- 45697 Achilles at Accrington Station
 1066 Western Prefect at Landore; 400 at Crewe and E6031; E6027
 and 6567 at Hither Green.

 This magazine competition is a crossword puzzle, which must be copied onto a plain sheet of paper, and sent to the Publicity Officer, D.J. Carville by 15th. November. The two correct entries drawn out of a hat will each win 10/0d voucher. Last Competitions winners were:- D.J. Bysh of Darwen, and S.T. Fenn, of St. Annes who should apply to the publicity Officer for their vouchers.

COACH PICKING UP POINTS

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

These are the commonest picking up points, but we can usually accomodate many people at other points. If you want picking up elsewhere you can arrange this with the bookings secretary, and if you are not sure where the best place is that we can pick you up, contact the publicity officer. He will arrange a suitable place for you. Picking up points are not confined to the areas above. We can for example pick up at Rugby & Northampton on a London trip etc., etc.

NORTHERN COUNTIES TRANSPORT SOCIETY

Magazine Number 5. October, November, and December, 1970.

Treasurer

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

AREA REPRESENTATIVES

- | | | |
|-------------------|----------------|--|
| Altrincham | M. Garrity, | 37, Mainwood Road, TIMPERLEY, Cheshire. |
| Barrow in Furness | R.R. Beck, | 58, Strand, BARROW IN FURNESS, Lancs. |
| Bolton | S. Warr, | 64, Greenhill Road, BURY, Lancashire. |
| Burnley | A. Fawcett | 30, Lower West Ave., BARNOLDSWICK Via Colne |
| Bury | H. Collier | 63, Shaw Street, BURY, Lancashire |
| Fylde | S.T. Fenn | 'Burwains', 9, Inskip Place, ST ANNES ON SEA |
| Humberside | M. Lewis, | 37, Dunhill Road, GOOLE, Yorkshire. |
| London & South E. | A. Eden, | 151a Annerley Road, PENGE, London S.E.20 |
| Macclesfield | D. Bullen, | 18, Amberley Road, MACCLESFIELD, Cheshire. |
| Marple | N. Binstead | 13, Ashwood Crescent, MARPLE, Cheshire. |
| St. Helens | R. White, | 3, Joy Walk, Clock Face, ST. HELENS, Lancs. |
| Sheffield | D.L. Holt, | 35, Windyhouse Lane, SHEFFIELD, 2. Yorks. |
| Sleaford | A. Law, | 38, Cromwell Crescent, SLEAFORD, Lincs. |
| South West | N.K. Taylor | 27, Edgerton Park, Pennsylvania, EXETER. |
| Tees Side | R. Hopper | 8, Sanderson Road, HORWORTH ON TEES |
| North Tyneside | A. Douglas | 6, Coquet Ave., WHITLEY BAY, Northumberland. |
| South Tyneside | P. Tuffnell | 7, Derwentwater Ave., Garden Farm Estate
CHESTER-LE-STREET, Co. Durham. |
| South Manchester | D.A. Griffiths | 59, Elms Road, Heaton Moor, STOCKPORT Ches. |
| West Manchester | C. Binch | 22, Lindum Ave., OLD TRAFFORD, Manchester. |
| South Midlands | P.L. Robinson | 73, Birchfield Road, NORTHAMPTON, Northants. |
| West Midlands | M. Littler, | 102, Lichfield Road, Pelsall, WALSALL, Staffs. |

NEW REPS:-

Warrington W.G. Beff, 15, Sinclair Ave., Longford, WARRINGTON, Lancs.

As there have been many changes of committee members please MAKE CERTAIN
that you are writing to the correct official

Notes from the Committee.

We would like to begin by expressing our regret that a few tours in the last tours programmes had to be cancelled. This was entirely due to a lack of people interested in the tours. If you do not book, we cannot run the tours. We hope that this was due to the holiday period, but ask that members contact any committee member if they have suggestions to make for tours. Tours are run for YOU, so let us know what YOU want.

We must also draw your attention to changes in the committee, especially to welcome Mr. D.J. Carville to the committee, and to offer our thanks to Mr Rose for the work that he has done on the committee. The most important things to note are that the BOOKINGS SECRETARY is now W.R. Hendry, and that the new MEMBERSHIP SECRETARY is Mr. N. Capelle. Please ensure that your letters are sent to the correct official, otherwise delay will occur. Please note also that telephone bookings will NOT be accepted.

As this magazine will be the last edition before the Christmas period, we would like to wish our members a very merry christmas and a prosperous New Year. This year we are holding a special social evening at Christmas time for all members and friends. Full details will be available in mid-November from the Public Relations Officer, D.J. Carville. If you are interested, or have any suggestions for the social, please write to him, or contact him on our tours.

Following the huge success of the 'back page' of our last magazine we are continuing the practice, although this will not be confined to the back page. If you have any humorous items or articles send them in. We need material. Items for inclusion in the next magazine should be sent to the Magazine Editor, B.J. Towey, 25, Calder Crescent, WHITEFIELD, Manchester M25 6LH to arrive by 7th. December, 1970. Any letters received after this date will only be included subject to space being still available.

Will anybody seeing Police Van No. B in Skegness area please contact D.J. Carville - Help him to complete his set!

Please remember our membership drive. We must have more members if we are to continue running tours at the present prices. If you are going out for the day 'spotting' take some of our handouts with you. These can be obtained from the Public Relations Officer, or by contacting any official on the coach. If every member handed a few leaflets out, each month, we would soon have a society second to none. The committee are there to help you with your railway interest but need your support. Please help to keep our new Membership Secretary busy.

We regret that the photographic competition was unable to produce any suitable photographs for the cover of our magazine. In view of this, together with an urgent need for a cover photograph, we are extending the competition. and we will send a 10/- voucher to anyone sending a photograph suitable for publication. Please remember to enclose a stamped addressed envelope if you require your photograph to be returned. The conditions remain the same as in the last magazine, although we would point out in addition that colour prints are less suitable than Black & White. Please send entries to the Magazine Editor B.J. Towey, 25, Calder Crescent, WHITEFIELD, Manchester, M25 6LH. Prints received in reply to the competition in the last magazine will be returned in the next day or two.

NOTICES

STAMPED-ADDRESSED ENVELOPES - These MUST be enclosed with all correspondence to society officials. No S.A.E. NO Reply.

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

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

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

BOOKINGS ON TOURS - If a member fails to appear for a tour which he has booked for, he will only have his money refunded if someone else can be found to take his place, or if medical evidence can be produced. If for any reason you find that you are unable to attend the tour at the last minute, please ring any official, who will advise you. If you are going to be late for a tour, because of a bus or train running late, then 'phone any official, who will tell you the best thing to do. If you are indoubt about trains to or from a tour contact the Public Relations Officer. Unless anyone has notified that they will be a little late for a tour beforehand, the coach will depart from the picking up points at the time stated, and will not wait for any other late arrivals. Please leave yourself plenty of time.

REMEMBER also that bookings MUST be sent on the enclosed application form to the BOOKINGS SECRETARY. No other official can accept bookings. If you have paid a deposit for a tour, then you must pay the balance MUST be paid not less than 7 days before the tour. Bookings by Telephone cannot be accepted.

PICKING UP PLACES - These are listed in the magazine, but members can also be picked up at places along the route by prior arrangement with the booking Secretary. However, all departure times are not stated. If Burnley & Colne are advertised, then the coach also picks up at Brierfield & Nelson. If Manchester & Bolton are advertised, then coach also picks up at Farnworth, Moses Gate, Kearsley, and Pendleton. If Manchester & Sheffield are stated then the coach will also pick up in Denton, Hyde, etc. These points MUST however be by prior arrangement.

CONDITIONS OF VISITS - Will members please note that all visits are advertised subject to permit. The conditions that B.R. impose vary from time to time, and little prior notice is given. B.R. also reserve the right to cancel permits, for any reason, and often only give a few days notice of this. While every effort will be made to visit all depots listed, and of course several others, the society cannot be held responsible for any last minute changes. Also, If the society have to purchase any permits, it may be necessary to raise a levy on the day of the trip, if the trip is not going to cover the cost of these permits. This will only occur in rare circumstances, but we feel sure that most members would rather pay a shilling or so extra, rather than have the tour cancelled.

NEXT MAGAZINE Any articles or rail news should be sent to the magazine editor, not later than 1st. September, 1970. We wish to thank all members who have contributed to the rail news in this magazine. We are always trying to improve our rail news section, and need your help.

ALLOCATIONS - Members wishing to receive Motive Power Alterations each month, as received from B.R. can obtain these from B.J. Towey, 25, Calder Cres., WHITEFIELD, Manchester. M25 6LH. Cost 10/-. these are usually up to 2 months more up to date than the national railway periodicals.

SALES ITEMS

The following items are on sale on coach trips from the shop:-

Locoshed book.....	12 1/2 p.	2/6d
Allocation book.....new edition.....	12 1/2 p.	2/-d
Preserved locomotive list.....	15 p.	3/-d
Locomotives of Peckett & Son.....for steam enthusiasts.....	20 p.	4/-d
L.U.P.T.S. Journal.....railway & transport articles.....	15 p.	3/-d
S. E. L. N. E. C. Fleet list.....of 'scap 20pp...all vehicles.....	25 p.	5/-d

AREA REPRESENTATIVES

We are still in desperate need of area representatives in all parts of the country. A new area rep. is required for Liverpool, as Mr. Carville has joined the committee. Remember, new officials often come from our area reps. If you are interested in becoming an area representative write to Mr. Carville for details.

N. C. T. S. Top 10.

- 1) Young Girl.....D. Goldie
- 2) Chitty Chitty Bang Bang.....D. Felton
- 3) Catch a falling massey & Put him on his scooter.....M. o T.
- 4) Baby Face.....R. White
- 5) Keep on Smiling.....S. Ridgeway
- 6) These Baseball boots (14's) are made for walking.....W. J. Frisby
- 7) I Know where I'm Going.....N. Capple
- 8) I'm Football Crazy.....K. Dalby
- 9) The copper of Notre Dame.....D. J. Carville
- 10) Crater Face.....B. S. C.

Last weeks positions not available, as all artists have refused to comment.

ANSWERS TO COMPETITION No. 4.

- | | |
|--|---|
| 1) South Devon Railway | 2) Keighley & Worth Valley Railway |
| 3) Cheshire Lines Committee | 4) North London Railway |
| 5) Coras Iompair Eireann | 6) Wirral Railway |
| 7) Liverpool & Manchester Rly | 8) Somerset & Dorset Joint Railway |
| 9) North Staffordshire Railway | 10) Manchester Sheffield & Lincolnshire Railway |
| 11) London Chatham & Dover Railway | 13) Romney Hythe & Dymchurch Light Rly. |
| 12) Neath & Breacon Railway | 15) Furness Railway (or Festiniog) |
| 14) Lancashire & Yorkshire Railway | 17) Canadian Pacific Railway |
| 16) Hull & Barnsley Railway | 19) North British Railway |
| 18) Kent & East Sussex Railway | 21) British Railways |
| 20) Maryport & Carlisle Railway | 23) London Tilbury & Southend Railway |
| 22) Ravenglass & Eskdale Light Railway | 25) Mersey Docks & Harbour Board |
| 24) Highland Railway | 27) Dart Valley Railway |
| 26) Manchester South Junction & Altrincham Railway | 28) Great North of Scotland Railway |
| 29) Lochty Private Railway | 30) Glasgow & South Western Railway |
| 31) Tottenham & Hampstead Junction | 32) Portmadoc, Croesor & Beddgelert |
| 33) Burry Port & Gwendraeth Valley Rly. | 34) Halifax & Olvenden Joint |
| 35) Quaker's Yard & Merthyr Joint Rly | 36) West on, Clevedon & Portishead (Rly) |
| 37) Whitehaven Cleator & Egremont Jt. Rly. | 38) Wisbech & Upwell Tramway |
| 39) Isle of Man Railway | 40) Manx Electric Railway |

SIR NIGEL GOES WEST

One still hears of Steam locomotives running over British Railways metals occasionally, and one such occasion was when "Sir Nigel Gresley" went from her present home at Philadelphia, to Carlisle, for the B.R. open day there. We would like to thank the M.N.A. for this article, which we unfortunately received too late to include in the last edition of our magazine. We hope that we will be blessed with other similarly excellent articles in the future.

SIR NIGEL GOES WEST "M.N.A."

Prudhoe station three minutes after midnight on a warm sultry evening in May and the last stopping to Newcastle now two hours away. Only the small station lamps, appear to be alive whilst they flicker and dim in the rustic country surrounding in the shadows of the tall signal box beyond the crossing gates.

Three hours beforehand on the 14th 4498 had quivered into movement 20 miles Eastward behind a pit heap to take its longest journey for almost 2 years, but still in the same excellent condition and capable at any time of haunting its familiar main-line highways of the past. This time, however, the A4 named after its designer was taking the road west and because it was 30 minutes ahead of the 'Paddy's Path' (the 00.30 Newcastle to Carlisle DMU) would be ignominiously pushed aside at Prudhoe into the one-ended loop to contemplate the wonderful varieties of British Sleeper weeds.

At 00.07 a dim distant glow displaying the legend 9220 and the accompanying flegmatic chug of a class 37 appeared through the Tyne Valley mists, but more important, the familiar magnetic nasal sound of an A4's kylchap, and just visible the warm orange glow of an open firebox door reflecting along the blue livery of both machines but the escape of steam eventually overpowering the sound of the class 37. The diesel No. 6897 pulled beyond the station and 4498 opened up to reverse into the siding off the Carlisle line to the East of the station and its acknowledging chime whistle must have left many of the sleeping enthusiasts in Prudhoe uneasy, and who would obviously account it to an odd horn of the class 47 which was passing at that time with the empty tanks from Ardeer.

On the footplate part-owner Julian Riddick was deep in conversation with the Divisional Manager's (Newcastle) Inspector Reg Charlton who had himself relieved the Traction Assistant, Mr. John Bellwood at Blaydon, and so, once again the hard core of enthusiasts working or otherwise, had come to witness the nocturnal movements of an immaculate A4 pacific. 4498 was bound for Carlisle Citadel Station in connection with the L.M.R.s sponsored Open Day to be held on Saturday, 16th May at Carlisle and was in fact, the only steam exhibit present, but the show stealer.

The engine actually arrived at Carlisle at 04.05 on the 15th, a mere 7 hours after leaving Philadelphia. The 9M61 00.20 Low Fell to Kingmoor was cancelled to avoid the calling out of further staff for extra signalling into loops, and Gateshead men were given the task of working the locos, much to the annoyance of Steam-minded Tyne Yard Crews, who had worked the engine to Philadelphia when it arrived from Crewe just under two years previous.

Just after 01.00 hours the Pacific moved slowly out of the loop, no doubt A4's breaking new ground, and with a short chime the orange glow faded until it disappeared behind a fold in the hills leaving Prudhoe sleeping on and unaware of its notable visitor.

TOURS PROGRAMME

Sunday 4th October, 1970. CREWE WORKS ONLY Tour Number 48C

Visit to Crewe Locomotive Works Only. Meet Victoria Ave., entrance at 12-20 or 14-20. Book in advance stating time. Visit fee 1/6d.

Sunday 11th October, 1970. EAST ANGLIA Tour Number 49P

Motive Power Depots to be visited will include:- 30E Colchester; 31A Cambridge; 31B March; 32A Norwich and 40A Lincoln, also other stabling points etc. Coach will depart Saturday evening as follows:-

	Macclesfield	at 20-00	due back at 21-30
Cost will be £2-10-0d.	Stockport	at 20-30	due back at 21-00
Minimum deposit 15/0d.	Manchester	at 21-00	due back at 20-45
	Sheffield	at 22-30	due back at 19-30

Sunday 25th October, 1970. DERBY & BIRMINGHAM Tour Number 50B

Motive Power Depots to be visited will include:- 2A Tyseley; 2E Saltley; 2F Bescot; 16A Toton; 16C Derby and Derby Locomotive Works. Coach will depart Sunday morning as follows:-

Cost from Burnley & Colne = £1-10-0d.	Colne	at 07-00	due back at 22-00
	Burnley	at 07-15	due back at 21-45
	Bury	at 08-00	due back at 21-15
	Bolton	at 08-15	PICKING UP ONLY
Cost will be £1-5-0d.	Manchester	at 08-45	due back at 21-00
Minimum deposit 10/0d.	Stockport	at 09-05	PICKING UP ONLY
	Macclesfield	at 09-30	PICKING UP ONLY
	(Works Ent. Siddals Rd-Derby)	at 11-00	PICKING UP ONLY

Limited number of places available for Derby Works Only, meet Siddals Road Entrance, at 11-00am, prompt.

Sunday 1st November, 1970. CREWE WORKS ONLY Tour Number 51C

Visit to Crewe Works Only. Meet Victoria Ave., entrance at either 12-20 or 14-20. Book in advance stating time. Visit fee 1/6d.

Sunday 8th November, 1970. GLASGOW & EDINBURGH Tour Number 52T

Motive Power Depots to be visited will include:- 64B Haymarket; 64H Leith Central; 65A Eastfield; 66A Polmadie and 67A Corkehill, also St. Rollox (Glasgow) works. The coach will depart Saturday evening as follows:-

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

Saturday 21st November, 1970. SOUTH YORKSHIRE Tour Number 53F

Motive Power Depots to be visited will include:- 9A Longsight; 9C Reddish; 36A Doncaster; 55A Holbeck (Leeds); 55C Healey Mills; 55D Royston; and Doncaster Locomotive Works. It is also hoped to have a visit on the Keighley and Worth Valley Light Railway during this tour, and time will be allocated for those members who wish to take advantage of a ride on this line behind one of their locos. Please note that this is a SATURDAY day tour only and the coach will depart Saturday morning as follows:- (cont page No. 9)

TOURS PROGRAMME Cont.

	Colne	at 07-00	due back at 22-00
Cost will be £1-7-6d.	Burnley	at 07-15	due back at 21-45
Minimum deposit 12/6d.	Bury	at 08-00	due back at 21-15
	Manchester	at 08-30	due back at 21-00

Sunday 29th November, 1970. CREWE WORKS ONLY Tour Number 54C

Visit to Crewe Locomotive Works Only. Meet Victoria Ave., Entrance at 12-20 or 14-20. Book in advance stating time. Visit fee 1/6d. (A large number of people are expected to attend this tour on this date, because this is the day that the works guide for many years known to most just as "JIM" retires. This will be the last parties he will take round the works, and it is hoped to have a little celebration sometime during the day. Further details of this will be available later on request from D. Felton).

Sunday 13th December, 1970. SOUTH WALES Tour Number 55W

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

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

Saturday and Sunday 9th and 10th January, 1971. Tour Number 56L.LONDON: Overnight stay in London Tour.

Motive Power Depots to be visited will include:- 1A Willesden; 14A Cricklewood; 30A Stratford; 34G Finsbury Park; 73C Hither Green; 73F Chart Leacon; 75C Selhurst; 75D Stewarts Lane and 81A Old Oak Common, also other stabling points in the Greater London area, with ample time to visit other places of interest on Saturday evening. The coach will depart on Friday evening 8th January, and return on Sunday evening. The cost will be inclusive of one nights Hotel accomodation in London on Saturday evening. The coach will depart as follows:-

	Macclesfield	at 20-00	due back at 21-30
Cost will be £5-0-0d.	Stockport	at 20-30	due back at 21-00
Minimum deposit 30/0d.	Manchester	at 21-00	due back at 20-45
	Sheffield	at 22-30	due back at 19-30

COACH PICKING UP POINTS SEE PAGE NUMBER 2.

CREWE WORKS VISITS: We would respectfully remind you once again that all visits to Crewe Works must be booked in advance with the Bookings Secretary. Also for those who are interested please do not forget Sunday 29th November for Jim's "DO". Members requiring directions to Victoria Ave., entrance should contact Mr. D. Felton or other Society Officials.

REALLOCATIONS.

The following Motive Power Alteration took place in the periods ending:-

L.M.R. 15th. August, 1970. E.R. 12th. September, 1970 Sc.R. 5th. September, 1970 S.R. 12th. September, 1970 W.R. 29th. May, 1970

- 170*64B; 201 D09; 202 D09; 203 D09; 205 D09; 206 D08; 224=D08; 228=LMR; 252 55B; 256=55B; 257=55B; 296=LMR; 302=D10; 316=LMR; 340=LMR; 385=D08; 394 55C; 399 55C; 1630 D02; 1728 D05; 1729 D05; 1730 D05; 1750 D05; 1755 D05; 1785 41A; 1788 41A; 1801 D16; 1802 D16; 1803 D16; 1821 D16; 1822 D16; 1830 D16; 2095 51A; 2135=30E; 2158 30A; 2211=wdn; 2244 wdn; 2248 wdn; 2297 wdn; 2437 62C; 2438 62C; 2439 62C; 2440 62C; 2442 62C; 2850 wdn; 2855@ 8J; 2860@ 8J; 2867 TCP; 3090 16C; 3134 30A; 3137 wdn; 3149 wdn; 3213 64H; 3269 1A; 3299 36C; 3341 62C; 3411 62B; 3417 65H; 3518 1A; 3541 62B; 3543 62B; 3545 62B; 3560 62C; 3580 12A; 3644 wdn 3677 52A; 3734 62C; 3737 62C; 3783 10D; 3891 62C; 3892 62C; 3904 62B; 3936 1A; 4098 65A; 4135 8J; 4152 12C; 5088 wdn; 5249 D08; 5270 D16; 5617 40B; 5618 34G; 7535 D01; 7545 D09; 7645 D02; 7646 D02; 8018 52A; 8024 55B; 8027 55B; 8031 52A; 8201 30A; 12050 wdn; 12054 wdn; 12081 wdn; 12082 6G; 12091 wdn; 12101 wdn; 12106 wdn; 12128 wdn; E3034 Doncaster wks; E3042 Doncaster Wks; Extra:- 208 D10;

* on loan wdn withdrawn @ from store =loco transferred several times last transfer shown.

TCP Tunnel Cement Penyffordd (on loan) 62A Thornton, 62C Dunfermline and 63A Perth are now closed

NEW DEPOT:- 62C Townhill. Note 65H is Fort William. This has been the code of this depot since at least May 1969.

We regret that there have been no re-allocation lists issued for Western Region since the last magazine.

***** LOCOMOTIVES FITTED WITH AIR BRAKES during the above periods:-

- 285 (52A); 5636 (31B); 6770 (52A); 168 (52A); 5858 (40B); 188 (55A); 284 (52A); 182 (52A); 5623 (34G); 6772 (52A); 5658 (31B); 5680 (41A);

Diesel Railcars re-allocated during the above periods were:-

- 50396, 56162 (withdrawn - to Derby Research Centre); 59314/5(withdrawn); 50938 6A; 50413/4 WR; 56221 6A; 56168/9 WR; 55989 9D; 50939, 56222 6A; 50203, 56055 1E; M28583, M29236/661 (Electric Multiple unit -M/C-Altrincham set Withdrawn); 50620/32, 59047 (55H); 59047 (51A); 59542 (40A); 50996/8, 51003 (34G); 59457/9/64 (34G); 51547, 50600 withdrawn; 50222 (55H); 51781/8, 59684 (66C); 50186/7, 59080 (60A);

***** We wish to remind members that all postal sales are now being handled by VIVA TRANSPORT PUBLICATIONS, with the exception of current stocks. Sales items are however available on all coach trips from D.J. Carville. Anyone requiring the VIVA house publications (Allocations, Allocations by Depot, Preserved locomotives, Barry Island lists, SELNEC Fleet list etc.,) should either write direct to VIVA TRANSPORT PUBLICATIONS, 76, Heywood Street, BURY, or see Mr. Carville on a coach trip. Locomotives of Peckett & Son and LUPTS Journal are only available from the society society.

***** REMEMBER for monthly lists of reallocations of B.R. locomotives as published by BR contact B.J. Towey, 25, Calder Crescent, WHITEFIELD, Manchester M25 6LH. Cost 10/- Postal orders for VIVA must be payable to them & not to N.C.I.S.

RAIL NEWS (LONDON MIDLAND)

DERBY WORKS In addition to locos shown opposite, three steam locomotives were on display, being 'Jinty's' Nos. 47327/57/445. These locomotives are for the Derby Museum (Midland Railway Project Group). The first two came from Barry Island Scrapyard, and the last one from British Oak Sidings, near Healey Mills, Wakefield. Locomotives on show at the Works were 3585, 7653 and 'Peak' No. 5, in new ex-Works Blue Livery.

WILMSLOW Noted here on 6th. September, 1970 was English Electric Type 4 No. 337, derailed near the station.

CREWE. The new stabling point by the Central Diesel Depot is now in use replacing the North Stabling point. Locomotives still appear to be using the South Yard Stabling Point.

EARLES CEMENT (Hope Valley). Block trains of Bulk cement from here seem to have increased recently, as the siding space has been enlarged. The locomotives belonging to the firm are 'Paxman Type 1's' Nos 9505 (now named 'Micklw' and 9534 (named 'Eccles').

LEICESTER. The roundhouse here is due for Demolition, and preserved exhibits for the Leicester Museum were store in the yard for some time. Locos 4771 (Green Arrow), 63601, 49395, and 44027 were so noted on the 9th. August, 1970.

WILLESDEN. At the beginning of August, 1970 the 'departmental stock' loco 3510 (from Hookagate near Shrewsbury) was noted working the Yard to the North of Willesden Depot. No transfer has been notified to date, and no further details are yet to hand.

MIDLAND LINES Several Reports have been received of frequent double-heading of 'Peak' Class locomotives on the Midland lines, including Nos 13+45 (12/8/70) at St. Pancras; 188+69 (14/8/69) at Derby on a St. Pancras to Manchester train, and 42+37 (18/8/70) working 1P10, a St. Pancras to Derby train.

RUGBY. The Electric locomotive stored at the top end of the shed yard at Rugby is E3043. The locomotive can easily be seen from passing trains, even at night. Locomotives here are stabled behind the station, and are not readily seen from trains. Locomotives are usually Sulzer type '2's' but there is also usually one or two shunters in or near the station.

LONGSIGHT Unusual locomotive here recently has been the withdrawn Clayton Type 1 No. 8512, which appeared some time ago, and was still there on the 12th. September, 1970.

KERSLEY COLLIERY The 16.50 hrs coal train from here to Coventry, which was normally worked by a Sulzer Type 2 is now hauled by a 2E Saltley based diesel shunter. The colliery is about 5 miles from Coventry, and the train arrives at the sidings just outside the station at about 17.10

BIRMINGHAM On 22nd. August, 1970, several trains were delayed following a fire in the buffet car of the 07.30 from Birmingham.

BLACKPOOL NORTH It has been reported that during the summer months the 08.05 Glasgow Central to Blackpool North, and the 14.55 return working has produced several 'Peaks'.

CREWE NORTH On the morning of July, 3rd, 1970, before the run down of the North Stabling point Hymek No. 7074 was noted here. On 14th. June, 1970 Western Class No. 1061 was noted here

WELSH COAST LINE Workings to Pwllheli in North Wales, by Main line locos seems to be restricted to a daily freight leaving Pwllheli at 13.40 each day with a single wagon and Guards Van. The locomotive concerned on August 4th. 1970 was 5144.

BUXTON 9A Longsight shunter No. 3700, the locomotive based at Buxton for almost 12 months returned to Longsight during August, and was noted under repair there on 12th. September, 1970. 3766 seems to have replaced it.

RAIL NEWS (London Midland Ctd.)

L.M.W. ELECTRICS. Nos E3034 and E3042 were moved from store and transferred to Doncaster Works during W/E 25th. July, 1970.

YORKSHIRE ENGINE CO. Locomotives Class O2 seem to have had a renewed lease of life. Despite the withdrawal of one member of the class, 2850, no fewer than four have been re-instated from store. No. 2867 was transferred to 6A Chester West, and then sent on loan to Tunnel Cement Co. at Penyffordd, 3 miles south of Hawarden.

ENGLISH ELECTRIC Type 4 locos based in the Liverpool, Manchester, and Preston Divisions have, over the past few months been exchanged for some of their sister engines based on the North Eastern Region at Healey Mills, and at York, although most of the locos involved have been returned to their original depots. Only a few remained at their new depots, although one, No. 302 managed to be re-allocated no fewer than three times in the space of less than a fortnight, finally going to D10, Preston Division.

Derby Research. In addition to locomotives already mentioned D.M.U.'s Nos 50396 and 56162 have been withdrawn and allocated to the research centre.

NEWTON HEATH. This depot seems to be having a good share of unusual locomotives recently, and these include regular sightings of 'Peak' class locos, Brush type 4's and recently a Thornaby based English Electric Type 4.

OPEN DAYS London Midland region seem to be finding the Open Days at various railway establishments very popular, as there has been a notable increase in these. Recent open days have been at Crewe, Electric Depot, Crewe Works, Derby Works, Springs Branch (Wigan) and Toton. It is believed that Manchester Division hope to hold an Open Day at Newton Heath M.P.D. some time next year after the completion of the present building programme there.

WITHDRAWN LOCOMOTIVES.

Following requests for further information about withdrawn B.R. Locomotives we are including a list of the present whereabouts of some of the 95XX Paxman Type 1's in this magazine. (new nos in brackets)

- Ashington Colliery:- 9500, 9502, 9505 (9312/99); 9514, 9517, 9518, 9527, 9528 (9312/100), 9536, 9545.
- Burradon Colliery :- 9511 (9312/98); 9521, 9555.
- Stewart & Lloyds :-
- Harlaxton Colliery:- 9503 9541 9548 (Spares)
- Corby :- 9507 (35); 9516 (36); 9532 (37); 9533 (26); 9537 (32); 9542 (27); 9544 (31); 9547 (28); 9549 (33); 9551 (29); 9539 (30); 9553 (34); 9554 (38).
- Bucumaster Quarry :- 9510; 9512 (Spares); 9515; 9529; 9552.
- Olundon East Quarry- 9520 (24); 9523 (25);
- British Oak Site, Crigglestone:- 9531 (D2/9531).
- Philadelphia Colliery:- 9504 (506); 9525 (507); 9540 (8)
- Earles (Associated Portland Cement) Hope. 9505 (Micklow), 9534 (Eccles).
- Wastbury :- 9526
- Gulf Petroleum, Waterton:- 9530.
- Shell Petroleum, Thames Haven:- 9538.
- Bowars Raw Site, Allerton Bywater:- 9513
- Rotherham (Scrapyards):- 9506/22/43/6/50.

Other locomotives of this class have been mentioned elsewhere in this magazine, including locos at Swindon Works, and also in previous editions (c.f. locos at Hereford).

For the above information we are indebted to Mr. A. Douglas from Newcastle.

RAIL NEWS (EASTERN)

HS4000 'Kestrel' returned to 41A Tinsley during the first week in September, after being fitted with a new crankshaft at Barrow-in-Furness. Its future duties were not to hand as this edition closed for press.

SHEFFIELD AREA. Several Type 1's have been noted during the summer months in the Sheffield area working passenger trains and empty carriage stock trains. The 07.20 hrs Sheffield to London was rostered throughout the summer holiday period for an Immingham Brush Type 4. Noted on the service have been 1773, 1888, 1557, 1551, 1535.

SPECIAL TRAIN from Rotherham, Sheffield and Chesterfield was run to Welshpool and Aberystwyth on Sunday, 9th. August, 1970. Fares were only 35/- (20/- child) and passengers could alight at either Welshpool or Aberystwyth where they could either spend free time at will, or travel on the narrow gauge lines. Most of the passengers in fact did the latter. The train was hauled by 1531 (41A), as 1702 was unavailable and 1575 had returned to Crewe Works. The route was via Toton, Leicester, Nuneaton, Water Orton, Birmingham and then Wolverhampton, where Sulzer 2's 5080 and 5135 took over. At Aberystwyth No. 9 Prince of Wales left with the first train and 7 bogies, followed by No. 7 Owain Glyndwr with 6 bogies. The third loco No. 8 Llywelyn was dead on depot.

SCRAPYARDS Noted at F. Booths scrapyard at Rotherham during September were 15218, 15223, and 2271, together with about 12 diesels. The loco in use was ex-B.R. No. 2958.

LOCOMOTIVES ON ROUTE in the Sheffield area include 2864, on route to Attercliffe scrapyard and 2229, on route to N.C.B. at Brookhouse. Both have been noted at Tinsley. The latter is expected to be used at its destination.

FELIXSTOWE The ex-B.R. shunter No. 3489 used at Felixstowe Docks has been noted fitted with Air Brakes for moving Freightliner trains, and has been named "Colonel Tomline".

EAST COAST MAIN LINE

"The Highwayman" express which was introduced by B.R. at a cost of 35/- per passenger from Newcastle to Finsbury Park has proved so much a success that it has been extended to at least May, 1971.

NEVILLE HILL Noted on this depot recently were 60019 'Bittern', 532 (60532) 'Blue Peter', in addition to the usual locos 60621, 3442, and 62005. The class 5 'Eric Treacy' from Tyseley is rumoured to be coming here in the near future.

ENGINE FAILURE. Following the failure of 'Peak' class locomotive No. 53 on the 10.05 Bradford Exchange to Paignton on 11th. July, 1970. the train was seen leaving Derby behind Sulzer Type 2's No.s 5248 & 7618. How far these worked is not known. The train was 40 minutes late leaving Derby. Another unusual working of two Sulzer class 2 locos was on the 4th. July, 1970 when the 07.55 Walsall to Yarmouth Vauxhall left behind 7670 and 5179, the former being a D01 locomotive and the latter being a 55A Leeds Holbeck member of the class.

BABY DELTIC locomotive No. 5902 was reported working a mineral train at Kettering Yard, on Thursday, September 3rd. 1970. This locomotive was withdrawn from 34G Finsbury Park some time ago, and was stored for a while at Stratford. Further reports of this locomotive since leaving Stratford would be most welcome.

DONCASTER WORKS.

Regrettably little information has been forthcoming from here during the last few months, with the exception of the arrival there of two London Midland based Electric locomotives.

TYPE 1's (B.Th.H) have been noted in several widespread parts of the Eastern Region, including Brimsdown (8215) and Chestnut (8200) on 5th. August, 1970.

RAIL NEWS (EASTERN Ctd.)

DEPARTMENTAL LOCOMOTIVES All the Departmental locomotives based on the North Eastern Section of the Eastern Region have now been withdrawn. Those formerly stored at Thornaby had been moved by the end of July, whilst No. 83, was seen at Gateshead depot on July 26th, 1970.

GOOLE. Withdrawn Yorkshire Engine Co. loco No. 2865 (withdrawn from 50D) was still at Goole Station on the above date.

YORK. Noted working around York Station at the beginning of June was English Electric Type 1 No. 8034, officially allocated to 52A Gateshead, although this was a York based locomotive at one time.

CHESTERFIELD. The shunter which works the area around Chesterfield Station appears to change frequently, and does not appear to come from any fixed depot. On the 12th. August, 1970, the loco concerned was 3685 from Shirebrook, whilst on the 14th and 17th. of August, the locos were 3401 and 4038 respectively, both being 41E Staveley based.

GATESHEAD. A random observation period at this depot between 10.00 hrs (19/8/70) and 05.40 (20/8/70) saw the following locomotives appear on the depot (locomotives on depot for maintenance EXCLUDED):- 33; 149; 189; 168; 171; 153; 83; 142; 165; 50 143; 183; 148; 176; 189; 23; 181; 251; 240; 366; 253; 259; 283; 346; 352; 253; 285; 273; 284; 1542; 1520; 1677; 1105; 1515; 1102; 1796; 1993; 1991; 1111; 1108; 1799; 1511; 1571; 1549; 1973; 1512; 1101; 1867; 6768; 6833; 6757; 6765; 6795; 6916; 6833; 6767; 6912; 6900; 7656; 7586; 7593; 7596; 7586; 9017; 9012; 9018; 9001; 9020; 3072; 2170; 3926; 2175; 2059; 3455.

KNOTTINGLEY. Several of the Brush Type 4 locomotives allocated here for use, supposedly exclusively, on the Merry-go-Round trains have been reported working into Kings Cross on passenger duties during the summer months.

SHEFFIELD On Saturday 29th. August, 1970 most trains from Sheffield during the period around 10.00 seemed to be running between 20 and 40 minutes late, including 1548 (1M65 to Llandudno) and 5200 + 7676 on a Yarmouth train. Later in the day matters became even worse when many trains were running up to 70 minutes late, including the holiday trains from East Coast resorts to Manchester. 1940 (1M26) was one such train, which after leaving Sheffield suffered further delays at Dore & Topley, where signal checks of 1 min, ½ min & 10 mins occurred before, in and immediately after the station beyond the junction, respectively. The train however managed to complete the Sheffield to Manchester journey just within the booked time due to some fine running after these delays.

CHESTERFIELD Unusual sight passing through the station on the 29th. August, 1970 was a quadruple-headed Sulzer Type 2's running Light engine towards Derby. These were 7619, 7620, 7503, 7505.

CLEETHORPES. Unusual locomotive seen here was English Electric Type 4 No. 305 from Manchester Division. This locomotive worked a Mystery excursion from Manchester, via Healey Mills and Doncaster (reversing). The locomotive worked the train throughout, running round the stock at Doncaster in both directions. Other locos at Cleethorpes (also on 19th. July were Brush Type 4 No. 1111 on a mystery tour from Newcastle using the Highwayman Stock, 1573, 1538, 356 (1G10), 6806, 6808, and 6726.

WITHDRAWALS

A further three of the Class 10 diesel shunters fitted with Blackstone engines have been withdrawn during the past three months, leaving only the following locos of the class in service 3138 (31B), 3141/5 (51L), 3486 (31B), 3634 (31B), 3638 (52A) 3641/6 (36C), 3648/50/1 (36A) and the 4049-79 batch which remains almost intact.

D.M.U. transfers 50620/32 59047 (52J to 55H); 59047 (55H to 51A); 59542 (51A to 40A) 50996/8 51003/162/4/9 59457/9/64 (30A to 34G); 51547, 50600 (55H withdrawn*) 50222 (51A to 55H); *collision damage

RAIL NEWS (Scottish)

TOWNHILL With effect from 12th. July, 1970 the depot at Dunfermline was officially closed and its allocation transferred to Townhill. This depot has been numbered 62C. Most of the allocation of 62A Thornton has now been transferred to Townhill, and there are now no locomotives allocated to Thornton.

PERTH All locomotives allocated to Perth Depot were transferred on the same date to 62B Dundee. (3560 has since been moved to Townhill.)

FORT WILLIAM Despite the appearance of the codes 65B and 63B for this depot, the stocklist from Scottish Region shows the code for this depot as 65H, a code which it has borne since at least May, 1969. The shunter which has been here for many years (4098) has now moved to Eastfield, and was replaced by 3417 on July, 5th, 1970.

HAYMARKET A recent addition to 64B Haymarket is class 46 (Peak) No. 170 which is on loan here from Gateshead.

ELGIN Noted here on 4th. August, 1970 was 3660 from Inverness. On the same date the depot at Inverness contained only one Inverness shunter and 9 Birmingham Type 2's.

We regret that due to lack of rail news from North of the Border we are unable to give much news from Scottish Region. Remember, if we are to give a reasonable coverage of Rail News for our members, we must receive this news from members. The committee cannot possibly travel round the whole country to obtain news. We must rely on the members. Please send any Rail News, no matter how little, to the magazine Editor before the next magazine is due out, i.e. about the beginning of December. This edition of the magazine has plenty of rail news for most of the regions, as most of the committee and some of the more regular contributors were on holiday on railrovers, collecting information for this magazine in various parts of the country. We feel sure that some members must have been on holiday in Scotland, and could have provided plenty of News!

NEW TRANSPORT

As we have space available that was unfilled by Scottish Region news the committee would like to give notice of a new arrival on the transport scene. At the beginning of September, Mr. W. J. Frisby took delivery of a new 'mini' and we present a Test report on this vehicle below:-

ROAD TEST ON CAR REGISTRATION NUMBER KNU 915 J (MINI)

Engine:- Extremely quiet when not switched on.
 Tyres :- Yul Brinner Tubeless (Bald, Solid Rubber)
 Lights:- Wick requires trimming in nearside front
 Brakes:- Disc, Rusting on all four wheels
 Electric system:- Shocking
 Tank Capacity:- 42 gallons, large capacity, probably due to hole in bottom.
 Suspension:- Front, independant (not attached to car). Rear, corkscrew flat bent leaf type.

Acceleration Times:-	MPH	Times	
	10-30	10 minutes 5secs.	40-60 1 $\frac{3}{4}$ days
	20-40	1 hour 10 minutes	50-70 3 $\frac{1}{2}$ days
	30-50	13 hours 12 minutes	60-80 No data

Brakes:- Stopping distance 128 ft from 40 mph. This figure could be misleading as we were unable to find a tree nearer than 128 feet.

Turns from lock to lock:- At least 28 Cramp set in.

Top speed:- 85 MPH (See "Test Conditions" before celebrating)

Test Conditions:- 90 MPH tail wind.

General Comment:- This car should not be out on its own.

RAIL NEWS (SOUTHERN).FELTHAM.

The motive power depot here is now almost completely closed, and all its allocation transferred to 75D Selhurst. Locomotives from Feltham seen in the area served by Selhurst, include:- 3459 (Selhurst - 11th. August), 4100 (Vauxhall Sta. 14th. August); 4102 (New Cross Gate-3rd. September, Norwood-11th. September); 4103 (Waterloo-13th. September, Clapham Junction- 10th. September), 4104 (New Cross Gate - 10th. September, Waterloo, 13th. August). 4105 Clapham Junction 13th August and 13th. September). 4108 (Guilford -13th. August, 1970); 4111 (75D 13th. August, Woking 13th. August, 1970).

EASTLEIGH. Noted during the second week of August at Eastleigh Station were:- (date in brackets) 6501 & 6533 (15th) - double headed on the Sheffield - Poole 7035 (11th) - working train headcode 1026). 1874 (11th) a Stratford based loco. Also seen were some rather unusual combinations of Southern Region locomotives including an Electro-Diesel and a 29XX series shunter (Southampton Docks Type).

BASINGSTOKE

On Saturday, 15th. August, 1970 'Warship' Class No. 811 'Daring' reached Basingstoke with an Exeter to Waterloo passenger train, and due to failure of the loco it was removed here. Several hours later the locomotive was still stabled here, and it probably stayed until at least the Sunday. It had worked (1010) Grove Park

On the previous day (14th. August, 1970) a Southern region Hastings Gauge Diesel Multiple Unit became derailed at Grove Park (Near Hither Green) and disrupted the rush hour traffic considerably. The unit was re-railed that evening by Type 3's Nos 6560 and 6561 on the Hither Green Breakdown Train. On the same Evening two D16 Nottingham Division based Brush Type 4's passed Hither Green double-headed on the other line with a COV-HOP train.

ANDOVER On Wednesday 12th. August, 1970 The morning train for Exeter (code 1V09) left Waterloo on time behind "Warship" Class No. 868 'Zephyr', which had only one of its two engines working. The train continually lost time, until it reached Andover, where Hymek 7042 had reached, having travelled Light from Salisbury to meet the ailing train. The train worked forward with 868 and 7042 together.

Another working concerning a Warship and Hymek was on the following Saturday, when 811 failed at Basingstoke (see above) and the train was taken forward to Waterloo by 7030, this time unaided.

STEWARTS LANE continues to produce a variety of motive power over the viaducts passing the shed. On August 14th. during a period of 5 minutes the following locos passed on Freight trains:- 6578 (73C); 5502 (30A); and 'Peak' class No. 71 "The Staffordshire Regiment (Prince of Wales Own)" (D16).

SLADE GREEN Although this depot is basically an EMU depot, which incidentally houses the two 4-DD Double Deck Units 4001 & 4002 when not in use during the rush hour peaks, also often has an occasional type 3.

MARGATE On August 9th. Brush Type 4. No. 11663 "Sir Daniel Gooch" was seen passing through Margate on a Mystery Excursion (1236). Earlier the same day sister engine 1533 (55B) was seen at Dover. The two shunters on this date at Margate were 3466 and 15219.

GATWICK.

On Monday August 10th. 1970 a Class 04 Drewry Diesel Shunter No. 2246 was seen in a siding near Gatwick Airport. This locomotive was withdrawn in August, 1968 from 55G Knottingley. The following day the locomotive had disappeared. Reports of this locomotive were however confirmed, as members of the society travelled past the loco on three separate trains and all reported the same. The withdrawn class 06 No 2415 from 64H Leith Central is reported to be at Queensboro in Kent.

RAIL NEWS (Southern Ctd).DURNSFORD ROAD

Although primarily a Electric Multiple unit repair shop and running shed (in two separate parts) the repair part is also used by main line locomotives. The Southern Region Class 71 Electric locomotive No. E5013, of which we have had no reports for two years was found in the repair shops here in early August and was still there four weeks later. It is believed to be undergoing modifications and the foreman at the shed was under the impression that it had not moved from there for some considerable time. It is indeed suspected that its length of stay could be two years to date. Also here in early August was Electro Diesel E6040, although this had left a month later.

RYDE (Isle of Wight)

A visit here on the 13th. August, 1970 to see the only surviving Hunslet diesel in use on B.R. No. 2554, produced the interesting news that despite the Ian Allen information that the 3TIS and 4 VEC units are numbered 031-7 and 041-6 respectively, there has in fact never been an 037 unit. The foreman at the depot (Ryde Works) informs us that this unit never materialised and that at one stage there wasn't even an 031 set. This was renumbered shortly after the arrival. The units are therefore 3-TIS units 031-036 and 4-VEC Nos 041-046.

MICKELDEVER

This appears to be a dumping ground for condemned Southern Region multiple units. Unit No. 601 (the 6-TC set) was seen here during mid August, 1970 and we have reports of it during the week ending 14th. August, 1970 and also some time later. Also here on the 20th. was 3031 and Pullman cars 'Bertha' and 'Ruth'.

EASTLEIGH.

On August, 20th. Brush Type 4 No. 1884 (51L) was noted here on a freight train heading towards London. Our informant suggests that it may have worked down on a Freightliner train.

EXETER LINE

A further unusual working on the Waterloo to Exeter line was the arrival of Type 3 No. 6522 on the 15.08 train from Waterloo. It returned from Exeter on the 20.07 train to Basingstoke.

BASINGSTOKE Stabled here on Saturday August, 8th. were 1867 (40B) and 7030 (81A).

CLAPHAM JUNCTION and NORWOOD JUNCTION continue to produce many inter regional locomotives and Thursday 10th. September was no exception. Seen at Clapham (CJ) and Norwood (NJ) on this date were:-

7668 (D01) working 8T14 ; 68 (D16) working 8004; 7068 (86A); all CJ

7094 (86A) working 8037 ; 1634 (D16) working 8M31; 1776 (30A); all CJ

816 (83A) working 1V15 ; 820 (83A); 1772 (30A); 140 (D16); all CJ

7537(D01) working 8Z50 ; 5505 (30A) both at NJ on Friday 11th. Sept.

5215(D01) at Crystal Palace ; 5505 (30A) at NJ both on Wednesday 9th. Sept.

PORTSMOUTH HARBOUR has a regular working for a Hymek locomotive on the Portsmouth Harbour-Bristol Service via Southampton. On 13th

August, the train was hauled by 7013. The 10.20 and 11.20 Portsmouth Harbour to Cardiff trains on 29th. August, 1970 left Portsmouth behind Type 3's Nos. 6505 and 6555 (both Eastleigh members of the class)

EASTLEIGH WORKS

As can be seen from our Workshops page, there are still several locomotives undergoing overhaul at Eastleigh Works in addition to the EMU's. Eastleigh Works has also gained the contract to overhaul the Eastern Region Clacton Sets, and one of these sets was in works during the early part of August. The shunters in the works, on duty, were 2987 & 2289

WARSHIPS

Up to the beginning of August, 1970, the following Warships were still in the old maroon livery:-805/6/9/15/7/32/4/8/42/4/61/7, and up to the same date the only Western Class locos in maroon livery are 1001/2/7/8/12/6/39/42/6/54/6. On August 19th, 1970 the following were in Swindon Works 805/6/42 and 1001/7/8/42 and hence are likely to emerge in Blue livery.

EXETER TO LEEDS on the 18th. August, 1970 the 09.19 train from Exeter to Leeds left Exeter behind class 47 No. 1681. The locomotive however was far from good condition, and had difficulty in surmounting Whiteball Summit. The engine finally failed at Taunton, and was replaced by Hymek No. 7015, which put up a good performance to Bristol, where another class 47 No. 1652 took the train forward to Leeds.

"NAMED LOCOMOTIVE"

Seen recently at Exeter has been Class 47 No. 1673 minus it's 'Cyclops' nameplates, and the space where the nameplates should have been was just a white patch. It was seen in this condition when working 1C22 through Exeter on 11th. July, 1970.

CLASS 22's

A couple of Class 22's still have a regular passenger working out of Exeter St. Davids on the 20.10 train to Newton Abbott. The train is in fact Empty Stock being worked back to Newton Abbott, but the first four coaches are worked as a service train. On July 6th. 6330 & 6338 were in charge and on July 10th. 6338 & 6339 were in charge. On the latter occasion the train comprised no fewer than fourteen coaches.

MELDON QUARRY

This is still worked by the Newton Abbott shunter 3509, and visitors who hope to see the locomotive will find access very difficult, except on weekdays. At weekends the site is locked up, and whilst entrance is not impossible guard dogs are in use. The locomotive, bearing an 84C Shedplate is kept in a little shed at the side of the site.

PILNING

Seen here on August 17th. were condemned Southern Region EMU's Nos 2066 and 2655/81. Seen at Neath the same day were condemned LMR DMU's Nos M51751/9/64.

NEWPORT

Reports are still coming in of the Class 47 No. 1924, which was seen at Newport on August, 19th. Most sightings now seem to be in the Newport/Severn Tunnel area. It was however seen at Swindon on the 18th. August, 1970

ST. BLAZEY.

The Following are all stabling points for St. Blazey based locomotives :- St. Blazey, Truro, St. Austell, Bugle, Lostwithiel, Wenford Bridge, Fowey Harbour, and Par.

SWINDON WORKS

0280 "Falcon" has been fitted with air brakes, and is receiving two new English Electric engines of a total power of 4,400 h.p. presumably for 125 mph tests on the east coast main line. Also noted here are the withdrawn locos Nos 9538 and 801/2/30.

HEREFORD

'Castle' Class No. 6000 "King George V" is to stay here for at least another two years. Recently moved to the site has been ex-G.W.R. Pannier Tank No. 5786.

BARRY ISLAND

Recently purchased locomotive No. 4983 "Albert Hall" has been discarded due to cracked frames, 5900 "Hinderton Hall" is now to be preserved.

RAIL NEWS (WESTERN Ctd.)DEPARTMENTAL LOCOMOTIVES.

From Reports of two sets of Western Region Railrover observations the following information is available.

DS1169 is at present out of use at Yeovil Junction and is stood in the open just beyond the station there.

20 This locomotive is at Reading Signal Works, which is situated at the foot of the approach to Reading General Station (Back Entrance).

PWM650. - No information has been received about this locomotive. Information for the next magazine will be more than welcome.

PWM651. - This locomotive is normally at Cardiff (Radyr) near the old depot in Radyr Yard. It has however been reported at Cardiff General Station recently.

PWM652. - This locomotive is at Taunton P. Way Depot, and can be seen easily from the main line.

PWM653. - This locomotive is kept at Theale near Reading, but is often not there at weekends. The only sure time to see this locomotive is Monday to Thursdays during normal working hours.

PWM654. - No reports are available on this locomotive. It is some time since it was last reported at Worcester.

CORNBARROW JUNCTION. This junction is on the Par to Bugle branch, and is worked by a North British Type 2 based on St. Austell. The locomotive on August, 6th. was 6315.

THE MAYFLOWER.

On August 12th. 1970. The 'Mayflower' (1A71) was hauled throughout by Class 47 No. 1967(D05). Eight days earlier the 'Cornish Riviera' was unusually worked by another class 47. No. 1643.(82A).

NEWTON ABBOTT.

Unusual sighting here on August 5th. 1970 was Classes 42 & 46 double-headed. The locomotives concerned were 150 and 809 "Champion". The train was heading towards Plymouth.

READING YARD Noted here on the same day were Peak Class No. 58, a not uncommon sight, and S.R. Shunter No. 15218.

PADDINGTON UNUSUAL Locomotive stabled at the stabling point for Paddington at Ranelagh Bridge (opposite Royal Oak underground station) on August 2nd was Class 47 No. 1570 (52A). Noted in the station on the same day was 1630 (D16) The following day 1570 (52A) was noted at Marqam along with 1875 (40B) and 1825 (D16)

RAIL NEWS (GENERAL)

Further to notes in Eastern section about 55G Knottingley based Class 47 locos, normally reserved for merry-go-round trains, in the London area, no fewer than three were seen on August 2nd. These were 1891 (Finsbury Park Sta.) 1894 (Hornsey Depot) and 1979 in Kings Cross Station.

SEVERN VALLEY

A visit here by the "Little Midland Society" On August 23rd proved interesting. The societies own headboard was carried on most, if not all of the trains. In use on this date were 43106, 46443 and the ex-C.W.R. railbus. 3205 was on show and 47383 was under repair in the depot. Restoration work was taking place on 48773 (8233) and 45110 "Biggin Hill".

For Rail News in this magazine we are indebted to many members, especially Messrs A. Douglas, D. Lewis, M. Garrity, N. Gartside, B. J. Towey, A. Eden, W. R. Hendry, D. Carville, S. Warr, R. T. Coleman, R. Hopper, N. K. Taylor and all those who have supplied information to the above.

RAIL NEWS (WORKSHOPS)

CREWE WORKS (6th. September, 1970).

English Electric Type 4 203/4 (D09); 209 (D10); 223 (D08); 227 (D09); 266 (64B);
280 (52A); 281 (D09); 357/9/60 (64B); 369 (D09).
DP2 402/13/4/9/26/39 (D05);
Brush Type 4 1517 (55B); 1530 (30A); 1557/9 (40B); 1579 (30A);
1601/14 (87A); 1620 (D05); 1688 (D02); 1700 (D02);
1703 (41A); 1709/13/45 (D02); 1753 (82A); 1830 (D16);
1912 (86A); 1945/61 (D05); 1974 (64B); 1988 (41A);
1990/7 (52A);
English Electric Type 3 6887 (87A); 6924 (86A); 6934 (87A); 6954 (86A);
" " Type 1 8013 (D16); 8018/22 (52A); 8122 (D16);
Electrics (LMW) E3008/46/50/71/83/9/94, E3128/54/93/5. (LMW); 26005/53/6
Electrics (Southern) E6030/1/7 (75D); E6107/9 (70D);
Shunters (all 5A). 3068/95, 12084/93.

DERBY WORKS - (open Day 29th. August, 1970).

'Peak' Class 5/22 (D16); 30 (55A); 41/6/8/55/67/9/73/8/9/80 (D16);
112 (55A); 115/8/9 (D16); 129 (55A); 154/7 (82A);
166 (55A); 172/82/6 (52A);
Sulzer Type 2's 5023/5/58/61/87 (D05); 5088 (wdn D05); 5133 (D05);
5188 (51L); 5191 (D10); 5199 (D09); 5216 (D01);
5229/70 (D16); 5280 (D10); 5288 (D08); 7507/17 (D16);
7532 (D01); 7566 (D02); 7606 (D16); 7639 (D08); 7653 (D16);
Birmingham C. & W '2' 5413 (65A);
Shunters 3005 (10D); 3050 (16F); 3354 (8J); 3585 (5A); 3847 (1A);
4133 (1A); 4139 (12C); 12062/91 (wdn 5A).

DERBY RESEARCH Dept (7th. September, 1970)

Electric Locomotives E3033/8, E3173 (125mph fitted)
Others 2387, 5901, 8521, and S15705 (ex-5705).

Stratford Works (Behind 30A depot) 13th. September, 1970).

'Brush Type 4' 1525/82 1777 (30A); 1868 (40B); 1991 (52A).
Brush Type 2 5644 (34G); 5854 (31B);
Shunters 2241/78/9 (30E 2278 wdn); 3339 (30A); 3678 (34D).

SWINDON WORKS (5th. August, 1970).

'Warship' Type 4 801/2 (wdn); 807 (84A); 830 (wdn); 842 (83A); 843/6 (81A);
'Western' Type 4 1007/8/42/5 (84A);
North British Type 2 6348 (82A);
Hymek Type 3 7001 (82A);
Paxman Type 1 9538 (wdn);
Shunters 3014/40 (70D); 3224 (73F); 3422 (86A); 3814 (86B);
4003 (81A); 4022 (82A); 4163/5 (82C); 4173 (86A);
4175/6 (86B); 3668 (73C).
Prototype 0280 (Falcon) (82A).

EASTLEIGH WORKS

'Birmingham' Type 3 6524/53/4 (70D); 6559/79/90 (73C);
Electric Locomotives E5001 (73F);
Shunters 2289 2987/93 (70D); 3274 (70D); 3666 (75C);

ST. ROLLOX WORKS (28th. June, 1970).

Noted here on the above date were:-

368, 3564, 3738, 4095, 5070, 5120/5/47, 5335/45/55/64/9/70/9, 5402/15,
6102/14/32, 8323, 8522/3/6/71/93 8600,

COMPETITION PAGE

1	XXXXXXXXXX XXXXXXXXXX	2	3	4	5	XXXXXXXXXX XXXXXXXXXX
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	21					XXXXXXXXXX XXXXXXXXXX

CLUES

ACROSS

- 1) High & Welsh (or perhaps a prince)
- 2) Class 47 (or a Western 4-4-0)
- 6) Speedster
- 9) Four Down plus 26
- 10) An earl, or a strong man perhaps!
- 12) two across less sixty
- 13) Not at all - Nothing even.
- 14) Redhill, on fire.
- 16) 20 across less 5
- 17) A Pirate, but not from the east - Leicestershire perhaps.
- 18) 63711 belonged to this class
- 19) Indian Lion
- 20) The first after a long gap
- 21) Designer for 15 down

DOWN.

- 2) Bum Kan lend is gomi bard
- 3) Continually employed, busy.
- 4) Roger Whittaker, but at school-and its not on the banks of the Tyne
- 5) Prototype
- 7) Electric memorial
- 8) A Peak minus 'Irish' is our required Peak
- 11) Edarian (Holland now)
- 12) A Knitted county, or a jump jet from the West
- 14) It might have been the first of a large BR Class but the bell tolled
- 15) As 18 across
- 16) Banana Split
- 19) He's Old but he's still -----

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 26th. September, 1970

