

NORTHERN COUNTIES TRANSPORT SOCIETY

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COACH PICKING UP POINTS

- Manchester -Victoria Railway Station (204/5 Bus Stop)
Barnoldswick -Free Car Park
Bolton -Trinity Street Railway Station
Brierfield -X43 bus stop (either direction)
Burnley -Central Bus Station (El Greco)
Bury -Art Cinema (Bingo Hall) Knowsley Street
Colne -Bus Station (London Stop)
Derby -Siddals Rd Works entrance
Edenfield -X23/43 Bus Stop
Farnworth-Black Horse Hotel
Hyde -Market Place (A57)
Kearsley -Moss Rose Hotel
Macclesfield -Railway Station
Nelson -Bus Station (Specials Stop)
Sheffield -Midland Station Forecourt
Swinton -Windmill Hotel (Corner Station Rd)
Stockport -Wellington Rd. South (Opposite station approach)
Whitefield -Bus Station

MEMBERS may also be picked up at other points on the route provided that prior arrangements have been made with the BOOKINGS SECRETARY at the time of Booking
The committee cannot accept responsibility for members being at places other than those arranged beforehand.

NORTHERN COUNTIES TRANSPORT SOCIETY

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NOTES FROM THE COMMITTEE

We would like to begin by wishing all our members a very merry Christmas and a prosperous New Year. We look forward to seeing you in 1973 and thank you for your valuable support which you gave during 1972.

We would like to point out that Mr. Carville, the tours planner to date, will now take on the position of Public Relations officer (with B.R.). Actual planning of tours will now be carried out by Mr. Howells, but the vital work of obtaining permits etc. will be continued by Mr. Carville. At this point we would like to point out that Mr. Carville has already obtained several concessions for us, due to his excellent relationships with the various offices of B.R.

We also send our heartiest congratulations to Mr. Fawcett, who since the last magazine was issued, left the happy state of being a bachelor, for what he describes (fool), as the happy state of married bliss. Seriously, though, we wish Allan & Shirley every happiness for the future.

Please note that Allan Fawcett's new address will be 34, Conway Crescent, BARNOLDSWICK, Via. Colne, Lancs. Tel:- Barnoldswick (0282-81-) 2735

It is regrettable that we had to cancel tour number 131M to the midlands on Saturday January 14th, 1973. This has been unavoidable due to difficulties in obtaining permits etc.

On a brighter note however, we wish to draw attention of our members to two extended tours during the currency of this magazine. These are on 17/18 Feb which visits London and the Southern Region, and has a hotel stop on the Saturday night 'Somewhere on the South East Coast', and the second at Easter visits the South West and South Wales, with two hotel stops, on the Saturday & Sunday nights probably in Cardiff.

As a special bonus to those attending the tour to the Southern Region we will be printing a full list of the allocations of all Southern Region DMU and EMU units in service. These will be issued to all those who are on the tour, and as there will be only a limited number printed there will be no spare copies. If you go on the tour you get a copy, if you do not, then there will not be a copy available for you.

Both these tours are excellent value for money, enabling visits to be made to depots not normally visited on overnight tours. We hope therefore that you will book early, an initial deposit being sufficient, so that the necessary reservations can be made at hotels.

In future will all members in the South Yorks/North Derbys. areas who have any queries regarding tours please contact Mr. Bramall (address & telephone No. see Page 3).

On one recent coach trip when the weather was particularly bad and the coach became rather dirty outside, some members inscribed slogans in the dirt on the sides of the coach. This may seem very funny to some of our members, but we can assure you that these marks are almost impossible to remove, as the scratch the paintwork. Anyone caught doing this in future will be instantly dismissed from the society without question. Please remember, and stop this silly trick NOW!!!

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 having to increase the price of subscriptions -SO **DON'T FORGET**

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

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

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

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

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

VOUCHER REBATE SCHEME - If you have paid all your money for a tour seven days preceding the date of the tour, you will receive a token towards this scheme. When you have collected a total of 10 points, you should send them along with your membership card to the **TREASURER**, and you will then receive a credit note worth £1.00 towards future tours. For day tours you get 1 point, overnight 2 pts. and four day tours (e.g. Easter) 4 points.

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

NEW EDITIONS OF THE MAGAZINE - The dates that the magazine go to press do vary but in general terms any items, including Rail News, should reach the editor by the end of the first week in March, June, September or December in order to appear in the next edition of the magazine. Any Rail News, articles etc. received after this date will only be included if space and time permits. Opinions expressed in articles in the magazines are those of the contributors and not necessarily of the committee or the club in general.

For several years, steam lovers have been in the habit of spending their holidays in countries where steam locomotives still linger on in use. These have dwindled over the years and now in 1972, they are effectively reduced to five:- Germany, Spain, France, Italy and Portugal. In these latter two countries, steam is in spasmodic use, as it is in Switzerland and Austria, where private societies still offer occasional steamings on private lines and on special occasions. Therefore, despite reports to the contrary, steam was in widespread use at the beginning of the year, with regular workings from our own doorstep at Bologne to the Sunny South of Spain or the beautiful Black Forest in Bavaria. Ironically, just as we in Britain regain our main line steam, so it is about to disappear in these other countries.

Spain has, for many years, maintained a delightful selection of old and modern locos but in the last two years these have become fewer and fewer. The present situation is as follows:-

Of the 259 locos in service at the beginning of 1972, 2-8-2s 4-8-0s, and 4-8-2s, spread around 8 major depots, less than a hundred or so remain in use. All oil fired, they are at Salamanca, Ciudad Real, Miranda del Ebro, Soria and Castejon. However, even these are due to be taken out of service by the end of the year, a desire expressed with uncharacteristic vigour in a situation where we would welcome the more traditional Spanish dilatoriness.

Even in Germany, the remaining bastion of steam, the coming year is expected to bring the end of steam on the DB, even of the highly efficient standard types such as the 01, 41 and 44 classes. (at the time of writing the Germans have introduced a new number system for easier computerisation). Fortunately they are still going strong in certain areas, and a prompt visit may well yield sight of the pre-World War 1 Prussian P8 and G8 Classes. The areas are reasonably accessible Hamburg in the North, and down the Rhine to the Stuttgart area are the most fruitful regions with particular concentrations along the Dutch & Luxemburg borders, which may last, despite pessimistic predictions, until the recently begun electrification of the line from Trier to Koblenz is completed.

But it is in France that the fastest changes have taken place. A little over a year ago, there were regular steam workings based on towns as far apart as Bologne, Sarreguemines on the swiss border and Narbonne in the Midi. But these were rapidly withdrawn and under last years winter timetable, steam was eliminated from the North and West of the country. Now the workings of the Rhone Valley and the rest of the Southern areas have gone, leaving only the depots of the Massif Central, at Venissieux, near Lyon, and at Nevers. The locomotives are oil- or coal-fired respectively and in excellent working order. They have to be, for they haul the heavy freight trains in that mountainous region, where electrification is viable on only a few major lines. They are 2-8-2's and are occasionally double-headed, a magnificent spectacle which will shortly end as the new 3,000 h.p. diesels become available. Indeed this should have occurred on 15th. October, when the Winter Timetable came into operation. (This article was written prior to that date, so it may well have happened-Ed.)

Some engines have been put into store, "En reserve froide" with plenty of grease to stop rusting and a supply of the relevant fuel so that in an emergency the SNCF will have alternative Motive Power. These depots are scattered at strategic points throughout the network, the nearest being at Bologne, and some at least, from the depot at Venissieux, are expected to be used for the ski traffic, but this will not last long into the New Year.

STEAM IN EUROPE (Ctd.,)

Therefore by next summer, French Steam will be confined to the many narrow gauge lines, and to preserved stock. The major narrow gauge lines are at Abreschvillier in the Vosges mountains; Pithiviers, the home of many cheeses, to the south east of Paris and boasting 11 0.60m gauge locomotives dating from as far back as 1870; Chamonix - Montenvers, near the swiss border; St. Trojan on the Ile d'Oleron north of the mouth of the Gironde; and finally, the famous Vivarais line of 30Km (21 miles) in length.

For standard gauge locomotives, a visit to the French National Railway Museum at Mulhouse, by the Swiss frontier, would prove an interesting experience, housing as it does a large variety of steam types. There is also an English Style preservation society in operation and this is based at Longueville near Provins, again to the South East of Paris. An hours trainride from Paris-Est takes you to a half timbered roundhouse which is being preserved entirely and in its present external appearance, despite the fact that half the building is used as a warehouse by a local company. Amongst the locomotives preserved are two 2-8-2-tank engines and a 4-6-0 which was stripped down for boiler repairs when I last visited the depot. These locomotives are steamed occasionally during the summer months and the society hope to aquire a stretch of track now used for freight only.

Unfortunately this has only been a brief survey of the current position of steam on the various railway networks of Western Europe and is by no means exhaustive. If anybody should want further details or information on steam, or indeed any other aspect of European Railways, or has any useful information, I would be pleased if they would get in touch with me at the following address, not forgetting an s.a.e. where a reply is required.

D.L. Holt,
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STEAM IN BRITAIN 1973

You have now read about steam in Europe, and to complete the picture, we include later in this magazine the latest information, released only a few days ago, on the Return to Steam plans for 1973, provided by our usual correspondent. Read on and make sure that you know what is to happen during 1973. If you missed the 1972 runs, now is your chance in 1973. We also enclose details of how you can get up to date information as it is available.

B.R. Special trains at Bargain rates

Tours in the near future from the Sheffield area are as follows:-

Fares £1.75 (£1.00 half fare)

	FROM
24/2/73 - Edinburgh ()	B- Barnsley
3/3/73 - Weston Supe Mare (MRSC)	C- Chesterfield
10/3/73 - Eastbourne (BSC)	M- Mexborough
17/3/73 - Plymouth (MRSC)	R- Rotherham
24/3/73 - Edinburgh (MRSC)	S- Sheffield
31/3/73 - Bournemouth (MRSC)	
7 / 4/73 - Norwich/Gt. Yarmouth (BSC)	
14/4/73 - Torquay/Paignton (BSC)	

TINSLEY YARD - ITS WORK AND WORKINGS

Tinsley marshalling yard is a computer-operated terminal yard for the Sheffield area and is designed for two way working. Most freights, however, come in the East end of the Yard from Rotherham and Chesterfield and work their way across until they eventually depart from the West.

In the process of sorting the freight trains would first enter one of the 11 reception sidings in the East, of which 6 are electrified for 1500V DC working. The engine is then released by a 'shunter' who contacts the signal yard box by using a plunger and indicating what siding the train is in and where the engine is intended to be moved.

The remaining train then has to be 'cut' (uncoupled) in accordance with route and destination. While this is being done, a 'cutter' makes out his cut card on which there is information, in code, relating to the number of wagons in each cut, number of the siding, wagon wheelbases, destinations, etc. During this operation the cutter must be walking from East to West otherwise the information sent to the box will be the wrong way round unless he makes allowance for his error.

When his cut card is completed he goes to one of the two kiosks in the reception sidings each containing an add/listing or Addo machine to send the information to the signal box. The Addo system was adopted because the distance from the reception sidings to the control tower can be as much as 1,000 yds. and many other systems e.g. telephones, radio links have been used to transmit accurately the information required, but unsuccessfully. The disadvantages of these systems were that there was often ambiguity in the written or spoken words and the message had to be coded so that the point setting equipment could understand it.

The procedure for sending the information is as follows: The paper in the Addo machine is divided into three columns, and for the first line only the second and third columns are used; the second for the train identity and the third for the date and time of arrival at the reception sidings. For the rest of the card the first column will show the sorting siding number, in the main or secondary yard, preceded by a code number, the second the number of wagons in the cut, and the third the special coded remarks (Code 91 indicates wagons of over 40' wheelbase). Once this information is received in the control tower the train is ready for sorting.

The hump shunting is done by three modified shunting engines which are two standard 350 h.p. diesel electric locomotives semi-permanently coupled back to back with one of the cabs removed. These units are fitted with cab signalling apparatus precision speedometers and two-way radio telephones. They are modified to suit local conditions and ballasted to produce a 20 ton axle load.

When shunting commences the computer in the yard box, programmed by the corresponding cut card, automatically sets the points. Special attention must be paid to wagons of wheelbase greater than 45' when working under automatic conditions as the points may be changed between axles. This should be entered on the cutters card.

The new trains are made up in the sorting sidings leading from the hump. There are 53 of these sidings arranged in eight 'Baloons'.

Where the lines radiate from the hump there is installed Dowty Automatic Wagon Control Systems which regulate the speeds of the hump-shunted wagons so that they don't stop short of the train or collide with the next wagon causing extensive damage. There are three basic types of unit to this system; retarders, booster/retarders and arresters of which the retarders and arresters are self-contained. The booster/retarders have to be fed by oil pipeline from the power pack buildings. The wagons are pushed over the hump at precise speed and are accelerated quickly to 7.8 mph by booster/retarder units and kept at that speed until the points are cleared when more units reduce the speed to 5.4 mph then 2.7 mph until a safe buffing speed is reached. Similar equipment is found on the 25 sidings which make up the secondary sorting yard. Traffic for this yard is routed direct from the main yard via the Dowty Hydraulic Feed road or the line running parallel to it which is used by diesel

locomotives when the Dowty system fails. This set of sidings has its own hump, control tower and power house.

To the far west of the yard there are five express freight and departure sidings which are used for the express freight trains having merchandise to be detached and/or attached to their train. They are equipped with overhead cables for electric traction.

In the main yard just south-west of the main hump there is a servicing depot consisting of a four berth through shed with facilities for refuelling, lubricating, examining and sanding locomotives together with ancillary workshop, stores & office accommodation with washing plant and breakdown crane.

Owing to topographical features the maintenance depot is situated on a 'shelf' above the main yard. This rather limits access and therefore there are only two steeply graded lines running into the depot. Much reversing over points is needed when a loco released from its train in the reception lines is destined for the depot. The depot maintains main line and shunting locomotives. It is a double ended shed with room for 12 engines at each end. The workshops, stores and other accommodation is located in between. There is also a washing plant here.

The yard has two wagon repair sidings at the Western end of the secondary yard. These 400' sidings deal with crippled wagons both empty and loaded and a vacuum exhaustor is provided to test vacuum brakes after repair.

The whole yard and its surrounding lines are controlled by two control towers and six signal boxes. The larger of the two control towers is sited just west of the main hump and is a four storey building. The ground floor is the relay room, the first floor the CO₂ and calorifier; the second floor the staff toilets and messroom, and the third floor the operation room. This building also contains an additional addo machine. The smaller tower is for the secondary yard and is sited near the private English Steel Corporation sidings. It has only two floors, the relay room with the operating room above it. Adjacent to each tower is a power room to operate the Dowty gear and the electro-pneumatic points.

The six signal boxes are at Shepcote Lane, Tinsley Yard, Tinsley Park, Treeton Jn. Brightside Jn. and Aldwarke Jn. The Shepcote Lane box is at the west end of the yard at the junction of the lines from Sheffield Victoria & Midland and Rotherham Central. The traffic descriptions initiated manually at this box and the other fringe boxes are carried forward by the train movements themselves. It controls all movements at the West end and also signals on the G.C. Rotherham branch between Darnall West and Woodburn Jns. and Tinsley East/West Junctions. Tinsley Yard box is at the western end of the reception lines and controls movements on these lines up to Treeton Junction including the junction of the lines from Chesterfield and Rotherham Masborough. Tinsley Park Box, situated at the west end of the main sorting sidings controls movement at that point and at the Eastern end of the express freight and departure sidings. The existing box at Treeton Jn. also controls the junction of the Chesterfield-Rotherham lines plus the ex-Midland 'Old Road' lines. Brightside Junction box is a new box controlling the junction to the former Sheffield district line and signals trains on this branch to Shepcote Lane. The ex-Midland lines between Nunnery Main Line Junction and Wincobank Station Junction are also controlled by this box. The box at Aldwarke Jn. is new and controls the scissors connection between the ex-Midland slow lines and the ex-GC Rotherham branch and signals trains on both main line routes between Kilnhurst (West), South and Rawmarsh Station and between Rotherham Road and Thrybergh Junction.

We are still desperately in need of good articles and rail news (especially of the non-'sightings' type. Why don't you help the committee & editorial staff to produce a really good magazine by submitting something yourself. The Officials etc. can only do so much unaided. Then you step in!!!

STEAM IN BRITAIN

OR

RETURN TO STEAM

1973-4

As has been our custom in 1972, so we hope to keep you in touch with the current position on ^{the} return to Steam on B.R. during the coming year. The prospects for 1972 were certainly exciting when the news first broke, and last week, on Friday December 22nd, the news broke for 1973/4. It is true that the average enthusiast has little idea still of just what is happening, as most papers only really told the reader that there were 460 more route miles available for steam running. The main news, however is much more exciting. We hope that you will receive and read this article before you hear all the news from other sources, and because of this we include full details on these pages.

Return to Steam 1973/4

Unless otherwise stated, all the details given below apply to both 1973 and to 1974. There will be no alterations in 1974.

Routes:-

In addition to the five routes used in 1972, these being

Birmingham Moor St. - Didcot	(77 mls)
York-Scarborough	(42 mls)
Newcastle - Carlisle	(60 mls)
Shrewsbury - Hereford	(94 mls)
Carnforth to Barrow	(28 mls)
	<u>Total</u> 301 mls

there will be a further nine routes totalling some 460 route miles. The new routes are as follows:-

Guide Bridge to Dore via Chinley	(35 mls)
Kyle-Dingwall-Inverness (during 1973 ONLY)	(78 mls)
Dundee-Thornton Jn. Circular, i.e. Dundee,-Ladybank-Thornton-Cowdenbeath- Dunfermline-Thornton-Dundee	(91 mls)
Filey to Hull	(44 mls)
Carnforth-Leeds via Keighley & Shipley	(64 mls)
Barrow - Sellafield	(35 mls)
Oxford-Worcester-Hereford	(85 mls)
Tyseley-Stratford via N. Warwick line	(22 miles)
and Hatton-Lapworth-Stratford	(9 mls)

As you can see this increases the mileage available by some 460 miles, to 764 miles in all. Specials will however only be allowed during the following months:-

April, May, June (Sundays only), September and October. Tours cannot operate on Saturdays in June, or at any time during July & August.

Locos

The locos which will be allowed to run is unaltered, these being

At Tyseley:- 7029 'Clun Castle', 5593 'Kholapur', 5428 'Eric Treacy' and the G.W.R. pannier tanks Nos. 7752 and 7760

at Carnforth:- Class 5's 4871 4932 5231 5407

At Didcot:- 6998 'Burton Agnes Hall', 6106 6697 1466 (all GWR)

At Caerphilly:- 5322 (GWR 2-6-0)

At Ashford:- 35028 Clan Line

at Dinting:- 5596 'Bahamas'

At Co. Durham:- 4498 'Sir Nigel Gresley'

At Hereford:- 6000 'King George V'

At Grantham:- 4079 'Pendennis Castle'

at ^{the}astleigh:- 92203 Black Prince & Green Knight'

At Leeds:- 60019 'Bittern' & 532 'Blue Pter' (temp. at Didcot)

A member of the board stated that there would be no additions to the list of locos, although he did say verbally, that they would have to accept on the list any loco coming out of their own workshops after major overhaul. He would not however put this in writing.

How Many:-

The official letter from B.R. outlining these details stated that if the return to steam should continue to succede, the runs should continue to have some scarcity value, and consequently it was not anticipated that there would be more than twenty runs in 1973 (and presumably also in 1974)

As many of you will realise, details of individual tours cannot be published until negotiations are beyond the initial stages, but I can advise all members in the North of England that tours starting in and around the Liverpool/Manchester area are planned for Sunday June 17th. and Saturday September 1st, although official sanction has not been given.

Doubtless details of tours will become available during the currency of this edition of the Magazine. If ~~some~~ any details are available then they will be sent out as soon as released to any member who sends a s.a.e. to Mr. H. Howells, 44, Stanwell Rd., Swinton, Lancs, who is acting as mediator on behalf of the society. He will receive booking forms where and when available, and will forward these to members. Remember though, that he will only send details if he has a s.a.e. from you in which to send them.

Clearly the board consider that the tours during 1972 were a success, but these tours will only continue as long as the enthusiast continues to behave. If there is any misbehaviour, trespassing or inconvenience caused, then they could still be brought to an end. During 1972 there were still some thoughtless individuals, who were selfishly only concerned with the kind of photograph that they could get. These ranged from the unknown idiot stood taking photographs, tripod over one running line looking in the 'wrong' direction to photograph a steam engine, whilst a diesel was coming up behind him on the line where he was stood. Behaviour like this is stupid, selfish, and can only end steam running. Please, don't be one of the idiots. Take care, and above all don't endanger the chances of continued running of steam. Steam is part of our heritage, let it remain.

Finally, I would ask you to have a thought for those poor unpaid workers who spend their spare time keeping these wonderful locos in the necessary first class mechanical condition. If you like steam, and have time to spare, contact one of the preservation societies, who are always willing to let you help. It is the enthusiast who turns out these engines, and what finer tribute could there have been to the enthusiast than the two locos on the October 14th. tours. Two superbly turned out locos, the resplendant Jubilee and the glorious King. Despite time lost on diesel sections these two managed to pick up all lost time, gain a little, and still look immaculate. What a tribute to the British Steam engine, and to the dedicated enthusiast.

Finally, may I wish all members a very pleasant year in 1973, I hope that you get the rides behind steam that you desire, and the photographs that you have always hoped for. Remember, however, that seats sell quickly. Out of 760 seats on the two October 14th. trains, there were nearly 3,000 applications, so over 2,000 were disappointed. Good Luck & Book Early

TOURS PROGRAMME

ALL VISITS TO DEPOTS ADVERTISED ARE SUBJECT TO PERMITS BEING AVAILABLE FOR DEPOTS CONCERNED.

Sat - Sun 20th - 21st January 1973 TOUR NO. 731.M.
MIDLANDS

Motive Power Depots to be visited will include :- 40A Lincoln, 31A Cambridge, 31B March, 1E Bletchley, 2E Saltley, 16A Toton,

Cost will be £3.00	<u>COACH LEAVES SAT</u>	<u>RETURNS SUN</u>
Minimum deposit £1.00	Manchester @ 2000 hrs	- 2045 hrs.
	Sheffield	2130 hrs - 1930 hrs.

Sunday 4th February 1973 TOUR NO. 732.T.

S. YORKSHIRE DAY TRIP

Motive Power Depots to be visited will include :- 50C Hull, 55B York, 36A Doncaster, Doncaster Works. Also other West-Riding stabling points.

Cost will be £1.50	<u>COACH LEAVES SUN MORNING</u>	<u>RETURNS</u>
Minimum deposit 50p	Barnoldswick @ 0645 hrs	- 2200 hrs.
	Burnley @ 0715 hrs	- 2130 hrs.
	Bury @ 0745 hrs	- 2100 hrs.
	Bolton @ 0815 hrs	Pick up only
	Manchester @ 0845 hrs	- 2045 hrs.

FRI/SAT/SUN

16th/17th/18th February 1973 TOUR NO. 733.A.

SOUTHERN & LONDON

Motive Power Depots to be visited will include:- 73F Ashford, (Chart Leacon) 73C Hither Green, 75A Brighton, 75C Selhurst, 75D Stewarts Lane, 1A Willesden, 14A Cricklewood, 81A Old Oak Common, 30A Stratford, Most Southern Region stabling points and others in London as time will allow.

Cost will be £ 6-50	<u>COACH LEAVES FRIDAY.</u>	<u>RETURNS SUN</u>
Minimum deposit £2.00	Manchester @ 2200 hrs	- 2045 hrs.
	Sheffield @ 2330 hrs	- 1930 hrs.

THE COST IS INCLUSIVE OF HOTEL ACCOMMODATION ON THE SATURDAY NIGHT.

All persons going on this tour will receive a FREE copy of the allocation list of all SR. EMU'S & DMU'S on the coach.

Sunday 4th March 1973 TOUR NO. 734.C.

CREWE WORKS ONLY

Visit to CREWE WORKS ONLY. Meet at Victoria Avenue entrance at 14.15pm. Visit fee 15p. payable in advance.

TOURS PROGRAMME(Cont.)

Sat - Sun 17th - 18th March 1973 TOUR NO.735.S.

GLASGOW & EDINBURGH

Motive Power Depots to be visited will include:- 67C Ayr, 66B Motherwell, 66C Hamilton, 65A Eastfield, 66A Polmadie, 64B Haymarket, 62A Thornton, St. Rollox Works, Miller Hill Yard, and other stabling points en route.

Cost will be £3.00 COACH LEAVES SAT RETURNS SUN
Minimum deposit £1.00 Manchester @ 2000 hrs - 2045 hrs.

The coach will also pick up and set down on the M6 at Salmesbury at 2045 on the outward journey and at approx 2000 hrs on the return journey.

Sat-SUN 31st April 1st April 1973 TOUR NO.736.E.

EAST ANGLIA

Motive Power Depots to be visited will include :- 40A Lincoln, 31A Cambridge, 31B March, 30E Colchester, 32A Norwich, 40B Immingham, 36C Frodingham, and other depots and stabling points as time will allow.

Cost will be £3.00 COACH LEAVES SAT RETURNS SUN
Minimum deposit £1.00 Manchester @ 2000 hrs - 2045 hrs.
Sheffield @ 2130 hrs - 1930 hrs.

FRI/SAT/SUN /MON.

20th/21st/22nd April 1973 TOUR NO.737.R.

GRAND EASTER TOUR

S. WEST

Motive Power Depots to be visited will include :- 84D Penzance, 84B St. Blazey, 84 A Laira, 83A Newton Abbot, 82A Bristol, 86A Cardiff, 86B Newport, 87A Landore, 87B Margam, other stabling points on the western region and Birmingham area.

COACH LEAVES FRI RETURNS MON
Manchester @ 1400 hrs - 2000 hrs.
on 20th April on 23rd April
Cost will be £9.00
Minimum deposit £3.00

Cost will include two nights Hotel accommodation in S. WALES

PLEASE NOTE THE CHANGE OF TOUR IN JANUARY (MIDLANDS)

PLEASE BOOK AS EARLY AS POSSIBLE FOR ALL TOURS.

MOTIVE POWER ALTERATIONS

The following Motive Power Alterations took place during the period ending:-

L.M.R. 9th. December, 1972. E.R. 25th. November, 1972. Sc.R. 25th. November,
S.R. 16th. November, 1972. W.R. 4th. November, 1972.

11 55A; 29 55A; 32 55A; 33 55A; 35 55A; 36 D01; 37 D01; 38 D01;
40 D01; 41 D01; 42 55A; 44 55A; 45 55A; 48 55A; 49 55A; 50 55A;
54D01; 55 D01; 56 D01; 57 D01; 58 55A; 69 55A; 101 55A; 137 55A;
139 84A; 148 84A; 153 84A; 160 84A; 233 D08; 255 55B; 289 D10; 292 D08;
299 D08; 303 D10; 351 52A; 354 52A; 357 D08; 359 40B; 400 82A; 805 wdn;
806 wdn; 807 wdn; 818 wdn; 820 wdn; 825 wdn; 829 wdn; 1100 52A; 1104 52A;
1105 52A; 1200 86A; 1515 34G; 1517 34G; 1519 34G; 1520 52A; 1534 52A; 1535 D05;
1536 52A; 1541 52A; 1542 52A; 1545 52A; 1548 D05; 1549 D05; 1561 D05; 1563 D05;
1576 D05; 1579 D05; 1582 D05; 1590 82A; 1617 D05; 1620 41A; 1624 41A; 1626 D02;
1627 D02; 1631 D16; 1632 41A; 1633 41A; 1635 D05; 1680 86A; 1696 D02; 1698 D02;
1706 52A; 1743 30A; 1748 30A; 1751 30A; 1763 41A; 1766 55A; 1770 40B; 1771 40B;
1774 30A; 1776 30A; 1777 30A; 1778 40B; 1853 D01; 1860 D05; 1880 40B; 1881 40B;
1882 40B; 1883 40B; 1884 40B; 1887 40B; 1915 D05; 1931 86A; 1933 D02; 1935 86A;
1942 82A; 1945 82A; 1949 82A; 1986 41A; 1987 55A; 1988 52A; 1989 51L; 1990 51L;
1991 51L; 1992 51L; 1993 55A; 1995 41A; 1996 41A; 2006 wdn; 2009 30E; 2011 wdn;
2048 wdn; 2054 wdn; 2055 30A; 2077 wdn; 2090 55B; 2111 55B; 2130 wdn; 2148 wdn;
2150 wdn; 2162 55F; 2174 55C; 2382*16C; 2387=16C; 2397 16C; 2399 16C; 2414 62C;
2416 wdn; 2424 wdn; 2438 wdn; 2442 wdn; 3001 wdn; 3011 wdn; 3013 wdn; 3014 wdn;
3024 9A; 3026 wdn; 3034 wdn; 3038 9A; 3042 70D; 3043 70D; 3048 70D; 3087 9A;
3092 wdn; 3094 wdn; 3098 wdn; 3099 wdn; 3100 wdn; 3133 55C; 3214 36A; 3221 6A;
3225 73F; 3240 55A; 3243 65F; 3308 41J; 3313 55C; 3388 66C; 3545 65A; 3572 1E;
3708 34G; 3724 34D; 3736 9A; 3850 1A; 3860 65A; 3883 31A; 3891 66C; 3907 5A;
3909 9A; 3911 40B; 3914 6J; 3919 40B; 3929 62B; 3932 62B; 3934 55A; 3950 41J;
3953 81A; 3967 81D; 4001 73F; 4015 73F; 4118 82A; 4122 73F; 4180 81A; 5024 D09;
5067 wdn; 5068 wdn; 5114 wdn; 5149 wdn; 5151 64B; 5152 64B; 5153 64B; 5154 64B;
5155 65A; 5156 65A; 5162 41A; 5163 41A; 5164 55A; 5165 41A; 5166 55A; 5167 41A;
5168 41A; 5170 41A; 5171 41A; 5172 41A; 5173 41A; 5174 41A; 5175 41A; 5176 D09;
5177 D09; 5183 41A; 5184 41A; 5185 41A; 5187 D01; 5214 41A; 5227 64B; 5228 41A;
5229 41A; 5232 D09; 5271 D16; 5272 D16; 5273 D16; 5285 D16; 5293 D09; 5518 31B;
5537 55B; 5538 55B; 5540 55A; 5541 41A; 5548 41A; 5555 55A; 5556 55A; 5558 55B;
5559 55B; 5560 55A; 5581 41A; 5585 55B; 5586 40B; 5591 55A; 5607 55A; 5639 31B;
5647 31B; 5657 41A; 5658 41A; 5659 40B; 5662 41A; 5665 D16; 5680 41A; 5683 30A;
5684 81A; 5685 81A; 5801 55A; 5802 30A; 5804 51L; 5805 51L; 5808 55A; 5810 41A;
5811 41A; 5816 31B; 5817 30A; 5821 52A; 5835 55A; 5841 55A; 5844 55A; 5846 51L;
5847 31B; 5849 31B; 5854 40B; 5860 31B; 6708 52A; 6713 31B; 6715 52A; 6716 52A;
6729 31B; 6730 55C; 6731 51L; 6734 31B; 6735 31B; 6737 41A; 6738 31B; 6739 31B;
6759 31B; 6764 31B; 6777 52A; 6782 31B; 6783 31B; 6784 52A; 6785 52A; 6794 55C;
6796 55C; 6797 31B; 6799 55C; 6819 D16; 6820 31B; 6825 31B; 6840 64B; 6846 65A;
6874 40B; 6919 65A; 6935 52A; 6937 65A; 6938 52A; 6951 55C; 6952 55C; 7019 wdn;
7037 wdn; 7050 wdn; 7052 86A; 7054 81A; 7070 wdn; 7084 wdn; 7085 wdn; 7087 wdn;
7091 wdn; 7094 wdn; 7095 wdn; 7096 82A; 7099 wdn; 7100 wdn; 7500 64B; 7500 64B;
7502 82A; 7522 D10; 7523 D09; 7539 D09; 7540 D09; 7556 D16; 7557 D16; 7565 64B;
7570 D01; 7577 82A; 7598 D09; 7599 D10; 7612 D02; 7613 D02; 7626 D10; 7629 D02;
7639 D10; 7646 D10; 7650 D08; 7651 D10; 7659 D10; 12109 wdn; 12110 wdn; 12127 wdn;
12134 wdn; E6027 wdn; E3052 Shields; 84.005 Shields.

Renumbered:- E3029 to 83.006; E3037 to 84.002; E3043 to 84.008; E3045 to 84.010;
E3143 to 86.203; E3191 to 86.201; E3099 to 83.014; E3031 to 83.003***;
E3041 to 84.006; E3044 to 84.009; 26013/5/38 to 76.013/3/38 resp.

* Reinstated; = stored *** as notified (this may be incorrect.)

MOTIVE POWER ALTERATIONS (Cont.)

Diesel Multiple Units

50939/83 56222/67 9A; 50203 56055 6A; 55009 1E; 50387 56435 32A;
51234/42 56392 56401 62B; 51248/50 51487/9-92 56406/76-80 56408 64B;
50752-70/85-99 50800-4 50950/64-71/3-8/80-3 56233/47-53/6-67 all 9D;
50340/2/3/6 51110/5-9/22/4/7 56094/5/7 56101/2 56300/2/9/8/9/10/1/4/9 all wdn.
56206 59098/9 59202 79083-7/9/90/5/8-9 79100-11/55-68 79440-7/71-8/80-2 all wdn.

MODIFICATIONS

These, as usual, include locos newly modified, together with any confirmatory evidence, (usually given by the receiving region when on inter-regional transfer. Some will therefore have been given previously, whilst others will be new.

Fitted with Dual Brakes:-

139/44/7/8/53/60/1 244 367/85 400 1005/71 1532/4/41/3/5/90 1694 1709
1945/9 1942 3670 3700/3/5/21 3907/11/4 5380/8/97 5401 5698 5684/5
E3005/7/48/67/82/6/7 83.006/8/14 84.002/6/8/9/10

Fitted EQ Brake:-

5152-5 5227 7500/65

Fitted Dual AWS:-

1005 1942/5/9 5617/86/7/90 5824/6/7/8/37 7506
51333/75 50649/83/6 50733/5 50679/95/98 50658 50727/39 50711 51075
51336/70/8 51412 51103 51305/20 55029

Fitted B.R. AWS:-

8134/40/1/66/70/6/80
50947/8/52/69 51918/40 52065 56214/31/6/52 56489

Fitted BR AWS (only) -confirmation only):-

139/48/53/60 400 5684/5

Fitted AWS:-

5151-6 5227 7500/65

Fitted Stones Boiler:-

5152-6 5227 7500/65

Steam Generator Re-instated:-

105/10/5 234 316 1731/3 1708

Steam Generator Isolated:-

1915

No. Boiler:-

1945

Boiler Reinstated:-

5617 5824/6/7/8/37

Boiler Removed:-

1590

Boiler Isolated:-

1942

Modified Triple Valve Fitted:-

5 5284/5 5030 5136

Electric Train Heating Fitted:-

400 1533/4/41/2/5/50/90 1940/5/8

Slow Speed Control:-

400

Radio Telephone Fitted:-

3566

WITHDRAWALS

Two further classes have now been rendered extinct, these being Classes 11 and 42.

The last four members of the Class 11, 121XX series shunters were 12109/10/27/34 and were all allocated to Stratford. 12127 was withdrawn towards the end of October, and the other three went together to make the class extinct on the 19th. November, 1972.

The final Class 42's similarly became extinct as the year drew to a close. The Warship's were of two types, Class 42 and Class 43, the former being British Railways built, whilst the latter were North British Built. It is some time now since the last North British type was withdrawn, and the B.R. ones have soldiered on, individual locos sometimes being withdrawn and then re-instated several times. The last members of the class were all allocated to 84A Plymouth Laira, and the final four, 810/2/21/4 were withdrawn on December 3rd, 1972.

Within two weeks therefore two classes have become extinct. With the withdrawal of the class 11 we see the last of the pre-nationalisation diesels, whilst with the withdrawal of the Class 42's we see the end of the original 70 diesel Hydraulics. The only class of diesel hydraulics still untouched is the Class 52 "Western"'s, since the Class 35 Type 3's have now been decimated. The end for the survivors of this class is surely drawing to a close, as more fall to the hammer of the scrapyard. With constant withdrawals and re-instatements it is hard to keep track of these, but of the class only 12 remain numbered above 7045, although a few more remain below this. In all some 28 are still in service, but surely these cannot last much longer. The Class 25 and Class 31 replacements are going to WR rapidly, and there will soon be a time when the 'Hymeks' are no more. Indeed, in issue 12 of this magazine, we reported that B.R. intended to reduce the ~~xxxxx~~ hydraulics to 85 by the end of the year. If this is to be so, then December should bring some 15-20 withdrawals. If these are all hymeks, then the class will number 11 by the time this magazine reaches you.

In service (9/12/72):- 7000/1/9/11/6-8/22/3/6/28-32/44/53-5/68/74-6/89/93/6-8

HAVE YOU GOT A 1973 CALENDAR YET??????????????

If the answer to this is no, then read on.

The 1973 Railway Enthusiasts Calendar is A4 size (almost 8½" x 12"), and contains 13 photographs. It is spiral bound, includes an appointments section for each day of the year, and is a must for all railway enthusiasts.

Photographs are of Croes Newydd, 69621 near Wrexham, 30857 'Lord Howe' leaving Southampton, 70004 'William Shakespeare leaving Stockport, 47289 & 47629 near Ch Chesterfield, 60006 'Sir Ralph Wedgewood' between Aberdeen & Glasgow, 49093 at Marple, 62655 'The Earl of Kerry' & 62657 'Purdon Viccars' at Manchester Central, 42919 near Ayr, 48327 at Chinley, an industrial, an Isle of Man loco and a tank in service on the Isle of Wight. An excellent calendar, at a reasonable price. Only 50p (Post Free) from our Tours Planner, H. Howells, 44, Stanwell Rd., SWINTON, Lancs. Help the Club funds, at the same time as getting a wonderful Calendar.

DO YOU WANT TO KEEP YOUR RE-ALLOCATIONS UP TO DATE - Be anything up to two months ahead of Railway World/mag - Full details of all re-allocations, modifications etc. can be sent to you monthly. Re-allocations of Diesel & Electric Multiple units (including for the first time Southern Region EMU's) and free copies of the allocation books when issued. Send today. Only £1 per year. Send to B.J. Towey, 25, Calder Crescent, WHITEFIELD, Manchester M25 6LH. Cheques payable to B.J. Towey and not the NCTS.

LATE ALTERATIONS:-

ER to 16th. Dec, 1972 WR to 9th. Dec 1972.

1521 30A; 1527 52A; 1550 52A; 1571 LMR; 1617 30A then 41A; 1706 30A;
 1532 30A; 1997 41A; 3716 30A; 6709/10/32/68 52A; 6770/2 51L; 6776 52A;
 6777/95 6873 51L; 1558 LMR; 1622 40B; 5665 6819 31B; 2073 50C; 2172 55B;
 2051 3006/78 wdn.

Fitted Dual Brake:- 1525/7/73 Fitted ETH:- 1525/7

138/40 84A; 1583/8/99 86A; 1591 82A; 1641/4 81A; 1728-30 82A; 5617/92/5 81A;
 5803/9/14/8 82A; 6840/1 86A; 6842/53/9 6936 87A; 3819 86B; 4001 8th;
 7028/44/53/4/97 82A; 814 7045/80 832 wdn;
 1608 87A; 1666 LMR; 1959 82A; 3000 wdn; 4175 82A; 7052 wdn; 2122 wdn;
 2382 82A; 3749 86B; 810/2/21/4 wdn; 7502-4 84A; 7505 86A; 7507 82A;
 7508 86B; 7624/5/75-7 84A;

CLASS 86 AC LOCOMOTIVES 86.201, 86.202 & 86.203

In connection with the design of the Class 87 locomotives, to be built for the services following electrification north of Weaver Junction, the above three locomotives are being fitted with modified bogies which will normally incorporate hydraulic handbrake. However, due to late delivery of the handbrake equipment, it may be necessary to carry out trials and early service running without handbrakes on 86.202 and 86.203 when outshopped. These will be fitted as soon as material becomes available. However in the meantime wooden scotches must be used in lieu of handbrakes when stabling, preparing etc. -----extract from BR notices.

Note:- Class 40's also have to use wooden scotches.

NAMED TRAINS

On 2nd. October, 1972 the Eastern Region brought back six of the named trains of steam days i.e. The Flying Scotsman, Aberdonian, Talisman, Tyne-Tees Pulman, Hull Pullman, and Yorkshire Pulman. The names are displayed on the front of the train, on barrier boards at Kings Cross and Newcastle, on coaches, travelogues giving the particular trains history menus, ticket wallets, and on uniforms worn by certain members of BR Staff. Other trains are to be named in the future on the ER, and this may spread to other regions.

BEIGHTON JN. (Wards)

Noted here on 6th. November, 1972 were 2038 2039 and 12108.
 Engines expected in the future are 2015/9/32/3/6/43/6/57/87/93 2100/1/17/26
 2136 2216/39/39 2372/83/91/8 3141 3650/1 3885 4049/51/8/60/1 12065/78/9/84
 12090/4/9 12102/8/21/36 15214/9/21/2/5/9/31 E2001.

MANCHESTER

On 4th. November, EE Class 40 No. 264 (64B) was noted in the holding sidings outside Victoria Station, and on the same date 1665 (87A) was seen on Newton Heath depot. Two other Haymarket Class 40's Nos 359/62 were noted on Liverpool-Newcastle trains on the 4th and 3rd resp. of Nov. Allerton shunter 3019 was on Reddish depot on 31st. October, together with 5 Liverpool-Southport EMU's.

LEICESTER

Noted on 14/10/72 & 6/11/72 resp were 1730 (86A) and 5857 (31B)

CARNFORTH -

The stabling point here has been moved to the south of the station and has been electrified. Steamtown have acquired ex-GWR 4-6-0 'Hall' Class No. 6960 "Raveningham Hall", which arrived at Carnforth by Road from Barry on 21-10-72.

PRESTON -

On 23rd. September, Class 25 No. 5176 (65A) passed through on a ballast working and was later seen on Ladywell Sidings. The following day, B.R.C.W's nos 5355, 5385, 5390, 5396 (all 65A), 5415 (64B), and Class 25 5178 (65A) were all seen south of Preston en route to Wigan for refuelling purposes. This could well be a record for the number of SCR BRCW's seen so far south in a single day. They had all worked specials to Blackpool from Aberdeen or Glasgow the previous Friday and were due to return on the Monday.

TOTON -

Brush Class 47 No. 1705 (30A) was noted in the yard on 9-9-72 on a Tilbury-Blackpool Special. Withdrawn ex-Swindon shunter 2138 was seen at the NCB sidings, Pye Bridge nr. Toton during November.

BURNLEY-TODMORDEN LINE -

It has been reported that B.R. have now confirmed that services between Burnley & Todmorden will be re-introduced in May, 1973. They will be Pay - Train services and only continue if proved practical and viable.

BLACKBURN -

The signal box at the West end of the station has been totally demolished and the loop signal (one of the last working L&Y Signals) at the north end of the station removed. ((Does anyone know of any other L&Y working signals))

WILLESDEN -

Stabled near the depot at the end of September was Clayton 8598. On the same day a further unidentified member of the class was noted near the container depot here.

BLACKPOOL -

A fuller list of Illuminations specials can now be published, in addition to those noted above, The 23rd & 24th September for example produced 5001/96 (65A), 35 (D16), 112 (55A), 263 & 360 (64B), 1547 (30A), 1592 (87A), 1659 (81A), and 1723 (86A). Other interesting locos on these excursions during the Autumn Moths have included 260/2 (64B), an abundance of Brush Class 47's from the Western Region including 1666 (87A) 'Odin'; 1672 (82A) 'Collossus'; and 1924 (86A).

BESCOT -

Noted on 7th. October, 1972 on the depot were Brush Classes 47 No. 1895 (51L); and 31 No. 5824 (82A).

HATTON -

During October, three unidentified Southern Region 4-SUB e.m.u.'s were noted here.

WEST COAST MAIN LINE ELECTRIFICATION -

The catenary is now complete except for the sections between Preston and a point 1 mile north of Carnforth Station, and between Shap Wells and Gretna Junction (Sept 1972).

RAIL NEWS (HEADCODES)

Following requests from several members, we are printing here details of a limited number of specialist headcodes.

	<u>CODES</u>
1E83 - 14.15 Edinburgh to Newcastle SuX	SuX Sundays Excepted
1A27 - 14.15 Newcastle to Kings Cross SSuX	SSuX Sats & Suns Excepted
1No6 - 07.45 Kings Cross to Newcastle SSuX	SO Saturdays only
1S16 - 08.00 Kings Cross-Newcastle-Edinburgh (The Talisman)	WFSO Weds. Fri & Sats only
1E05 - 10.00 Edinburgh-Newcastle-Kings Cross (The Flying Scotsman)	MSX Mons & Sats excepted etc. etc.
1V93 - 09.40 Edinburgh-Newcastle-Plymouth	
4E65 - Dudley to Follingsby Freightliner	
1E24 - 11.45 Cardiff to Newcastle	
1E91 - 07.45 Liverpool to Newcastle	
4V73 - Edinburgh to Swansea Freightliner	
1N00 - 01.00 Kings Cross to Newcastle	
1E16 - 17.05 Liverpool to Newcastle	
4L21 - Newcastle to York Parcels	
4K60 - Follingsby to S. Gosforth Liner Flats	
4M38 - Park Lane to Longridge Car Flats	
1V50 - 19.30 Newcastle to Bristol	
3V20 - 18.30 Sunderland to Bristol Parcels	
1A47 - 22.20 Sunderland to Kings Cross (Via Sunderland & Leeds)	
4V69 - 18.41 Longsight - Danygraig Freightliner	
1M36 - 21.00 St. Austell - Newton-Le-Willows cars MThØ	
4V03 - 21.22 Birmingham to Bristol Parcels	
4M71 - 00.50 Pengam to Longsight Freightliner	
4V12 - 18.33 Peterborough to Cardiff Parcels	
6V86 - 19.43 Derby to Plymouth	
4V06 - 21.05 Oldham to Cardiff	
1V47 - 23.50 Sheffield to Newton Abbott Su0	
1V56 - 01.45 Crewe to Cardiff	
8V50 - 01.15 Toton to Bristol	
7V39 - 23.50 Warrington to Exeter	
1V80 - 08.00 Newcastle to Bristol	
1V90 - 12.24 Manchester to Bristol	
6V95 - 04.10 Carlisle to Exeter	
1E32 - 08.00 Bristol to Newcastle	
1V64 - 07.47 Newton-Le-Willows to St. Austell MThØ	
1E18 - 16.15 Bristol to Newcastle	
1N10 - 11.00 Kings Cross to Newcastle	
1S35 - 14.00 Kings Cross to Edinburgh	
1S42 - 16.00 Kings Cross to Edinburgh	
1N27 - 18.00 Kings Cross to Newcastle	
3E06 - 2154 Mayfield to Sunderland Parcels	
1E39 - 22.10 Edinburgh to Kings Cross	
1E40 - 22.30 Edinburgh to Kings Cross	
1E42 - 19.10 Aberdeen to Kings Cross	
1A07 - 07.32 Newcastle to Kings Cross	
1M62 - 07.50 Newcastle to Liverpool	
1A11 - 08.10 Newcastle to Kings Cross	
4E47 - Aberdeen to Kings Cross (Fish)	
6K20 - Stanhope to Heaton (Cement)	

STEAM NEWS-INDUSTRIAL

In Maesteg (Nine Miles north of Bridgend) there is an engine shed owned by the National Coal Board which serves Caeran Colliery and the Maesteg washing plant. There are between four and six Saddle tanks (6-6-0) stationed there, built by the War Department just after the last war. The best time to visit the shed is between 07.00 hours and 14.00 hours on any weekday and until 12.00 hours on Saturdays. (although there is no guarantee that they will be working on Sats.)

There is usually one loco working in the yard at Maeseg Washing plant in the afternoon.

G.W.R. Tank No. 9469 is also privately preserved there. It is important to note that permission MUST be obtained before visiting the colliery. This can be obtained in writing from Mr. K. Coombes, Maintenance, NCB West Wales Offices, Tondy, Near Bridgend, Glam.

Directions to the colliery can be obtained from S. Warr, 9, College Close, Bridgend, Glam. (Tel Bridgend 2961). Do not forget a S.A.E.

It is possible that diesels may replace steam in March next year, but this is not definite yet, due to difficulties experienced at other collieries with diesel power.

ENGINES SEEN ON PREVIOUS TOURS

We have had requests from several members to list in the magazine the number of engines seen on each depot for the corresponding tours to those visited in the currency of this magazine. These are as follows:-

Edinburgh/Glasgow (4/11/72):-

Ayr 11; Ardrossan 4; Kilmarnock 1; Hamilton 3; Motherwell 25; Whifflet Jn 2; Polmadie 55; Eastfield 70; St. Rollox 56 (including withdrawn locos); Grangemouth 14; Alloa 3; Townhill 5; Thornton 9; Haymarket 49; Millerhill 18; Carstairs 4. TOTAL:- 329

East Anglia (23/4 Sept. 1972)

Worksop 13; Lincoln 8; Grantham 7; Peterborough 10; March 44; Ely 1; Chesterton 2; Cambridge 4; Cambridge Sta 11; Colchester 6; Harwich 7; Ipswich 11; Norwich 23; Kings Lynn 6; Boston 2; Immingham 47; Grimsby 17; Doncaster 41. TOTAL:- 261

South West England (1st-3rd April, 1972)

Bescot 21; Bromsgrove 2; Worcester 11; Gloucester 24; Westbury 11; Exeter 12; Penzance 8; St. Blazey 8; Laira 37; Newton Abbott 15; Beare 3; Taunton 3; Bath Rd. 56; Marsh Jn. 12; Severn Tunnel 17; Newport Pill 7; Ebbw Jn. 35; Cardiff E. Dock 10; Canton 59; Radyr 15; Aberdare 5; Neath 1; Pontardulais 1; Pantyffynon 5; Llanelli 16; Landore 32; Swansea E. Dock 17; Margam 31; Bridgend 2; Llantrisant 3; Barry 2 (plus appx 150 steam locos); Aberbeeg 7; Hereford 3; Stourbridge 9; Lyseley 3; Saltley 26; Vauxhall 2; Bescot 55; Total:- 586 (+150 steam)

For Rail News in this magazine we are indebted to the following members:-

Messrs Allan, Bage, Burgon, Butcher, Butterworth, Davies, Douglas, Griffiths, Hodgkiss, Kennan, Lewis (Brush), Layenby, Mitchell, Naylor, Phillips, Poynton, Thorpe, Wagstaff, Warr, Wray, 6148 and many others too numerous to mention.

ARTICLES FOR NEXT MAGAZINE TO THE EDITOR BY END OF FIRST WEEK IN MARCH PLEASE!!
WILL ALL AREA REPS PLEASE MAKE EXTRA EFFORT TO GET NEWS & ARTICLES PLEASE !!

STEAM-SCHOOLS CLASS

Schools Class 'Cheltenham' is expected to move from Tyseley to its new home at the Dinting Railway Centre early in the New Year, following a decision by the Department of Education & Science, who own the engine. The Loco will probably be the first to be stabled in the new exhibition hall at the centre, although industrial 0-4-0T 'Tiny' has already moved within the new shed on trackwork upon completion of the first road in the shed. As the year drew to a close two tracks had been laid, although still requiring a little levelling. The other loco due to arrive soon is the Webb Coal Tank No. 1054-being placed on permanent loan by the National Trust-from Penryn Castle (Bangor). Sister engine to 'Cheltenham', "Stowe" has moved from Lord Montagues Motor Museum (see P. 22).

BIRMINGHAM

Noted passing through New Street Station on 1st. Sept were 5581 (31B) and 1100 (55B).

CHESTERFIELD

On 7th. October a Bristol train was unusually hauled by EE Class 40 No. 345 (52A). This turn is usually worked by a Gateshead based Peak. On 4th. December, 1972 Sulzer Class 24 No. 5094 (64B) was noted here.

GLACTON

Withdrawn 5-BEL No. 3051 was noted here recently.

EASTFIELD

Locos on show for the Open Day on 16th Sept. were 419 1969 5362 6848 8004 9021 and 83.005.

EASTLEIGH

Visitors on shed in mid-October were:- 1587 (82A), 1652 (81A), 1699 & 1944 (D02), 1704 & 6759 (30A), 1729 (86A) These were all noted on 12th. October, 1972. Two days later the following were on depot:- 1521 (41A); 1574 (30A); 1640 (81A); 1685 & 1927 (86A); and 1754 (D02);

BRISTOL

English Electric owned No. 400 has now been transferred to Bristol Bath Road for crew training, adding confirmation to the rumour that the class will all be transferred to the W.R. on completion of electrification to complete the phasing out of Diesel Hydraulic Power. It is believed that Swindon Works is to close, and Westerns will be overhauled at Crew (where they were built). Shunters on the WR would then be taken over by Eastleigh.

JOHNSTONE (ScR)

Seen here on a car train on 16th. November was Sulzer Class 24 No. 5047 (D05).

GRANGEMOUTH

English Electric DP2's (400 Class) now enter the yard every weekday with trains from Perth.

FRATTON

Noted here on 12th. October was 2398 (ex-70F)

SOUTHAMPTON

Noted on the freightliner terminal on 12th. October was Haymarket based Class 47 NO. 1974.

SCOTTISH REGION

The last of the 79XXX series D.M.U's have now finally been withdrawn. The whole remaining batch being withdrawn on the same day.

STRATFORD (22-10-72)

173 280 1758/76/77 3684 3865/83 5505/99 6728

ST. ROLLOX (5-11-72)

2413/33/6/43 3416 3889 4096 5068 5105/23 5328/9/50/63/4/7/78/84 5408 7500/79

8097 8316/20/1; 8512;

Scrap Lines:- 8505/7/8/15/6/25/8/9/36/8/45/52/9/61/5/7/74/9/80/1/3/6/7/8/93/7

DONCASTER (11-11-72)

3076; 3276/80; 3301/19/55; 3455; 3535/53/9; 3702/3; 3911/9; 5559/94/6; 5612/24;

5812/50; 6601; 6702/12/5/89; 6804/23/52/63/88 6966/70 9004/6/12 E3024/6/30

E3036/44 E3100.

CREWE (12-11-72)

221/44/66/70/1/85/92/7; 309/28/40/7/8/85; 4020/15/20; 1502/5/6/11/5/8/25/7/35/41

1544/5/6/8/9/50/6/72/3/81/96; 1609/17/21/6/30/5/41/4/5/6/8/9/50/6/72/3/81/96;

1701/27/40/3/8/52/6/81; 1807/14/6/41; 1942/4/71/7/82/6/90/5; 3194 3291; 3467;

3584; E3006/11/20/3/48/50/3/9/61/74/5/9/82/3; E3124/38/57/85/6/7; 86.202;

87.001 to 87.006 (Frames only); 26008/15.

DERBY (12-11-72)Steam:- ~~465~~ 45690

Diesel:- 10/35/38/42/50/53/61/68/89/91/96; 103/25/65/70/75/76/80; 1631; 1960/1;

2381/8/97/9; 3082/3; 3269; 3426; 3580/92; 3700/52/70/85; 3839; 3988; 5034/55/79

5208/33/9/44/8/56/72/5/96; 5665; 6977; 7512/40/44/51/2/8/92 7601/36; 8068;

8143/68/73.

Derby Research Centre (12-11-72)

1899; 5901; 6819; S15705; 41.001; 41.002, APTE; E3129.

If you visit any workshops during the currency of this magazine, please send a full list to the editor before March 7th. This will help to compile a full list for the next magazine.

SWINDON

NBL Class 22 No. 6319 -the last withdrawn loco to leave Bristol Marsh Junction-has been moved to Swindon Works, probably for scrapping. On 7-10-72

Brush Class 47 1566 & 1567 (both 40B) were stabled near the station and on the

same date a military special arrived behind Sulzer Class 25's Nos 7602 (D02)

and 7606 (D16); South Wales based Class 37's are now regularly working through

here to London. On 4th. Nov. 6930 (86A) worked through on a track maintenance

train and six days later 6944 (87A) worked a fast parcels. On 18th Nov. 1972

5603 (40B) and 5828 (82A) were noted double headed on track maintenance.

STEAM LOCOS ON THE MOVE

Schools class loco 'Stowe' previously at Lord Montagues motor museum moved to Eastleigh to join David Shepherds Black Prince and Green Knight. It has since

moved to a W.D. depot for overhaul, and will be in steam at Eastleigh Open day

the week-end after Easter it is hoped. All three are destined eventually for

David Shepherds new depot/home at Cranmore, and will be joined by other locos

in the near future. The Open Day at Eastleigh is expected to be the last

appearance there of 'Stowe', 'Green Knight' and 'Black Prince'

COMPETITION PAGE

The competition Page of this magazine consists of twenty questions all about L.M.S. Royal Scots and it is intended to test your knowledge of this famous class of steam engines. One point will be awarded for each question answered correctly and the two members with the most points will receive a voucher worth £1.00 towards the cost of any future N.C.T.S. Coach tour. When you have answered the questions write them on a piece of paper, with your full name, address and membership number, and send them to Mr. P. Gascarth, 41, Greenwood Ave, Marton, Blackpool FY1 6RQ to arrive no later than February 23rd, 1973. The answers and names of winners will appear in the next edition of this magazine. The judges decision will be final and no correspondence will be entered into. If you are unable to answer one or two questions, still send in your entry as it is possible that nobody will answer all the questions correctly.

- 1). In which year was the first Scot delivered into service ?
- 2). In which year was the last scot delivered into service?
- 3). How many Scots were renamed?
- 4). Which class of locomotives were the bulk of Scot names transferred to?
- 5). Which Scot was the first to be rebuilt under normal circumstances?
- 6). Which was the last scot to be rebuilt?
- 7). Which 3 locomotive workshops built the Scots?
- 8). Which was the only scot fitted with B.R. type smoke deflectors
- 9). Which Scot was involved in the Leighton Buzzard smash in 1931?
- 10). Which was the first Scot to reach 2,000,000 miles
- 11). How many miles did 46100 clock up to withdrawal (correct to nearest 1,000)
- 12). Which two scots were used in the 1948 exchange trials?
- 13). Which two scots changed identities in 1933?
- 14). Which was the last scot to be withdrawn from Service?
- 15). Which Scot was previously named 'Caledonian' until renamed in 1935/6
- 16). Which Scot, although withdrawn from service for rebuilding in 1947, was not actually rebuilt until March, 1948?
- 17). Which 4 scots were fitted with experimental smoke deflection apparatus prior to the adoption of large side shields?
- 18). Which two scots were originally named 'Fury' -?
- 19). At which works was the high pressure scot (the one renumbered 46170) built?
- 20). What were the principle duties of the scots after the introduction of the Stanier Pacifics?

Winners of the last competition were:-

J.R. Richmond,
1, Woodlands,
St. Michaels Rd.,
Bilsbarrow, Near Preston, Lancs.
Mem. No. 2173

B.R. Turner,
17, Roborough Ave.,
Derriford,
PLYMOUTH, Devon.
Mem. No. 2436.

Answers to the last competition:-

- 1) 45735 'Comet' and 45736 'Phoenix
- 2). 45560 Prince Edward Island
- 3) 45562 Alberta; 4). 45671 Prince Rupert; 5). 45609 Gilbert & Ellice Islands;
- 6) 45616 Malta G.CC; 7). 45684 'Jutland; 8). 45670 Howard of Effingham;
- 9) 45593 Kholapur, 45596 Bahamas, 45690 Leander.; 10). Ghana;
- 11) 45639 Raleigh; 12). 45552 Silver Jubilee & 45642 Boscawen; 13). 6P5F
- 14) 45637 Windward Island; 15). Britannia; 16). 45704 Leviathan;
- 17) 45739-42 Ulster, Munster, Leinster, Connought.
- 18) Crewe Derby, Hyde Park & Queenslake of North British Loco Co.
- 19) 45552 Silver Jubilee; 20) SANSPAREIL.