

NORTHERN COUNTIES TRANSPORT
SOCIETY



NORTHERN COUNTIES TRANSPORT SOCIETY

MAGAZINE NUMBER 18

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COACH PICKING UP POINTS

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

NOTES FROM THE COMMITTEE

In the last magazine members were requested not to telephone officials after 2100 hrs (9pm) but many members still persist in ringing at unearthly hours. If anyone wishes to telephone an official for any reason whatsoever, will he PLEASE do so BEFORE 9pm.

As usual, this August Bank Holiday, we shall be paying our annual visit to Scotland when we hope to visit every depot and stabling point north of the border. As this particular tour was cancelled last year, due to unforeseen circumstances, we are anticipating the seats to be taken quickly, so anyone intending to go is advised to book as early as possible to avoid disappointment.

N.C.T.S. Allocation booklets (15p) and club badges (23p) are available on all the Society tours. They can also be obtained by post from Harry Howells (address in the list of officials). Allocation books are 20p and badges 27p by post - the extra cost is to cover postage and packaging. (please note the extra 1p for post will be incurred when the postal charges go up-as stated in the BUDGET.)

It is hoped in the near future to publish an allocation booklet of all diesel multiple units, and also a complete list of stabling points for every depot where diesel shunters can be found. Further details of these will be given in the next magazine.

Would any member who intends to submit rail news for possible inclusion in the next magazine, please send it to reach the magazine editor by the end of the first week in July. There is not quite so much rail news in this magazine as usual, so if any of you see anything worth noting on your travels, do not hesitate to send it in.

On several coach tours recently members have not been quite as keen as necessary in observing our rules. Will all members please remember that when the party is visiting a depot, you MUST keep close together and under no circumstances must any member wander off on his own, except with the permission of a committee member, and that all members must follow the official in charge. This rule is essential if we are to avoid nasty accidents and if we are to keep the excellent relations we have with the staff at the depots.

The committee would like to take this opportunity to welcome all new members who have joined the society over the past few months or so and look forward to seeing them on our tours in the very near future.

Following the success of our first ever visit to a B.R. open day (CREWE September) last year we hope to be able to visit all the open days on B.R. this year. Any members having anything which they would like to donate to the society for us to sell (magazines, photographs, tickets) should inform any of the officials. Your support at any or all of these open days would be appreciated.

NOTICES

STAMPED ADDRESSED ENVELOPES - You must always enclose an S.A.E. with all correspondence to Society officials when you require a reply. Failure to do so will only result in having to increase the price of subscriptions - SO PLEASE DON'T FORGET

POSTAL ORDERS/CHEQUES ? These must be crossed A/C payee only and made payable to Northern Counties Transport Society on 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 that have been filled in incorrectly then your booking will be cancelled.

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

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

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

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

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

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

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

Opinions raised in articles in the magazine are of those of the contributors not necessarily of the committee or the club in general.

One of the winning entries in our
Competition.

HISTORY OF MY LOCAL RAILWAY
COLNE TO PRESTON LINE, FORMALLY
EAST LANCASHIRE RAILWAY

Everybody in North-East Lancashire wanted a Railway to link up the industrial towns such as Burnley, Nelson, Accrington, and Blackburn to link up as far as Preston. For various reasons such as transporting cotton and other textile products which were part of the major industry of the North West around the 1830's, which was specifically the Textile Industry, mainly on the domestic system at this time. Another reason for the building of a railway was to get people moving and making them more mobile.

It was in the year 1840 after various petitions by the local townsfolk that the East Lancashire Railway Company was formed. It was going to build a railway from Colne to Preston. This is what everybody in East Lancashire had wanted for many years, and at last progress was about to be made. There was going to be the linking up of various towns in what can be more verbally called a railway communication network.

The only real obstacle which had to be overcome before the building of the railway could take place excluding the maps, plans, and building permission, was MONEY. This was done by the East Lancs Railway Company asking local residents to buy shares in the railway. Also large landowners invested money in the East Lancs Railway. Workmen were appointed to build the railway, and after two years had passed by, practically non-stop working, the railway was completed. The line was officially opened on September 18th 1848, but it wasn't until February 1st 1849 that the people of East Lancashire actually got a locomotive to run on its railway due to some unforeseen reason which knowbody seems to know about.

In October 1851 a timetable was introduced for the first time on the East Lancs Railway. Taking my hometown of Nelson. It had 15 trains arriving, and departing daily, with a total of 7 departing and 8 arriving. Three trains were labelled P for "Parliamentary". This meant that passengers could be carried for 1d a mile, and also this train was restricted to a certain speed. The rate of 1d a mile was a very fair rate for some of the poor people. The other trains had only 1st and 2nd Class coaches, and they charged much higher fares.

The East Lancs Railway had come to stay. Cheap day excursions were being put on from various stations on the Colne to Preston line. At holiday times people were packed on to the various station platforms like sardines in cans. But most of all as mentioned previously Industry benefitted from the setting up of this great, and remarkable railway. The railways really had a good 100 years at its peak before it met its gradual decline with Dr. Beeching's Acts which were trying to cut the small branch lines out. But he didn't succeed with the East Lancs Railway because today in 1974 it's still running, not perhaps at its peak but still in good working order. In the North West alone Beeching withdrew 605 miles of railway tracks such as lines like the East Lancs railway. The East Lancs railway was at its peak in the 1950's and that is probably why it avoided Dr. Beeching's Act.

Concerning motive power which ran on this line during the beginning of the railway until about 1968 was steam locomotives. These locos were costing too much to run, and that is why this local railway changed its form of motive power from steam to diesel way back in the 1960's. The major depot and only depot on the line was Rosegrove (10F). This closed down in 1968, but today the steam building is still standing but the tracks were lifted way back in 1969. Today diesel locomotives are stabled at the east end of Rosegrove Station.

The form of power on the East Lancs railway was D.M.U.'s which over the years have worked up a quick and reliable service. Each station on the railway averages two trains hourly. The amount of motive power since the steam ceased using the railway due to the closure of the Colne to Skipton railway had barely got its self down to none at all.

cont.

But the few traffic which does still run on the railway comes down by Healey Mills, and the Copy Pitt down through Rosgrove. But at the moment it is rumoured that this line will close because it is costing too much money to maintain by present day standards due to the subsidence of the track.

I think that this railway the Colne to Preston railway that it has at least another half century to live on running trains daily. Due to it putting a good service on for the public they appreciate it, and use it as often as they can, and have to. With the introduction of pay train on this line it will have saved numerous wages, and it just goes to show that B.R. must be thinking into the future concerning this railway, and also trying to save the few remaining small lines in general that exist in Gt. Britain today.

Excursions are numerous on the Colne to Preston line. With an average of 50 excursions yearly dating from 1970. Three quarters of these excursions being mystery excursions reaching such places as Plymouth, Aberdeen and various holiday resorts on the east coast. These excursions are at very low rates, which makes them a must to fill up every time. Lets hope that 1974 offers the public of East Lancs a very prompt, and efficient service, and that the Colne to Preston railway lives on for many years to come. Also making a special mention to the public of Nelson who have always filled its coaches allocated to it on excursions.

PAUL W. LONSDALE

COMPETITION

The three winners of the competition HISTORY OF YOUR LOCAL RAILWAY published in the last magazine are as follows:-

- | | | |
|-------------------|---------------------|--------------------|
| John Brownsey | Chris Peel, | Paul Lonsdale, |
| Biggin Head Farm, | 3, Shakespear Road, | 107, Scotland Rd., |
| Kirk Ireton, | Prestwich, | Nelson, |
| <u>DERBY</u> | <u>MANCHESTER</u> | <u>LANCS</u> |

As there were only 7 entries for this competition, the other 4 stories will all be published in future magazines, as space becomes available. The 3 winning entries are all printed in this magazine.

If you have an article written, or think you could write one which may be suitable for publication, please send it along to the magazine editor by the end of the first week in July, for consideration.

LIST OF BADGES FOR SALE

LOCOMOTIVE NAMEPLATE EMBLEMS. (size 4cms X 1cms approx)

Available for:-

THE GREAT BEAR	PENDENNIS CASTLE	BRITANNIA	CITY OF LONDON
CLUN CASTLE	BURTON-AGNES-HALL	LIGHTNING	MONS MEG
COOKHAM MANOR	GREAT WESTERN	WESTERN STAR	EMPIRE OF INDIA
CAERPHILLY CASTLE	KING GEORGE V	CORONATION	GREAT NORTHERN
CITY OF TRURO	G.J. CHURCHILL	QUEEN MARY	LODE STAR

The price of these is 15p each

RAILWAY COAT OF ARMS. (size 2cms X 2cms)

Available for:-

L.M.S. L.N.E.R. G.W.R. SOUTHERN, B.R. LION EMBLEM

The price of these is 15p each

LOCOMOTIVE BADGES (side view - size 5cms X 1½cms approx)

Available for:-

STEAM

L.M.S. DUCHESS, JUBILEE, CRAB 2-6-0, REBUILT SCOT, 8F 2-8-0, CLASS 5 4-6-0, 4-6-2 "PRINCESS ELIZABETH", Fairburn 2-6-4T, B1 4-6-0, A3 PACIFIC, J 72 "JOEM", "MALLARD", A2 PACIFIC, "GREEN ARROW", "THE GREAT MARQUESS", "FLYING SCOTSMAN", G.W.R. KING, "COOKHAM MANOR", G.W.R. CASTLE, RE-BUILT MERCHANT NAVY, STREAMLINED-WEST COUNTRY, "LORD NELSON", SCHOOLS CLASS, "WINSTON CHURCHILL", 4-6-0 CHELTENHAM, "BRITANNIA", "EVENING STAR", CLASS 4 2-6-4T "80002".

DIESEL

WESTERN TYPE 4, HYMEK, WARSHIP "SIR BRIAN ROBERTSON", G.W.R. DIESEL RAILCAR, PEAK "SCAFELL PIKE", "DELTIC" (the original), TYPE 1 Bo-Bo 8000, TYPE 2 A1A-A1A, DELTIC CLASS 9001 "ST. PADDY", D210 "EMPRESS OF BRITAIN" 0-6-0 SHUNTER.

ELECTRIC 25KV.A.C.

The price of these is 20p each

OUR OWN SOCIETY BADGES ie., A BRUSH 4 DIESEL in Blue The price of these is 23p

Please add 3p extra for postage of up to 4 badges - ALL ORDERS FOR 5 or more - POST FREE

NOTE-ALL BADGES HAVE A PIN TYPE FASTENING

Many other badges not on this list are available from our supplier. Requests should be accompanied by the correct money. Regretfully - orders can only be accepted under these circumstances. (SPECIAL ORDERS SUPPLIED WITHIN 14 DAYS)

Yours faithfully,

H. HOWELLS SALES & ADVERTISING N.C.T.S.

RAILWAY ACCIDENT

DATE:- October 6th 1971
PLACE:- Near Beattock (Scottish Region)

The accident occurred during the hours of darkness. The weather was reasonably clear but with drizzly rain in places.

The collision happened approx two miles south of Beattock, the line is in a cutting and on a right hand bend and a falling gradient of 1 in 202. The line at this point is continuously welded flat bottom rail on concrete sleepers.

The trains involved in the collision were, the leading train 8226 special, was the 00.30 Dalzell New Yard, Motherwell to Carlisle. It was hauled by loco No 5100 leading and No 8568 working in multiple. It was formed of 35 wagons in all. The following train was 6V51 the 01.40 Dalzell New Yard Motherwell to Margam. It was hauled by class 47 No 1836 and was formed of 24 wagons all loaded with steel, at total weight of 967 tons. This train was of a new service and was only the ninth to run.

The leading train 8226 had descended the 10 miles of steep gradient without any difficulty and was travelling at about 35 m.p.h. when it was struck in the rear by the following train 6V51, which was travelling at about 80-90 m.p.h. The impact demolished the brakevan of 8226 and wrecked the whole front end of 6V51. The momentum was enough to carry the loco through or over the wagons at the back of 8226, and it finally came to rest on its side approx 150 yds beyond the point of collision, where shortly after it caught fire. Twenty of 6V51 wagons were piled in a tangled heap and the remaining four derailed, but still in a line a short distance to the rear. Immediately in front of the wrecked loco (1836) one of its wagons lay, and some 40 yds ahead lay another wagon. Further ahead still was the whole centre portion of 8226, had become divided from the front part of the train and 15 of the wagons in this part were derailed into complete confusion. The front part of the train had continued for about 760 yards where it was brought to a stand, the loco's and wagons undamaged but the last wagon was derailed.

Damage was severe, loco 1836 severely damaged 18 wagons damaged beyond repair, & 8 others extensively damaged, the brake vans as mentioned. 900 yards in all of track had to be replaced, the parapet beams of an overbridge was damaged and four overhead line support structure foundations were destroyed (constructed as part of West Coast Main Line electrification) Damage to signalling cable, troughing etc. was caused over a length of 800 yds.

The accident happened at 03.31 on October 1971. Without going into detail the brakes on train 6V51 had failed completely and the train had run away.

One of the winning entries in our
Competition

THE HISTORY OF MY LOCAL RAILWAY
THE CROMFORD & HIGH PEAK RAILWAY

After an act in Parliament passed the idea of constructing a railway from Cromford Canal at Cromford to the Peak Forest Canal at Whaley, construction eventually began, it was an engineer nightmare, connecting these two canals. There were steep hills to negotiate and other incredible gradients. The gradients were designed so that trucks could be pulled up on a continuous rope, propelled by large stationary steam engines. The object of the railway was to transport mainly limestone, but other products would be transported as well.

The estimated cost of the construction of this railway was about £165,000. The length of the line would be 33 miles, the first 15½ miles section was opened in 1831 connecting Cromford Wharf to Hurdlow, and about a year later the other 17½ miles were completed. The inclines were of course a great problem as there were four of them, the first being Cromford, and the others, Sheep Pasture, Middleton, and Hopton. The inclines were powered by vertical boilered steam engines while the rest used horses to propel the wagons along the line. In the earliest days it took goods over two days to get from one end of the line to the other. With the use of steam power in 1833 when the first locomotive came, things started to move a bit quicker. After a few years of just connecting canals other railways were under construction, these being connected to the line and going to places like Manchester, Buxton and Matlock. An extension was made at Whaley to connect it to the Stockport Railway.

With the railway losing money it was necessary to bring in a passenger service, but this did not really catch on after a person got killed on one of the dangerous inclines. In 1899 a railway joining Ashbourne was made, the junction being at Parsley Hay. The inclines were the biggest hazard and these were very steep, the Sheep Pasture incline being a 1 in 9 and then 1 in 8. The wagons were attached to the ropes in couples as this was the safest number in one pull up the inclines. The Middleton Incline is 1 in 8½ and still today the winding engine remains now preserved.

Steam Power took 30 years to take over from the horses and gradually better locomotives were introduced. At one time the Hopton gradient was worked by chains but the gradient was lessened and then steam power used it, the steepest gradient worked by adhesion locomotives in Great Britain. The Gotham curve derailed many trains because of its tightness and due to many problems like this and loss of companies using railways to carry their goods, the line was officially closed in 1967. One last journey being made by 0-6-0 engine 47000 pulling guards vans. After a year or so lying dormant the line was lifted and many of the stationary engines were wrecked by vandals. The line is now a silent trackway, showing how even 150 years ago engines were capable of defeating nearly impossible tasks like the inclines. Very little remains, but one of the locomotives went to the Blue-Bell Railway, and the track bed is now a public footpath.

JOHN BROWNSEY

One of the winning entries in our
Competition.

THE HISTORY OF THE MANCHESTER
BURY LINE.

Since 1846, trains have run from Manchester to Bury, via Clifton Junction. Within 30 years, a new line was being planned. This would be more direct, and would cater for the growing suburbs of Crumpsall and Prestwich.

The L.Y.R. had the act for the line passed in 1872. However Lord Wilton of Heaton Hall objected to the possibility of steam engines belching through his land, and he demanded a tunnel. Due to the high cost of land, and shortage of time, the L.Y.R. agreed and a tunnel was built.

The tunnel building, and the cutting of a very deep cutting near Whitefield delayed the opening of the line until September 1st 1879. The stations then were: Crumpsall Heaton Park, Prestwich, Whitefield and Radcliffe. As Manchester's suburbia grew, so did the number of stations. Woodlands Road was opened on March 3rd 1913 and finally Bowker Vale arrived on September 26th 1938.

Earlier trains ran from the through platforms at Manchester Victoria via Cheetham Hill, but a new route was used from 1904, from Queens Road, which crossed the River Irle before diving under Miles Platting. As a result the Manchester Bury trains were moved into the bay platforms of Manchester, where they are to be found today. In the early days of this new route, stopping trains held a shedule of 32 minutes despite the gradients of 1:44, 1:60 and 1:80 in places.

But the L.Y.R. saw the line as one of their most profitable, and were keen to improve the service to take more money from the ever growing North Manchester suburbia. After the success of the electrified Liverpool - Southport line experiments were held at Holcombe Brook. As a result it was decided to electrify the Manchester Bury line using 1,200V d.c. 3rd rail contact. It was decided to put the third rail in wooden casing and at first a fourth rail between the lines but this was later dropped.

The electrification process started in 1913, and the first revenue-earning trains ran on April 16th 1916. Within a year, the new 5 car sets, built in 1915, were running every 20 minutes, with journeys lasting 24 minutes. The L.Y.R. had found a goldmine, and their receipts for the line jumped a massive 80% in two years.

Time passed and British Rail came into being. Like many lines the Manchester - Bury route had a depression, with closure threatened at one time. The only major improvements were the building of new stock, not overdue at Wolverton in 1959. This stock could be as two and four car units, depending on demand, which made economic sense.

Even in 1964, though there were 53 trains to Manchester on weekdays, some chopping had to be done and as a result the line ran at a reduced level.

Recently, the future of th. line has taken an unexpected look for the better. Stations have been modernised and Whitefield has been completely rebuilt, which meant building a better standard tunnel under the A56. Despite falling revenue and a hefty grant, the proposal Picco-Vic commuter line, which may reach Bury, with a depot to be built, could be the start of great days, days gone by for the Manchester Bury line.

C. PEEL

TOURS PROGRAMME

ALL VISITS TO DEPOTS ADVERTISED ARE SUBJECT TO PERMITS BEING AVAILABLE.
Sat/Sun 11th/12th May 1974.

Tour No 74.11

PLYMOUTH & BRISTOL

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

Coach departs Saturday evening:-
SHEFFIELD 5.30pm returns 8.50pm
MANCHESTER 7.00pm returns 7.20pm

Cost will be £4.00
Minimum deposit £1.00

Sunday 19th May 1974

Tour No 74.12

MANCHESTER & CREWE

Depots to be visited will include:- NEWTON HEATH, LONGSIGHT, REDDISH, GUIDE- BRIDGE, NORTHWICH, CREWE WORKS, CREWE DIESEL & ELECT. STOKES, WARRINGTON and others as time permits.

Coach departs Sunday morning :-
SHEFFIELD 6.45 am returns 8.50pm
HEMSWORTH 7.15am pick up only
BARNSELY 7.30 am pick up only
MANCHESTER 9.00 am returns 7.20pm

Cost will be £1.75p
Minimum deposit £0.75p

Sat/Sun 1st/2nd June 1974

Tour No 74.13

LONDON

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

Coach departs Saturday evening:-
BARNOLDSWICK 6.00 pm returns 10.00 pm
BURNLEY 6.20 pm " 9.30 pm
BURY 6.40 pm " 9.00 pm
MANCHESTER 7.30 pm " 8.30 pm
SHEFFIELD 9.00 pm " 7.00 pm

Cost will be £3.50p
Minimum deposit £1.00

Sat/Sun 22nd/23rd June 1974

Tour No 74.14

EASTLEIGH, SWINDON WORKS & BIRMINGHAM

Depots to be visited will include:- EASTLEIGH, SWINDON WORKS, BLETCHLEY, OXFORD, READING, BASINGSTOKE, SOUTHAMPTON DOCKS, SALISBURY, GLOUCESTER, STOURBRIDGE, SALTLEY, BESCOT.

Coach will depart Saturday evening:-
SHEFFIELD 6.00 pm returns 8.50 pm
MANCHESTER 7.30 pm returns 7.20 pm.

Cost will be £3.50p
Minimum deposit £1.00

Sunday 30th June 1974

Tour No 74.15

DONCASTER & DERBY WORKS

Depots to be visited will include:- WATH, DONCASTER WORKS, DONCASTER, NOTTINGHAM, TOTON, DERBY WORKS, WESTHOUSES, BARROW HILL, ROTHERWOOD, TINSLEY, and others as time permits.

Coach will depart Sunday morning:-	BARNOLDSWICK	6.15 am	return	10.10pm
	BURNLEY	6.40 am	"	9.30pm
	BURY	7.10 am	"	9.00pm
	MANCHESTER	7.45 am	"	8.30pm
	SHEFFIELD	9.15 am	"	7.00pm

Cost will be £2.00
Minimum deposit £1.00

Sat/Sun 13th/14th July 1974

SOUTH WALES

Tour No 74.16

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

Coach departs Saturday evening:-	SHEFFIELD	6.00 pm	returns	8.50 pm
	MANCHESTER	7.30 pm	returns	7.20 pm

Cost will be £3.50p
Minimum deposit £1.00

Sat/Sun 27th/28th July 1974

EAST ANGLIA

Tour No 74.17

Depots to be visited will include:- WORKSOP, LINCOLN, GRANTHAM, PETERBOROUGH, MARCH, ELY, CAMBRIDGE, COLCHESTER, PARKESTON, IPSWICH, NORWICH, KINGS LYNN, IMMINGHAM, FRODINGHAM, and others as time permits.

Coach departs Saturday evening :-	BARNOLDSWICK	6.00pm	returns	10.00pm
	BURNLEY	6.20pm	"	9.30pm
	BURY	6.40pm	"	9.00pm
	MANCHESTER	7.30pm	"	8.30pm
	SHEFFIELD	9.00pm	"	7.00pm

Cost will be £3.50p
Minimum deposit £1.00

Sunday 11th August 1974

MANCHESTER & LIVERPOOL

Tour No 74.18

Depots to be visited will include:- NORTHWICH, CHESTER, BIRKENHEAD, EDGE HILL, ALLERTON, GARTON DOCK, WARRINGTON, WIGAN, NEWTON HEATH, GUIDE BRIDGE, REDDISH, LONGSIGHT, and others as time permits.

Coach will depart Saturday evening:-	SHEFFIELD	6.45 am	returns	8.50 pm
	HEMSWORTH	7.15 am	PICK UP ONLY	
	BARNLEY	7.30 am	PICK UP ONLY	
	MANCHESTER	9.00 am	returns	7.20 pm

Coat will be £1.75p
Minimum deposit 0.75p

23rd/24th/25th/26th August 1974

Tour No 74.19.

GRAND SCOTTISH

Depots to be visited will include:- AYR, ARDROSSAN, HAMILTON, MOTHERWELL, POLMADIE, EASTFIELD, GLASGOW WORKS, GRANGEMOUTH, STIRLING, FORT WILLIAM, INVERNESS, ELGIN, KEITH, ABERDEEN, DUNDEE, PERTH, KIRKALDY, MARKINCH, LADYBANK, METHIL, THORNTON, YARDS, TOWNHILL, HAYMARKET, MILLERHILL, SOUTH LEITH, and others as time permits.

Coach will depart Friday evening the 23rd:- SHEFFIELD 6.30 pm

MANCHESTER 8.00 pm

SALMESBURY 8.50 pm

Coach will return Monday evening the 26th:- SHEFFIELD 7.00 pm

MANCHESTER 8.30 pm

BURY 9.00 pm

BURNLEY 9.30 pm

BARNOLDSWICK 10.00 pm

The cost includes two nights Bed & Breakfast will be £11.00
A deposit of £3.00 will secure your place on this tour, BUT £7.00 of the total cost must be paid by 16th June and the balance not later than Wednesday 14th August.

Sat/Sun 7th/8th September 1974

Tour No 74.20

NEWCASTLE & HULL

Depots to be visited will include:- DARLINGTON, THORNABY, WEST HARTLEPOOL, S UNDERLAND, BLYTH, HEATON, SOUTH GOSFORTH, NEWCASTLE STATION, GATESHEAD, TYNE-YARD, SHILDON, YORK, HULL, GOOLE, KNOTTINGLEY, HEALEY MILLS, HOLBECK, BRADFORD, and others as time permits.

Coach departs Saturday evening:- SHEFFIELD 6.00 pm returns 8.50 pm

MANCHESTER 7.30 pm returns 7.20 pm.

Cost will be £3.50p

Minimum deposit £1.00

Please remember to book early for all tours, it is advisable to book all the tours from the tours programme that you wish to participate in, at one time, that way you will avoid dissatisfaction.

This applies especially to the Grand Scottish Tour. Remember that Hotel accommodation must be booked well in advance during the summer season, and unless you book your place early, we will not be able to book your 'B & B' and this may result in your being unable to participate.

Will all members please try to hurry round every depot, the members who will persist in holding up the coach are making it difficult for the officials to complete the whole of the tours programmes, depots sometimes have to be missed by all the members when it is the fault of only a few. Keep your eyes open, and if you see a member of the party straying behind it is to your own advantage to keep on at him to hurry up.

RAIL NEWS

London Midland Region

CREWE Noted here on 7-1-74 was Baby Deltic 5901 pulling a test coach and a New oil tanker. On 4-2-74, class 25 No 7512 (EJ) was seen on the depot yard and an unusual visitor on 24-2-74 was 31.227 (YK) class 37 No 37.300 (LE) and also 7625 (BR) were two Western Region visitors on the depot on 9-2-74.

TOTON Unusual engines on shed recently have been Brush 31 No 5550 (TI) on 7-1-74 and class 37 No 37.140 (LE) on 3-3-74 also sometime during the recent months another class 37 No 37.119 (TE) paid a visit. The exact date of its visit is unknown.

WILLESDEN BRCW engines 6518 and 6522 (both EH) and 6572 (HG) were all visitors on 21-1-74

BURNLEY On 2-3-74 class 40 No 344 (SP) was noted laid on its side outside Rosegrove Station in a badly damaged condition. Stabled here on the same day was 5266 (TO) On 9-3-74 40.120 (LO) and 1947 (LE) were both in charge of football specials from Wrexham to Burnley for the F.A. Cup tie which Burnley rather luckily won from all accounts !!!

CARLISLE Electrics seen here on 10-3-74 were E3091, 81.001, 85.002, 85.021, 86.009, 86.010, 87.002, 87.006 and 87.012. Also on the fuelling point on the same day were 5019 (ED), 5120 (IS), 6857 (ED), 27.022 (ED) and 37.007 (TE).

LONDON EUSTON At Euston Station on 22-1-74, Southern Region engine 33.057 (HG) was employed to work empty stock instead of the usual class 25 locomotive.

LEICESTER On 3-3-74 class 37 No 6835 (TI) was noted on the depot.

TYSELEY Engines on the depot on 3-3-74, although it is officially closed, were 74 (TO), 1531 (BS), 47.020 (BS), 3426 (DY), 3968 (TS), and 3958 (TS).

SALTLEY Class 37 No 6827 (TI) and Brush 47 No 47.088 (OC) were both on Saltley shed on 3-3-74. On 13-1-74 visitors on the same depot included 149 (BR), 160 (IA) 46.014 (BR), 397 (HM), 1682 (BR), 1745 (CF), 1895 (TE), 5587 (MR) and 6589 (HG)

PRESTON Peak 45.109 (TO) was a visitor here on 19-12-73.

MANCHESTER Motive Power used on the Manchester to Harwick Boat Train during the early part of the year included Peak 176 (GB) on 21-1-74, Brush 47 No 1981 (TI) on the 24-1-74 and class 37's 6747 (SF), 37.044 (SF) and 37.027 (MR) on 18-1-74, 28-2-74, and 2-3-74 respectively.

DERBY Since the begging of the New Year Derby Works have been carrying out repairs to Southern and Western Region diesel shunters. Locos to pass through the works so far have included 3042 (EH), 3043 (EH), 3219 (EH), 3460 (SU) 3760 (CF), 4001 (AF), 4011 (ES), 4015 (AF), 4101 (AF), 4102 (SU), 4108 (SU), and 4159 (EH).

WARRINGTON Despite the fairly recent electrification the Warrington area continues to see a wide variety of locos from several different regions. Noted recently have been 130 (TO), 46.049 (BR), 368 (HA), 40.004 (HA), 1880 (TE) cont.

RAIL NEWS

London Midland Region Cont.

7520 (CF), and 7665 (CW), all employed on various freight trains during the months of January and February. On 26-1-74 an unusual quadruple leader through Bank Quay Station was made up of 406, 407, 419 and 1839, all from Crewe Diesel Depot.

NOTTINGHAM On 19-1-74 a Carlisle to Nottingham freight was unusually worked by Healey Mills class 40 No 40.046.

WIGAN On 26-1-74 Peak 115 (TO) was noted in Springs Branch.

BLACKPOOL The old Blackpool North Station is now closed and the new station which is on the site of the old excursion platforms around the carrier from the old station, is virtually completed. When the old station has finally been demolished it is intended to build an entertainment complex on its site, but this will probably take many years to complete.

BESCOT Class 40 No 295 (LO) and two type 1's 8155 and 20.135 both from Toton were visitors in Bescot Yard on 13-1-74.

CRICKLEWOOD Brush 31 No 31.418 (CD) was a stranger on shed on 27-1-74.

Eastern Region

SHEFFIELD Visitor to Tinsley top shed was Type 1 No 20.019 (HA). At Midland Station on 5-3-74, class 40 No 203 (LO) was seen double heading class 47 No 1708 (BS) on a Northbound tanker train. The class 47 appeared to be dead. The following Tinsley locos all left the depot for Shirebrook in one cavalcade on 7-3-74 ready for colliery work on 11-3-74:--47.368, 47.314, 47.381, 47.279 and 1797. Foreign locos in the Tinsley workshop for heavy repairs during February and March included Peaks 83 (TO), 92 (TO), 110 (TO), Type 4 No 40.079 (SP) 5281 (TO), 31.156 (IM), 6925 (CF) and 37.292 (CF). Other strangers noted on depot during this period were 44.001/5 (TO), 40.079 (SP) 40.118 (LO) and 6865 (IM). On 13-3-74 the following locos were all under repair on Tinsley depot:--365 (HA) 7508 (CF), 7512 (EJ), 25.169 (CF) 31.413 (OC) 40.002 (HM), 40.112 (LO), 47.467 (BR) and 47.530 (LE).

CLAYCROSS In a ten hour vigil, no less than 62 engines were noted at this point on the main line outside Chesterfield. Strangers included 6934 (LE) 7508 (CF) and 7577 (BR)

CHESTERFIELD Class 37 No 6706 (TE) was unusual power for the Devonian on 7-1-74. On 2-2-74 strangers noted at Chesterfield included 47.230 (CF) 47.289 (TE) and 47.348 (CD) and on 16-2-74 25.030 (EJ) and 25.059 (BR) were seen double heading a Cardiff to Tinsley freight train.

STAVELY Noted on Barrow Hill depot on 3-1-74 was 5608 (EP) and on 13-3-74, 47.101 (CF) was seen there.

RIPPLE LANE Western Type 3, No 6910 (LE) was a long way from home when seen on this depot on 27-1-74.

London Midland Region Cont.

STRATFORD Unusual Brush 47s seen here on 27-1-74 included 1574 (CD), 1884 (CD) and 1956 (BS).

FINSBURY PARK On 27-1-74, 1733 (IM) and 47.489 (BS) were both on depot.

Scottish Region

SHIELDS DEPOT, GLASGOW Electrics stabled here on 10-3-74 were E3053, 84.005, 85.003, 85.013, 87.003, 87.005 and 87.008. On 2-3-74 there were no less than 11 electrics on depot, the above seven, plus 81.015, 83.003, 86.002 and 86.007.

AYR Toton engine 5246 was a very unusual visitor to Ayr depot on 10-3-74

MOTHERWELL Class 47 No 1839 (CD) was noted standing just outside the shed here on 10-3-74.

POLMADIE On 10-3-74 the following locos all visited this depot (now officially closed) as a shed but still regarded as a signing on point for drivers) :-44 (HO) 299 (KM), 40.009 (KM), 40.107 (LO), 40.145 (GD), 47.164 (SF), 47.207 (CD), 47.211 (CD), 47.233 (CF), 47.298 (GD), 47.438 (BS), 47.441 (CD), 47.492 (CD), and 47.495 (BR).

EASTFIELD Two LMR Brush 47's seen here on 10-3-74 were 1547 (BS) and 47.337 (CD).

MILLERHILL Brush 47 No 47.362 (TE) was on Millerhill Yard on 10-3-74.

HAYMARKET On 10-3-74, 1635 (TI), 47.144 (HO), 47.265 (GD) and 47.520 (YK) were all on depot.

Southern Region

CLAPHAM JUNCTION Noted here during January were 45.006 (HO), 1003 (LA), 7532 (WN)

BOURNEMOUTH A rare sight here on 23-2-74 was 47.285 (TI) working a Barnsley - Bournemouth preview tour.

EASTLEIGH Strangers on the depot on 30-12-73 included 1592 (LE), 1658 (BS), 1675 (OC), 1710 (BR), 1857 (CD), 1893 (KY) and 1927 (CF), E5009 (AF), was also there in ex-works condition. On 23-2-74 1995 (TI), was on the shed along with 47.166 (IM) Brush 47's 1646 (LE), 1709 (BS), 1940 (BR), 47.056 (OC), 47.207 (CD), 47.501 (BS), were all on the depot on 16-3-74.

POOLE Unusual engines seen at Poole so far this year have been 1728 (BR), 47.486 (BS), 6589 (HG), 73117 (SL), 73.113 (SL)

BASINGSTOKE On 16-2-74 1958 (LE), and 47.234 (CF), were seen here, exactly a month later on 16-3-74 1904 (CD), was noted on the station.

SOUTHAMPTON Class 47, No 47.032 (LE), was seen stabled at Southampton on 16-2-74

WORKING. On 16-3-74, class 47 locos Nos 165 (OC), and 47.101 (CF), were both to be seen here.

Southern Region Cont.

DOVER - HITHER GREEN Brush 47's noted working freight trains on this line were, 47.168 (IM), 47.294 (TI) and 47.295 (TI). Also seen working freight was Peak 46.038 (GD) a long way from home.

Western Region

PLYMOUTH Westerns stored on Laira depot since the last magazine was published are 1000 and 1002.

SWINDON On 3-1-74 class 47 No 1978 (TI) was stabled on the depot during the late evening BRCW 6501 (EH) arrived on a parcels train on 2-2-74 and immediately returned light engine from whence it came (which is unknown). On 9-2-74 1200 'Falcon' paid an unexpected visit to the town with 1828 (TO) on a freight train. Foreign locos on depot on 23-2-74 were 1708 (BS), 1825 (TO) and 33.041 (HG). Several Westerns were in evidence on Swindon Works scrapyard during February (see workshop lists) along with a couple of Warships and three Hymeks. Some of the engines were previously at Plymouth Laira or Marsh Junction, Bristol.

WORCESTER Visitors during the early part of this year here have included 5584 (YK) on 16-1-74, 7529 (WN), on 27-1-74, 6862 (MR), on 3-2-74, 5170 (TI), on 6-2-74 and on the same day 1072 (LA) travelled south light engine.

READING On 15-2-74, 1680 (CF), 1774 (SF) and 1855 (CD) were all noted here and the following day saw 1962 (BS) at Reading Station.

OXFORD On 19-1-74 Brush 47's 47.004 (GD) and 47.181 (SF) were noted passing through an a North Bound passenger train and another class 47, No 1622 (TI), was seen working a London to Hereford train.

SEVERN TUNNEL JUNCTION On 13-1-74, 1816 (BS), 1833 (CD), 1845 (CD), 47.485 (BS) 5225 (TO), 5565 (IM) and 7570 (TO) all paid visits to the depot. Strangers on shed on 16-2-74 were 1813/25 (both TO), 46.035 (GD), 47.294 (TI) and 37.100 (TI) and on 23-2-74 locos on shed included 31.290 (TI), 47.200 (TO) and 7022 (OC)

NEWPORT Immingham engine 1874 was on Ebbw Junction depot on 13-1-74. On 16-2-74, 46.027 (GD) was on the shed and on 23-2-74, 6802 (MR) passed by on a freight.

CARDIFF On 13-1-74 the following engines were all on Canton depot - 66 (TO), 99 (TO), 1621 (CD), 1633 (TI), 1904 (CD), 1944 (BS), 47.242 (CD), and 5167 (TI) Peaks 93 (TO), 46.034 (GD), Brush 47's 1539 (BS), 1569, 1822, 1966 (all CD) and class 37 No 37.228 (GD) were all on Canton shed on 16-2-74. On 23-2-74 strangers included 1860 (CD), 1938 (TI), and 37.097 (IM).

BARRY Warship D601, which has been lying dormant in Barry Scrapyard for several years, has been reserved for preservation by a Society based in Edinburgh. This is presumably because the loco was built by the North British Locomotive Company.

DIDCOT On 16-2-74, Brush 47's 1572 (SF), and 1886 (CD), were to be seen here.

RAIL NEWS

Western Region Cont.

BRISTOL Apart from the normal engines from the Western Region, Bath Road Depot witnessed an influx of Midland & Eastern main line diesels on 13-1-74. Amongst them were 16 (HO), 22 (HO), 45 (HO), 82 (TO), 124 (TO), 167(GD), 45.102 (TO), 45.107 (TO), 1606 (BS), 1753 (BS), 1754 (IM), 1842 (CD), 1946 (BS), 1988 (GD), 5286 (TO), 5276 (TO), 25.101 (TI), and 5698 (IM).

HEREFORD On 13-1-74, 5603 (MR) was an unusual visitor to the stabling point just outside Hereford station.

LLANELLI Brush 47's 1597 (BS), and 1896 (TI), were seen here on 13-1-74

MARGAM Peak 70 (TO) and two class 47 locos, 1627 (BS) and 47.447 (CD) were on Margam depot on 13-1-74.

GENERAL

The following locos were noted on various depots due to the N.C.B. strike during February and March:-

SHIREBROOK 5239, 5241, 25.101

BARROW HILL 1885, 8020, 8059, 8092, 20.060, 8127, 8305, 8312.

TINSLRY 47.038, 47.049, 47.102, 47.279, 47.294, 47.314, 47.380, 47.381, 8091 8310, 20.130, 20.204, 20.207, 20.211

NOTTINGHAM 8045, 8076, 8087, 8138, 20.185

TOTON 8004, 8062, 8071, 8082, 8084, 8090, 8097, 8141, 8144, 20.009, 20.014 20.072, 20.088, 20.135, 20.139, 20.149, 20.156, 20.158, 20.159, 20.171, 20.172, 20.175.

For the railnews and other articles in this edition of the magazine, we are indebted to Messrs., Betts, Brownsey, Clements, Davies, Fawcett, Godley, Hodgkiss, Howells, Kennan, Lewis, Lonsdale, Macleod, Peel, Perry and Phillips.

Due to the vast amount of renumbering and reallocation of B.R. Locos, our Motive power allocation change pages will now be discontinued.

However allocation books correct to at least 1st April, will be on sale after Easter from H. HOWELLS, 44, Stanwell Road, Swinton, Manchester.

The price remains unchanged at 15p together with correct postage. The postal charges it was announced in the 'Budget' are due to go up, exactly when we do not know. As soon as they do please help us by sending the correct money.

Monthly changes of B.R. stock are still available from H. HOWELLS of the above address price £1.00 per annum.

RAIL NEWS WORKSHOPS

CREWE WORKS ON 27-2-74

40.016/50/54/78/125/32/54/60/98/99, 259/98, 329/58/93, 50.001/16/8/20/43, 407/13/33, 47.005/81/116/26/64/7/84/96/209, 47.291/429/39/67/88/518/21/30, 1503/19/46/49/63/76, 1605/6, 1617/26/45/6/9/78, 1707/14/67/77/88/96, 1904/28/46/83, 3247/90/, 3583, 25.250/83/95, 7659, 20.042, 8033, 76.007/55, E26.002, E3018, 83.015, 84.003, 85.017/35, E3060, 86.239/40/2, E3107/21, E3144/9/61/78/81/2/8/92, 86.029, 87.016/7/8/9/21-36.

DERBY WORKS ON 3-3-74

45.012/116/119/121, 46.033/7/48/52, 11/4/6/20/8/52/69/71/2, 84, 121/3/37/56, 08.075/106/118/201/650/760, 09.011/14/, 3047/92/4/8, 3100, 3264, 3356, 3403, 3763,/88, 3846, 3973/77, 4000, 4137, 24,029, 25.095/111/74/201/62/87, 5054/78, 5104/45, 5225/45/49/84, 7548, 7648, 8521/98.
STEAM - 47357.

DONCASTER WORKS ON 24-3-74

2081, 3000, 3024, 3028, 3036, 3053, 3136,3248, 3301, 3310, 3535, 3559, 3918, 5697, 5818, 6854, 6906, 6917, 6927, 9000, 9010, 12127.
03.090, 08.049, 08.745, 08.772, 08.775, 08.864, 08.865, 08.958, 31.129, 31.153, 31.169, 31.174, 31.244, 31.294, 31.319, 37.049, 37.064, 37.072, 37.074, 37.079, 37.144, 37.154, 37.187, 37.235, 37.253, 37.266, 37.268, 55.006, 55.008, 55.012, 83.010, 84.001, 84.008.

EASTLEIGH WORKS ON 16-3-74

2991/2/8, 07.005, 33.015/32/63, 33.113, E6031, 71.010, 73.122

STRATFORD WORKS ON 16-3-74

08.071/542, 37.004/26, 40.081, 47.010/71/169/70/359/404, 55.001

SWINDON WORKS ON 20-2-74

806/18, 1004/7/19/20/32/38/39/42, 7009/23/89

ST. ROLLOX WORKS ON 10-3-74

08.755"882, 3241, 3395, 3416, 3536, 3922, 26.026, 5002/8/6, 5099, 5119/29, 5313 5329/30/60, 5411, 20.018, 8027/79.

SCRAP LINES 8505/7/8/16/25/29/31/36/52/59/74/80.

rail news extra:- 3568 off Carlisle has been working Skipton Yorks for last 2 months.

Noted on York on 24-3-74 unusual visitors 46.052 (BR) and 9004 (HA)

Noted at Tinsley 24-3-74 unusual visitors 5190 (BS), 152 (BR),7622 (BS), 08.203 (EH)

Doncaster Shed 24-3-74 2171 (BG) 2157 (BG), 6856 (ED)

EX-BR LOCOS IN INDUSTRIAL USE (Part 3)

<u>NEW NO</u>	<u>OLD NO</u>	<u>LOCATION.</u>
2611	2611	Yorkshire Main Colliery
BRM 5481	2613	Brodsworth Colliery
2616	2616	Hatfield Main Colliery
-	2720	James Connell, Coatbridge, Lanark
-	2726	Queensborough Shipbreakers
-	2738	Killock Colliery, Ayrshire
-	2757	Birds, Pontymister, Monmouth
-	2763	B.S.C. Landore
-	2767	Burmah Oil, Stanlow
-	2774	Celyn Colliery
-	2777	Birds, Cardiff Docks
2854	2854	C. F. Booth, Rotherham
2858	2858	Hutchison Dock Co. Widnes
-	2861	N. C. B. Grimsthorpe, Sheffield
ND3	2862	N rton Colliery, Staffs.
-	2865	APCM Kilvington, NOTTS
2866	2866	A. Young, Dalmuir, Dumbarton
DIANNE	2867	Redland Roadstone, Mountsorrel, Leicester
-	2868	Lunt, Comley & Pitt, Persnoff, Staffs
-	2903	Barborough Metals, Ickles
-	2905	-----
-	2908	-----
D4	2950	Llanelly Steel Co.
-	2953	Thomas Matex Ltd., Essex
-	2956	R. A. King & Sons, Norwich
2958	2958	C. F. Booth, Rotherham
-	2999	-----
-	3000	N.C.B. Hafodyrnys
-	3002	Merhead Quarry
-	3011	British Leyland, Longbridge
-	3014	Merthyr Colliery
-	3183	N.C.B. Merthyr Vale, Glamorgan
-	3255	N.C.B. Blaeravon
-	3261	Tower Colliery (Hirwaun)?
3452	3452	E.C.C. Ports Ltd., Fowey, Cornwall
3476	3476	-----
-	3484	G. Harrs, Chesterfield
3489	3489	Felixtowe Dock & Railway Co. (Named Col. Tomline)
3497	3497	E.C.C. Ports Ltd., Fowey, Cornwall.
DAVID	3613	Bestwood Colliery, Notts
ROBIN	3618	Annesley Colliery Notts
SIMON	3619	Linby Colliery Notts
3638	363	Bates Colliery, Northumberland
37		B.S.C. Scunthorpe
3648		Bates Colliery, Northumberland
-	4056	Ashington Colliery, Blyth
4067	4067	Betteshanger Colliery, Kent
-	4069	Ashington Colliery, Blyth
-	4070	-----
-	4072	-----
-	4074	-----

EX-BR LOCOMOTIVES IN INDUSTRIAL USE

<u>NEW NO</u>	<u>OLD NO</u>	<u>LOCATION</u>
4092	4092	PD Fuels, Gwaun oae Curwen, Glam.
-	8568	Himelite Brick Co. Hemel Hempstead
9312/92	9500	Ashington Colliery, Blyth
9502	9502	Burradon Colliery, Northumberland
No. 25	9503	B.S.C. Harlaxton Lines
506	9504	Philadelphia Colliery, Durham
MICHLow	9505	APCM, Earles-sidings, Derbyshire
35	9507	B.S.C. Gretton Brook, Corby
9312/99	9508	Ashington Colliery, Blyth
23	9510	B.S.C. Gretton Brook, Corby
9312/98	9511	Burradon Colliery, Northumberland
D1/9513	9513	Bowers Rowland Dept. Yorks
9312/96	9514	Ashington Colliery, Blyth
22	9515	B.S.C. Gretton Brook, Corby
36	9516	-----"-----"
9312/93	9517	Ashington Colliery Blyth
9312/95	9518	-----"-----"
24	9520	B.S.C. Gretton Brook, Corby
9312/90	9521	Burradon Colliery, Northumberland
25	9523	B.S.C. Glendon Quarry, Northants
-	9524	B.P. Refinery, Grangemouth
507	9525	N.C.B. Philadelphia
-	9526	APCM Dunstable
9312/94	9527	Ashington Colliery Blyth
9312/100	9528	-----"-----"
20	9529	B.S.C. Gretton Brook, Corby
9530	9530	Gulf Oil, Waterston Pembroke
D2/9531	9531	British Oak, Crigglestone, Yorks
37	9532	B.S.C. Gretton Brook, Corby
30	9533	-----"-----"
ECCLES	9534	Earles Sidings
9535	9535	Burradon Colliery, Northumberland
9312/91	9536	Ashington Colliery, Blyth
32	9537	B.S.C. Gretton Brook, Corby
160	9538	B.S.C. Ebbw Vale
26	9539	B.S.C. Gretton Brook, Corby
508	9540	N.C.B. Philadelphia
No. 26	9541	Harlaxton Quarry
27	9542	B.S.C. Gretton Brook, Corby
-	9543	Finningley
-	9545	Ashington Colliery, Blyth
-	9546	Finningley
28	9547	B.S.C. Gretton Brook, Corby
No. 27	9548	Harlaxton Quarry
33	9549	B.S.C. Gretton Brook, Corby
-	9550	Finningley
29	9551	B.S.C. Gretton Brook, Corby
21	9552	-----"-----"
34	9553	-----"-----"
38	9554	-----"-----"
9555	9555	Burradon Colliery
-	12049	Day & Sons, Brentford

EX-BR LOCOS IN INDUSTRIAL USE

<u>NEW NO</u>	<u>OLD NO</u>	<u>LOCATION</u>
-	12050	N.C.B. Philadelphia Colliery
513	12051	-----
-	12052	D. Crond Ltd., Widdington, Northumberland
-	12054	Tower Colliery (Hirwaun)
512	12060	N.C.B. Philadelphia Colliery
-	12061	N.C.B. Nanterw Colliery, Glamorgan
-	12063	-----
-	12071	-----
-	12074	Swalwell Co. Durham
-	12083	Swindon Lim. Works
-	12084	N.C.B. Philadelphia Colliery
-	12088	Swalwell Co. Durham
-	12093	D. Crond Ltd., Widdington, Northumberland
-	12098	N.C.B. Philadelphia Colliery
-	12099	Murphey Bros. Ltd., Blaenavon
509	12119	N.C.B. Philadelphia Colliery
510	12120	-----
-	12122	N.C.B. Blaenavon
12131	12131	Betteshanger Colliery
511	12133	N.C.B. Philadelphia Colliery
-	15224	Betteshanger Colliery
-	15231	Swindon Lim. Works
-	ED10	Shepherd Mill, Co. Cusedon Contract Works?

This now completes the list of all B.R. locos in industrial use, that we know of.

If any of our newer members have missed the first two parts of this list, you may wish to obtain a full list.

Please send 10p to H. Howells, 44, Stanwell Road, Swinton, Manchester. This 10p includes postage and packing. Lists will be sent by return of post.