

# NORTHERN COUNTIES TRANSPORT SOCIETY

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NORTHERN COUNTIES TRANSPORT SOCIETY

Magazine Number 13 - October, NOVEMBER and DECEMBER, 1972

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COACH PICKING UP POINTS.

- Manchester - Victoria Rail Way Station (19 Bus Stop)
- Altrincham - Station Forecourt
- 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 - Works Entrance (siddals Rd)
- Edenfield - X23/43 Bus Stop
- Farnworth - Black Horse Hotel
- Hyde - Market Place A57
- Kearsley - Moss Rose Hotel
- Macclesfield - Railway Station
- Nelson - Bus tation (Specials Stop)
- Sheffield - Midland Station Forecourt
- Swinton - Windmill Hotel (Corner Station Road)
- Stockport - Wellington Road South (Opposite Station Approach)
- Whitefield - Bus Station

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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. Any last minute changes must be notified to Mr. Fawcett on Saturday Afternoon, before the tour leaves Barnoldswick. The committee cannot accept any responsibility for members being at places other than those arranged beforehand



NORTHERN COUNTIES TRANSPORT SOCIETY

Magazine Number 13 - October, November & December, 1972.

TREASURER

W.J. Frisby, Esq.,  
60, Kings Road,  
Fairfield,  
BUXTON, Derbyshire

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38, Abbots Court,  
Mornington Rd.,  
SALE, Cheshire

BOOKINGS SECRETARY

W.R. Hendry,  
209, Warrington Rd.,  
GLAZEBURY,  
Nr. Warrington,  
Lancs Tel:- CULcheth 3334

Other Officials

D. Lewis,  
72, Lansbury Rd.,  
ECKINGTON,  
Nr. Sheffield, Yorks

D. Bramall,  
1, Kirkedge Dr.,  
Worrall, SHEFFIELD,

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AREA REPRESENTATIVES

- Central Lancs : J. Siergejcyk 47, Tennyson Rd., PRESTON, Lancs.
- Bradford : T. Lobley, 76, Brackendale Dr., THACKLEY,
- North Lancs : S. T. Fenn "Burwaine", 9, Inskip Pl., ST ANNES
- Clitheroe : M. Dawson, 3, Clough Bank, CHATBURN, Clitheroe
- Brierfield : P. Bancroft, 17, Mayville Rd., BRIERFIELD, LANCs.
- Co. Durham : P. Laxton, 31, Tasmania Rd., SOUTH SHIELDS.
- East Yorkshire : J. Wosik, 16, Rockingham Rd., DONCASTER.
- West Yorkshire : W. Cordon, 87, Cottingham St. Darnall, Sheffield
- Isle of Wight : C. Lambsdell, 21, Hesketh Rd., NEWPORT, Isle of Wight
- Lincolnshire : M. Tarren 160, Grantham Rd., SLEAFORD, Lincs
- Northumberland : A. Douglas, 6, Coquet Ave., WHITLEY BAY,
- North West England : R.R. Beck, 58, The Strand, BARROW-IN-FURNESS
- North Manchester : B.M. Caine, 61, Silverdale, Clifton Green, SWINTON
- South West Manchester: D.A. Griffiths 59, Elms Rd., HEATON MOOR,
- South East Manchester: S. Davies, 10, Wentworth Drive, SALE, Ches.
- Merseyside : W.G. Beff, <sup>sq.</sup> 15, Sinclair Ave., LONGFORD, Warrington
- Midlands : M. Littler, 102, Lichfield Rd., PELSALL, Walsall.
- Preston : C. Lorek, 93, Malvern Ave., Frenchwood, PRESTON
- Scotland : P.S. Hindle, 15, Mauricewood Ave., PENICUIK, Midloth
- North Wales : J.S. Warr, c/o 1, Colhugh Rd., LLANTWIT MAJOR, Glam
- South West England : P. Sharpe 30, Foxes Croft, BARNHAM, Sussex.
- South East England : N.K. Taylor, 27, Edgerton Park, Pennsylvania EXETER.

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MEMBERSHIP SECRETARY

N.R. Capelle,  
130, Brocklehurst Ave.,  
MACCLESFIELD,  
Cheshire.

TOURS PLANNER

D.J. Carville,  
82, Alvanley Rd.,  
LIVERPOOL, 12.

Assistant Tours Planner

H. Howells,  
44, Stanwell Rd.,  
SWINTON, Lancs.

Other Officials

A. Fawcett,  
29, Clarence St.,  
BARNOLDSWICK,  
Via Colne, Lancs.

M. Harrison,  
3, Park View Ave.,  
Crossroads,  
HAWORTH, Nr. Keighley



## NOTES FROM THE COMMITTEE

Due to personal reasons, we have reluctantly agreed to accept the resignation from the committee of Mr. David Felton. We are all sorry to see him go as he has always played a major part in the running of the society and we all wish him the very best and hope to see him on club tours in the future. Somehow, coach tours won't seem the same without him on them!

Another official, Harold Collier, who has not been on the committee for very long has also had to resign for personal reasons, but we shall quite likely be seeing him on future tours. All the best Harold.

Since the last magazine was issued, three new officials have been elected to the committee. These are messrs Dan Bramall, Michael Harrison, and David (Brush) Lewis. They are all well known members who go on frequent trips and I am sure that they will do all that they can to continue the good work which is necessary for the smooth running of the club.

To get down to more serious business, we have unavoidably had to include a 50p surcharge on certain overnight tours, from the currency of this magazine. This surcharge may seem rather high, especially as tours were only increased in the last magazine, but it is essential to cover the cost of permits, which in some cases are as much as £10.00 per depot. We have looked into the matter very carefully, and decided that the fairest way is to increase the price only on tours where permit costs are high, rather than on all tours. The only tours that are likely to be affected are London, and Swindon Bristol & Birmingham Tour.

I am sure that members will agree that it is the best policy to obtain a permit for depots such as Stratford, Finsbury Park, Hither Green and Stewarts Lane on a London trip, and Swindon, Eastleigh, Saltley & Bescot on a Swindon trip, rather than risk not getting round. With a party of 50 in most cases, the chances of getting found are almost NIL without a permit.

We assure you that it is solely in the best interests of you that this surcharge has been arranged, and it will not benefit the club in any other way. Even at £3.50 a tour, we are still cheaper than most clubs who average over £4.00 per tour.

If any member decides at the last minute that he cannot attend a tour for which he has booked, or wishes to go on a tour for which he has not booked, he should telephone Mr. Fawcett (0282 81 3044) on the Saturday afternoon before that tour, BETWEEN 12.30 and 13.00 only. If any vacancies have arisen, you may be able to join the tour.

Will all members please note that membership fee is now 40p. If you have any old application of membership forms, or handouts, will you please alter the fee to 40p before handing these out. Supplies of new Applications of Membership forms and/or Handout can be obtained from Mr. Howells.

We are at present trying to compile a full list of all stabling points on B.R. and members are requested to send lists of these to Mr. Howells. Once this list is completed, lists will be available to members, and they will assist us in planning our tours to ensure that we see as many locos as possible on each of our tours.

Remember, all articles and Rail News to the Editor by the end of the first week in December. Help us to get a better magazine out each time.



## 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 when they 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 receive no token towards our voucher rebate scheme. Remember, this must also be valid for the tour that you are going to book for, otherwise your booking will be rejected.

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

BOOKINGS FOR TOURS. - When you book for a tour, follow directions on your membership card, and send the necessary booking form. If however you find 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 up 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 let an official know, and where possible we will try, if possible, to hold the coach, otherwise the coach will depart PROMPT at the times stated in the magazine.

VOUCHER REBAIT SCHEME - If you have paid all your money for a tour, and present your membership card to the official in charge of the tour, you will receive a token towards this scheme. When you have collected a total of ten points, you should then 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 will receive 1 point, overnight tours 2 points 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 B.R. impose for visiting depots vary from time to time, and usually these are altered at very short notice and it may not be possible to inform members before the actual tour of alterations. Also, please note that B.R. are raising quite high levies for us to visit depots, and if there are insufficient members on a coach to pay for the permits a small extra levy may have to be raised, this has not happened for over two years, - but be warned.

NEW EDITIONS OF "THE MAGAZINE" - The dates that the magazine go to press do vary but in general any items, including Rail News should reach the editor by the end of the first week of the last month for the current magazine, i.e. by the end of the first week in March, June, September or December,



For Steam-starved railway enthusiasts (not quite as starved now) tourists, holidaymakers and foreign visitors alike, the thrills of a ride on the Vale of Rheidol Railway in mid-Wales is an experience to remember for a long time.

The little trains on their narrow gauge came pounding up the valley from the Cambrian Coast at Aberystwyth, headed by handsome engines putting out the old familiar clouds of steam and smoke and nostalgic sounds as they climb the twelve scenic miles to Devils Bridge.

The Vale of Rheidol is the only narrow Gauge line owned by British Railways, and the three Steam Locomotives that work it are the only survivors of a giant system which once owned 24,000 of all shapes and sizes.

This is one line on which passenger figures continue to grow year by year, all of them pleasure riders, travelling between Easter and the end of September. No less than 800,000 people rode on the seven narrow gauge steam railways of Wales in 1971.

The Vale of Rheidol is the longest of them, although not the oldest; no visitor to Wales can call a holiday complete without a ride on it. Aberystwyth, terminus of the normal 4' 8½" gauge British rail line from Shrewsbury is a major sea-side resort, but in winter has only a small resident population. However, the total number of passengers travelling from it to the Vale of Rheidol exceeds the total of residents and summer visitors, which shows that people come long distances just to enjoy the trip.

It all started in 1902, when the Vale of Rheidol Light Railway company came into being, a line 11.8 miles long, built to a miniature gauge of 1 foot 11½ inches, the same as the Festiniog Railway in North Wales, built for slate traffic as long ago as the 1860's.

No one had holidaymakers much in mind when the trains started running up the Rheidol Valley just before Christmas in the year 1902. The idea was pure transportation for the local people enabling them to get into Aberystwyth and to Market from the tiny communities such as Aberffraw and Capel Bangor, which had no road.

Changes came in 1923 when the G.W.R. enlarged through the grouping act, took over full responsibility for the running of the Vale of Rheidol.

The G.W.R. at once built two new engines for the line in its Swindon workshops, and began to run the Vale of Rheidol to its own fantastically high standards. New Coaches, New Signalling system, etc.,

Open sided stock ran for tourists during the summer, for by then it was clear that Holidaymakers were becoming the main users and the prime source of income.

As a pleasure trip railway, the Vale of Rheidol puffed on through the springs, summers and early autumns of the thirties, carrying more and more sightseers.

It is still true to this day that the traveller on the Vale of Rheidol can see spectacular scenery that cannot be seen from any road or motorable track.



THE GREAT LITTLE TRAINS OF WALES (Continued)

Due to the War, the trains stopped for six years in 1939. Two months after V.E. day, the V. of R. trains ran again.

The G.W.R. never relaxed its standards and gave its patrons a good three years before it became part of the new British Railways in 1948.

In 1955 the B.R. began to advertise the line as a holiday attraction, and the following year made a gesture which was appreciated by the public using it.

The engines still in green livery were given names, and in the case of the one survivor from the 1902 opening of the line, the name "Prince of Wales" originally carried until the Great Western took it off the engine - was restored.

In 1969 the three locos were given a coat of blue paint, bringing them into line with the B.R. image, the coaches being treated similarly, carrying the standard 'two-way' insignia.

Up to today, the Vale of Rheidols future still looks very healthy, famous all over the world, and advertised in Japan, United States, Germany and Australia. If ever British Railways find itself unwilling to operate the system, there are preservation societies ready to raise the money to take over.

All three locos are alike 2-6-2 tank engines, weighing 25 tons with long side tanks on which are carried brass plaqued names. No. 9 Prince of Wales was built in 1902 by Davies & Metcalfe, whilst the other two No. 7 'Owen Glendower' and No 8 'Llywelyn' were both built at Swindon in 1923 to the same designs.

If you take the morning trip up the valley to Devils Bridge and have a morning picnic and stroll around the gorgeous scenery, you can return on an afternoon train, although some are content with the journey itself.

The great thing to do is ride the train up the valley; coming back to Aberystwyth it is all downhill and although the scenery is just as superb, the engines do not have to work as hard, and some of the joys of steam, with its splendid puffing and clouds of smoke are lost.

The twelve miles take about 55 minutes. The trains usually start running on the first of April, running twice daily during Easter, reverting to once daily on Saturdays and Sundays until the twenty first of May. Then the services increase to at least two trains daily, reaching a peak of five from 10th. July to 3rd. September. The service ends usually on a Sunday, around the 8th of October.

The day return from Aberystwyth to Devils Bridge is 60p, but a reduced rate of 50p applies to the morning train leaving at 10.00 between 21st. May and 7th. October. Children ride half fare up to 14 years, and free if under three. Special parties may charter whole trains by prior arrangement with the Railway at Aberystwyth.

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If you wish to write an article please send it to the Magazine editor (address page 3). Perhaps someone will write one on another of the Welsh lines for the next edition?



MOTIVE POWER ALTERATIONS

The following alterations took place during the period ending:-

L.M.R. 19th. August, 1972. E.R. 2nd. September, 1972 S.B.R. 5th. Aug. 1972.

S.R. & W.R. 5th. August, 1972.

192 55A; 193 55A; 212 D10; 213 D10; 233 D10; 237 55C; 238 55C; 240 55C;  
 250 55C; 251 55C; 256 55C; 259 55C; 270 55C; 271 55C; 280 55B; 288 D10;  
 298 D09; 1518 34G; 1522 30A; 1523 30A; 1524 30A; 1529 30A; 1536 52A; 1537 30A;  
 1539 D02; 1541 41A; 1543 41A; 1561 D02; 1563 D02; 1576 D02; 1577 52A; 1579 D02;  
 1580 52A; 1581 52A; 1582 D02; 1586 86A; 1595 82A; 1598 82A; 1605 86A; 1616 D05;  
 1618 41A; 1619 41A; 1622 D16; 1623 D16; 1625 40B; 1627 D05; 1628 40B; 1629 40B;  
 1633 D05; 1634 D05; 1646 86A; 1647 86A; 1682 82A; 1694 D05; 1696 D05; 1697 D05;  
 1698 D05; 1767 40B; 1768 40B; 1770 40B; 1775 30A; 1818 D05; 1830 D05; 1831 D05;  
 1853 D01; 1894 51L; 1882 41A; 1905 D05; 1918 D05; 1919 D05; 1929 86A; 1930 86A;  
 1931 86A; 1936 82A; 1940 82A; 1944 D02; 1945 82A; 1947 D02; 1948 82A; 1960 D16;  
 1961 D16; 1982 D05; 1986 41A; 2055 30A; 2088 wdn; 2109 30E; 2118 wdn; 2130 16C;  
 2199 wdn; 2381 wdn; 2382 wdn; 2388 wdn; 2413 65A; 2424 65A; 2433 wdn; 2443 wdn;  
 2444 62B; 3002 wdn; 3003 wdn; 3004 40B; 3006 40B; 3015 41A; 3022 30A; 3026 41A;  
 3032 41A; 3034 41A; 3035 41A; 3037 41A; 3075 36A; 3083 8F; 3091 51L; 3093 wdn;  
 3094 73F; 3095 wdn; 3096 wdn; 3097 wdn; 3101 wdn; 3109 8F; 3112 30A; 3181 41A;  
 3182 52A; 3211 65A; 3214 36A; 3215 52A; 3216 52A; 3248 30A; 3283 8F; 3343 8F;  
 3411 62C; 3425 8F; 3471 41A; 3509 83A; 3513 82C; 3684 30A; 3694 8J; 3734 50C;  
 3770 14A; 3788 16A; 3797 82A; 3799 51L; 3835 82A; 3838 30A; 3860 65A; 3865 30A;  
 3889 65A; 3905 5A; 3907 9A; 3908 2A; 3911 40B; 3917 41A; 3919 40B; 4000 8F;  
 4006 2E; 4012 86B; 4054 wdn; 4056 wdn; 4063 wdn; 4066 wdn; 4068 wdn; 4073 wdn;  
 4075 wdn; 4078 wdn; 4079 wdn; 4117 8J; 4125 82A; 4180 86A; 5024 D05; 5028 wdn;  
 5169 41A; 5171 41A; 5172 52A; 5173 52A; 5174 41A; 5183 55A; 5184 55A; 5185 55A;  
 5196 D08; 5209 82A; 5212 D01; 5213 82A; 5214 55A; 5223 D16; 5227 82A; 5238 D09;  
 5247 D09; 5252 D08; 5252 D08; 5293 D01; 5328 wdn; 5523 40B; 5524 40B; 5527 40B;  
 5531 40B; 5533 31B; 5541 51L; 5545 40B; 5546 31B; 5551 31B; 5552 31B; 5553 31B;  
 5549 40B; 5563 40B; 5568 31B; 5574 40B; 5577 31B; 5581 40B; 5583 40B;  
 5594 40B; 5597 40B; 5599 34G; 5606 34G; 5617 82A; 5620 40B; 5654 40B; 5656 55A;  
 5659 55B; 5669 55A; 5686 81A; 5687 81A; 5689 81A; 5690 81A; 5696 40B; 5807 52A;  
 5811 52A; 5821 52A; 6711 31B; 6714 31B; 6717 31B; 6731 52A; 6735 30A; 6738 30A;  
 6737 40B; 6760 51L; 6768 51L; 6818 51L; 6839 86A; 6862 41A; 6871 40B; 6872 40B;  
 6899 40B; 6901 40B; 6902 40B; 6903 86A; 6906 87A; 6907 87A; 6908 87A; 6909 87A;  
 6910 87A; 6911 40B; 6970 87A; 7004 wdn; 7005 wdn; 7015 wdn; 7019 wdn; 7036 wdn;  
 7038 wdn; 7039 wdn; 7052 wdn; 7054 wdn; 7077 wdn; 7085 wdn; 7087 82A; 7090 82A;  
 7091 wdn; 7092 wdn; 7509 86B; 7517 86B; 7518 86B; 7519 86A; 7520 86A; 7521 86A;  
 7522 D01; 7523 D01; 7524 D01; 7532 D01; 7533 D01; 7565 D01; 7566 D01; 7567 D01;  
 7568 D16; 7571 D16; 7572 D16; 7586 D01; 7606 D16; 7607 D16; 7626 B16; 7633 D02;  
 7639 D16; 7659 D09; 7668 D08; 7669 D08; 7671 D02; 7672 D02; 12103 wdn; 12130 wdn;  
 12132 wdn; E3024 wks. E3026 wks; E3030 wks; E3031 wks; E3036 wks; E3099 wks;  
 E3096 E3161 and 83.005 to Shields (ScR on loan).

Renumbered:-

E3042 to 84.007, E3039 to 84.004, 26048 to 76.048, E3035 to 83.012,  
 E3040 to 84.005, 26057 to 76.057, E3025 to 83.002,  
 26025 to 76.025, 26049 to 76.049.

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REMEMBER that re-allocations can be sent to you at monthly intervals,  
 up to two months before the information appears in the railway press.  
 The cost is only 50p per annum. Further details and payments (payable  
 B.J. Towey) from B.J. Towey, 25, Calder Crescent, WHITEFIELD, Manchester  
 M25 6LH.



MOTIVE POWER ALTERATIONS (CTD)

Diesel Mutiple Units

51950 56502 6A; 55008/10 ER (55B Then Wdn).  
50407 50946 51195 55017 56229/92/4/8 56338 all withdrawn  
50367 ~~XXXX~~ 34G, 51296 32A; 59774/80/1 wdn. 50235/750 59097 32A;  
50836/9/44/5/67/89/92/7/8 50920 59335/44/7/53/75 66C;  
55027 56287 82A;

Withdrawn:- 3172 (ommitted opposite)

Fitted Dual Brakes:- E3080 E3003 E3047 E3054 E3059 E3008 E3066 E3010 E3052 E3084  
83.004, 84.007, 84.004 84.005 83.012 83.002  
1940 158 163 1071 234 57 299 1581 351 1538 393 1536 1520 362 1064 1586  
3905 7674 3910 4046 5606 39176839 6903 3817  
1595 1598 1601 1602 1603 1604 1936 1948 1005 1945

Fitted Dual A.W.S. :- 5686 1005 1945 1071 5823 5842 5843 6839 6903 1064 1940  
50686 50733 50660/74 50723/9 51332/3/40/61/5/7/74/5/81  
51403/7/9 55028/32 50083 50694 50732 51055/83 51366/99  
5818  
51408 55035

Modified Triple Valve Addition:- 5291 7539 5140 7526 7554 7557 5283

Boiler removed:- 1588/95/8 1601-4

Addition B.R. A.W.S.:- 8183 8186 8163 8188  
51424 51934 56272 56271

Steam Generator Isolated:- 1904 1905 5617

Fitted Electric Train Heating:- 1581 5606 1580 5640 1536 1520 1586 1 595/8  
1601/2/3/4 1936/41

Boiler Reinstated:- 5818 5823

No Boiler:- 1940 7517/8/9/20/1 1945

Boiler Fitted:- 5686/7/9/90

Fitted B.R. A.W.S. only:- 5617/86/7/9/90 7517/8/9/20/1

Fitted E.Q. Brakes:- 5686/7/9/90 7517/8/9/20/1

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You can keep right up to date with all motive power alterations, the re-allocation and the modification of all B.R. Locomotives by sending just 50p (cheques & Postal Orders Payable to B.J. Tovey) for a twelve month supply of re-allocation etc, issued at approximately monthly intervals. Full details etc from:-  
B.J. Tovey, 25, Calder Crescent, WHITEFIELD, Manchester M25 6LH.

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A NEW EDITION of the N.C.T.S. ALLOCATION BOOK (Listed Depot by Depot will be published during the currency of this magazine. If you would like to receive a copy of this publication, send a foolscap S.A.E. and a 10p Postal Order or cheque to Mr. A. Fawcett (Address Page 3), and you will receive your copy within a few days of publication. This new edition will include up to date alloactions, full details of all renumbered locomotives, and is still only 10p.

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WOULD YOU LIKE A 1973 CALENDAR!?

The 1973 Railway Enthusiast Calendar is now available. 13 first class steam subjects, A4 size paper, One month to a page, Spiral Binding, and an appointments section, Cost only 50p including postage. Bulk Rates on Request. Send to Bahamas Locomotive Society, 36, Kirkham Rd., Heald Green, CHEADLE, Cheshire.







TOURS PROGRAMME (Cont)

SAT - SUN 25th-26th NOVEMBER 1972 TOUR No 124S  
SWINDON EASTLEIGH & BRISTOL

Motive Power Depots to be visited will include:- 70D EASTLEIGH  
70I SOUTHAMPTON DOCKS, 81D READING, 81F OXFORD, also SWINDON  
LOCOMOTIVE WORKS and BRISTOL BATH ROAD DEPOT. Other stabling  
points as time will allow.

	<u>COACH LEAVES SAT</u>	<u>RETURNS SUN</u>
	Barnoldswick @ 1830 hrs	- 2200 hrs.
	Burnley @ 1900 hrs	- 2130 hrs.
	Bury @ 1930 hrs	- 2100 hrs.
COST WILL BE £3.50.	Manchester @ 2000 hrs	- 2045 hrs.
MINIMUM DEPOSIT £1.00.	Sheffield @ 2130 hrs	- 1915 hrs.

SAT - SUN 9th-10th DECEMBER 1972 S.WALES TOUR No 125SW

Motive Power Depots to be visited will include:- 87A LANDORE  
87B MARGAM, 86A CARDIFF, 86B NEWPORT, Valley Stabling Points  
and BARRY ISLAND SCRAP YARDS.

	<u>COACH LEAVES SAT</u>	<u>RETURNS SUN</u>
	Barnoldswick @ 1830 hrs	- 2200 hrs.
	Burnley @ 1900 hrs	- 2130 hrs.
	Bury @ 1930 hrs	- 2100 hrs.
COST WILL BE £3.00.	Manchester @ 2000 hrs	- 2045 hrs.
MINIMUM DEPOSIT £1.00.		

SUNDAY 17th DECEMBER 1972 CREWE WORKS ONLY TOUR No 126C

Visit to CREWE WORKS ONLY. Meet at Victoria Avenue entrance  
at 14.15pm or 'DUKE OF BRIDGEWATER' from 12.00 onwards  
(for over eighteen yr olds only)  
Visit fee 15p. PAYABLE IN ADVANCE.

SUNDAY 14th JANUARY 1973 MIDLANDS DAY TRIP TOUR No 73IM

Motive Power Depots to be visited will include:- 2E SALTLEY  
2F BESCOT, 16A TOTON, 41J SHIREBROOK, and various Stabling  
Points in the Nottingham & Sheffield areas.

	<u>COACH LEAVES SUN MORNING</u>	<u>RETURNS</u>
	Barnoldswick @ 0645 hrs	--- 2200 hrs
	Burnley @ 0715 hrs	--- 2130 hrs
	Bury @ 0745 hrs	--- 2100 hrs
COST WILL BE £1.50.	Bolton @ 0815 hrs	PICK UP ONLY
MINIMUM DEPOSIT 50p	Manchester @ 0845 hrs	--- 2045 hrs
	Sheffield @ 1015 hrs	--- 1915 hrs

WE APPOLOGISE FOR THE SHORTAGE OF TOURS IN THIS MAGAZINE.  
THIS IS DUE TO THE DIFFICULTIES IN OBTAINING PERMITS AND  
ALSO HOLIDAYS DURING CHRISTMAS AND NEW YEAR.



RE-NUMBERING

Recent Electric Locomotives to be re-numbered under the new scheme have been:

E3025 to 83.002, E3035 to 83.012, E3039 to 84.004, E3040 to 84.005, E3042 to 84.007, 26025 to 76.025, 26048 to 76.048, 26049 to 76.049, and 26057 to 76.057.

The Class 86 renumbering has now begun, although the first three examples are special cases. Prior to the introduction of the new Class 87 Electric Locomotives, Three Class 86 locos have been fitted with the Class 87 type bogies, and have consequently been renumbered. The Old and new numbers are as follows:-

E3191 to 86.201, E3150 to 86.203, and E3143 to 86.202.

It is because of the Class 87 bogies that these locos have not taken their expected numbers of 86.091 etc. Two of these three locos have now been renumbered and the third is undergoing the modifications. On 17th. September, 1972 No. 86.201 was on display at the Crewe Electric Depot open day, 86.203 was on the works requiring only the pantograph re-fitting and 86.202 was inside the erecting shop (Electric) being fitted with its new equipment.

DART VALLEY VENTURER

On Saturday 16th. September, 1972, a special train left Sheffield, hauled by 1575 (code 1Z96) at 07.28. Arrival at Totnes was at 13.40 where the Class 47 propelled the twelve coach train onto the branch. Here 4588 hauled the train unaided up the valley to Buckfastleigh, where D2192 and 1450 were noted. On route, at Staverton Bridge, Nos 6435, 1638, 1420 and 6412 were noted. Arrival at Buckfastleigh was at 14.05, where the train was split into two and shunted into the sidings. The 'Dart Valley' specials were then run, the first by 4555 and the second by 4588. Remarshalling of stock took place at about 17.30 and 4588 returned the B.R. coaches to Totnes (Riverside), where 4588 hooked off and 1575 hauled the special back onto B.R. metals.

Dart Valley steam locos nos. 7827, 6430 and 1369 were noted at Newton Abbot, being restored for the Paignton-Kingswear Line.

BRISTOL

Noted here on 16th. September, 1972, was 1000 'Western Enterprise' on 1Z94, a David & Charles Special from Newton Abbot, which was to be hauled between Newport & Shrewsbury behind 'King' Class 6000 "King George V". It was rumoured the following day that the King had developed a broken tender spring just before the trip and that Castle 7029 "Clun Castle" had in fact worked the train. As we go to press (only one day later) we can neither confirm nor deny the rumour .

GOLDEN ARROW

In the last edition of our magazine, we had to report the demise of the Brighton Belle, the last Multiple unit Pullman to run on the Southern (and indeed the whole-of B.R.), and in this edition we must report the demise of the Golden Arrow, the last loco-hauled Pullman on the Southern. This ends Pullman services completely on the Southern. The last of the World Famous "Golden Arrow" pullman trains on the London-Paris Service will run on the 30th September, shortly after this magazine should reach you. After this date the London-Dover portion will be replaced by a standard Inter-City train. The reason given for this change is the changing pattern of B.R. and the decline of people requiring pullman service over recent years.



STEAM ON BRITISH RAILWAYS

Recent runs on B.R. lines by preserved privately owned steam locomotives have been as follows:-

Saturday 9th. September, 1972.

Preserved 'Jubilee' Class loco 5596 'Bahamas' left the Dinting Railway Centre during the mid morning for her running in trial prior to her October 14th tour. She ran light engine (0L85) to Ashburys where she posed for B.R. photographers with one of the B.R. hostesses to provide publicity for the B.R. mystery tours from that station. She then ran with four coaches (1L85) to Woodhead, stopping at Dinting. After running round the coaches, she returned to Ashburys, where she left the coaches to return light to the Dinting Railway Centre (0Z00), arrival back being shortly after 1 o'clock. On October 14th. She will run from Shrewsbury to Hereford, and back on a 'Bahamas Locomotive Society/S.L.S./M.L.S./R.C.T.S/William & Glyn's Bank'special. On the following day she will be on display at the Dinting Railway Centre, in steam giving footplate rides. Saturday 16th. September, 1972.

As already mentioned 'King' Class 6000 "King George V" was booked to work the David and Charles Special on this date, but further details are not known, as we close for press. On the same day, Class A4 NO. 19 (60019) 'Bittern' worked a special from York to Scarborough and return. The locomotive had obviously been hurriedly restored, and whilst external appearance left much to be desired when inspected carefully, the performance was more professional. On the run, she kept reasonably to time, arrival at Scarborough being exact, despite a little late intermediate running, requiring speeds of up to 70 m.p.h. Return to York was only a few minutes late. The locomotive was on display at Scarborough, where it was seen not only by the tour passengers, and the local residents, but also by passengers from the Mystery tour from Ashburys and by a party from Bath, who came by special train to Scarborough. Saturday 23rd. September, 1972.

As we close for press only a day or two before this date, we must mention the two trains from Carnforth to Barrow, which will of course have run before this magazine reaches you. Special which still have to run between the present time and the end of the year are October 1st, when 4-6-0 6998, "Burton Agenes Hall", will work between Didcot and Tyseley on a Paddington-Tyseley Special for the B.R. Open Day (Not 532 Blue Peter as originally intended) and October 14th. when 5596 'Bahamas' and 6000 'King George V' will work the Shrewsbury-Hereford and Hereford-Newport sections of two tours. One from Manchester "The Welsh Marches" Railtour, and one from London "The Welsh Borderer" Railtour. Both these trains are now fully booked, and it is understood that the number of people applying for the tours exceeded the supply by over 1,000 seats.

As we close this edition, there has been no announcement yet regarding running of steam in 1973, but we imagine the new year will bring even more specials, following the unqualified success of the tours this year.

We hope that all railway enthusiasts will continue to behave in a reasonable manner, and not cause any problem to B.R. Steam began in Britain, may we continue to see it on B.R. metals for many years to come.

NOTE Any members who may have seen an article in one of the Cheshire newspapers should note that 5596 'Bahamas' is NOT running any B.R. mystery tour. This error is due solely to the newspaper itself.



TUNNEL LINK SCHEME for MANCHESTER

A suburban rail system is planned to link North and South Manchester by a new tunnel from Higher Ardwick (South of Manchester) to Queens Road (North of Victoria) and connecting Piccadilly and Victoria stations. Completion date it is hoped will be 1977, although it could be 1981 or 1984.

In conjunction the line from Queens Road to Bury will be re-electricified 25 KV A.C. and the disused railway from Radcliffe Central to Bolton via Bradley Fold revived and electrified. The Buxton line between Stockport & Hazel Grove would also be electrified on the same system, and services from Wilmslow via the Styal Loop to Bolton, and Alderly Edge to Bury would be routed through the tunnel. The tunnel would also be used by Hazel Grove and Macclesfield trains to Victoria (Low Level). During Peak hours trains would be every 10 minutes for each 'arm' of the system and every 30 minutes off peak, giving a frequency of 2½ and 7½ minutes respectively through the tunnel in each direction.

Low Level stations will be located at Piccadilly, Whitworth St. Princes St. St. Peters Sq., Albert Sq., Market Street, Cross St., and Victoria.

In conjunction, the P.T.E and B.R. are examining the possibility of new stations at Bury and Bolton to be designed as Road/Rail interchange points and if these are approved, they will be incorporated in the overall scheme and opened simultaneously.

A new flyover at Stockport will bring the Down Buxton line trains over the main line, with a further one at Slade Lane Jn. to take the up slow over the up and down main lines. The system will be equipped with new stock similar to the new Southern Prototype units now on trial, being maintained at a new depot at Bury, with new servicing sidings at Bury and Queens Rd., The whole system will be controlled by the London Road Signal Box at Piccadilly.

BRESSINGHAM GARDENS

These gardens are situated at Diss in Norfolk, and are not only gardens, but also a living steam museum. There are about 14 steam locos based here among them being the famous 46100 ROYAL SCOT which is now fully restored once again to working order, and may be seen in steam most Sundays in 1972.

Also here is 46233, 42500, 32662, 30102, a foreign Beyer Garratt as well as German & Belgian narrow gauge locos, which haul the public around the gardens. Other items of interest include steam traction engines and rollers, a steam roundabout and of course 70013 'Oliver Cromwell', the pacific which ended steam on B.R.

\*\*\*\*\*  
As our more long standing members will notice from this magazine, we are hoping to include more features in our rail news sections which are not the more normal 'sightings' type. If you have any such news, please do not hesitate to send them to our Magazine Editor. We want to try to produce a better magazine each time, and since size is now becoming critical we must improve quality only. If you have any suggestions for the magazine or contributions, please contact Mr. Gasgarth. It is your magazine. Please help us to improve it.  
For Rail News in this edition, we are indebted to the following (and others, whose names are too numerous to include in the available space):-  
Messrs Butterworth, Caine, Chatterton, Collier, Davies, Frisby, Griffiths, Hodgkiss, Hurst, Lees, Lewis (Brush), Lamsdell, Robinson, Tarren, Taylor, Wall, Warr, and 6148.

Please remember, that all articles, rail news etc. must be sent to the Magazine editor, Mr. P. Gasgarth, at 41, Greenwood Ave, Marton, BLACKPOOL, to arrive no later than the end of the first week in December. Any information received after this date will only be included in exceptional circumstances, subject to space of course.



## RAIL NEWS

### CARLISLE

Electric Locomotives on the diesel depot for Crew training for impending electrification are E3018/91 E3200 and 83.013. Scottish Region locomotives seen here recently have included 5116/24/32 5337/43 (60A), 5017 5375 5405 6844/51 6904 8113/20 (65A) and 6858 (64B). Rare visitor during the summer months was 'Deltic' Class 9006 (64B) on 24th. July, at Carlisle Citadel Station.

### RUGBY

After considerable time away, Prototype Electric loco E2001 has returned again to Rugby, where it is stored in the carriage sidings, in a rather poor external condition, with padlocks on the doors. Several sightings have been reported over the last few months, the most recent being 12th. September.

### BRIGHTON BELLE

As a follow up to our notes in the last edition, It was reported that two Brighton Belle coaches were seen at Stockport on June 17th. on an up overnight freight train, heading North behind an unidentified class 47. On 26th. June, Driving Motor Brake Coach of 3051 arrived at Stockport and left the following day on a road transporter, bound for the 'Little Mill Hotel' at Marple Bridge, Derbyshire, where it is to be converted into a restaurant to be named "The Derbyshire Belle". The new owner expresses his thanks to the Dinting Railway Centre for the help that he has obtained with details to enable restoration to its original condition.

### HAWORTH

A recent acquisition to the Keighley & Worth Valley Railway is J94 0-6-0 ST No. 68077.

### BUXTON

Noted here recently have been some 41A Tinsley Allocated shunters, including 3 574 and 3662. These are loaned by Tinsley to Earles Cement Works at Hope, and are refuelled at Buxton. Foreign locos noted here during the month of August have included 35 46 57 97 126 (D16), 141 (82A), 285 (55B), 1665 (87A), 1768 (40B), 1797 1879 (51L).

### DERBY

Southern Region 2-BIL No. 2037 is currently undergoing tests in the research centre.

### EX-B.R. LOCOMOTIVES

Further notes on these locomotives include the following  
ALLSCOT (Wellington):- 2302 and 2304 owned by the sugar beet factory.  
BOOTH'S (Rotherham) 4060 3651 4055 12079 12090 12073 2271 4057 4062 12081  
12081 12055 12065 12094 all awaiting cutting up in  
Aug & Sept. Also 2864 and 2958 (Tard Pilots)  
T. Ward (Beighton) 2038 2039 12108 awaiting cutting up 12th. September.  
T. Ward (Broughton Lane Sheffield) Noted here during removal of a pile of old scap was 2571, still intact. Presumably the scap had accidentally been piled round and over the loco!  
WARRINGTON Noted on tow presumably for scrap was 2126 early in June  
HOLLAND Working as 1501-1506 are 27003/0/4/6/1/2 respectively. 27005 was dismantled for spares.



## RAIL NEWS

### SALTLEY

Noted on 26th. August, 1972 were 1019, 1038, 1039, 6505, 6510 and 6552.

### LINCOLN

During the latter end of June, 1972, Brush Type 2 No. 5503 was noted hauling withdrawn Claytons Nos. 8530 and 8535 through here towards an unknown destination.

### BARROW HILL

The Open day for this depot was held on 3rd. September, 1972. Over 20,000 people turned up to see the exhibits, which were 9005, 5805, 1570, 76.057, 8307, 7506 (84A), 2045, 2389, 3337, 6826, and the star attraction L.M.S. 4-6-2 6201 "Princess Elizabeth", which came in steam in place of L.N.E.R. Class A4 60019 "Bittern", which was being hurriedly prepared for the York/Scarborough Special. No. 2045 was running trips up and down the yard, whilst 6201 remained stationary, although in steam. The Princess had been hauled, in steam, through Derby behind 8131. Locos which were normally stabled on shed had been moved about a quarter of a mile down the line.

### BEDFORD

Track has now been lifted inside the depot here, following the closure of the stabling point.

### GREAT YARMOUTH

Visitors here this summer have included several B.R. Sulzer type 2's including 5229 (55A), 5268, 7604 (D16), 7519/21 (86A), 5269 (D01), and 7642 (D02).

### TINSLEY

The newly allocated 350 H.P. shunters from all regions are being used on local freight work. Working in tandem, most jobs have two drivers and one second man. Also newly allocated (although not yet shown on B.R. Lists) are 5169/71/74. Eventually, it is intended that all E.R. Sulzer Type 2's will be allocated here, the Brush 2's to be allocated elsewhere, mainly G.W.R., although 5807/11/21 have gone to the N.E.R.

Heavy maintainance is still carried out on foreign locos, recent ones noted have been 1602, 1510, 1512, 1701, 1612, 1781, 5545, 5227, 5606, 1987, 1100, 7506, 192, 165, 173, 188, and even more recently 1100 for boiler change.

The newly rebuilt and converted electrics pass through the yards on Mondays, Wednesdays, and Thursdays, the latest being 83.006 and 84.008

### CHESTERFIELD

Noted here on 6th. September, 1972 was Steam Loco 3442 "The Great Marquess", en route from Neville Hill to the Severn Valley.

### ROTHERHAM

Noted through here on 11th. September, 1972 was Clayton 8568 under its own power en route to Bedford, presumably after being sold to a private firm there. Other locos on route nearby were 4069/70 being prepared at Tinsley for use at the N.C.B. Colliery at Ashington, Co. Durham.

WILL ANY MEMBERS SEEING ANY EX-B.R. LOCOS IN USE IN INDUSTRY PLEASE SEND DETAILS TO THE MAGAZINE EDITOR.



RAIL NEWS

WARSHIP CLASS LOCOS

As sightings of this class of loco has interest to many members, we are collecting them here together. These have come from many different sources, at different places and times.

PLYMOUTH: on expresses on July 22nd. were 812 (1M89), 821 (1V53), 806 (1M85) 829 (1B73)

NEWTON ABBOT: Same date were 811, 827, 866

EXETER:- 825. 811 820 812 814 821 (During August)

GATWICK AIRPORT: 824 and 829 (29/7/72) 812 814 820 832 (during September)

PADDINGTON : 821 & 832 on expresses (29/7/72)

GATWICK:- On the Gatwick-Redhill line during August Nos 810 814 821 824

WOKING :- On Stone Ballast trains from W.R. to Tonbridge (early August) Nos. 810/4/8/20/1/9

PLYMOUTH:- Previously stored at Marsh Jn, and now stored at the back of Laira Depot were 815/67 (5/7/72)

SWINDON:- Most Warships now cut up 829 was noted through on passenger on 22nd. July.

TAUNTON:- 805/29/32 were noted here on the same date.

HYMEK CLASS LOCOS

Reports of these locos are almost as numerous as for Warships. Swindon still contains 20 to 30 shells of withdrawn 'Hymeks'. As there are rather more Hymeks left in service, we do not intend to publish a full list of sightings of these, except where appropriate in the normal sections. As we close for press, it is believed that 10 only out of the original 71 Warships are still in service, whilst 36 of the original 101 Hymeks are still in capital stock.

CLAYTON CLASS LOCOS

Although none of these locos are now in capital stock, these are still a few of the class in evidence. Still at St. Rollox on 28th. August, were 8512/5/6/38/59 and 8614/5. Ardrossan, however still has 22 of the class in store at South Beach, awaiting cutting up.

STORED ON SHED

Still stored at various depots, following withdrawal are several locos, reported in particular are

DONCASTER 4056/68/78 THORNABY 2057/65/93 3145 4054 (in roundhouse with 62005), POLMADIE 2433/43 (27/8/72), CHART LEACON 3093/5 3101 15230(6/8/72) HITHER GREEN 3097 15212/20/35 FRATTON 2398 (reported Sold to a Portsmouth Firm. NORWOOD JN. 15211 OLD OAK COMMON 7019/36 (for spares) MARSH JUNCTION 6319 only loco left here. (10/8/72)

\*\*\*\*\*  
Locomotive Headcodes. A few further codes, in addition to those in Mag 10. are:-

- |      |                     |      |   |
|------|---------------------|------|---|
| 1E79 | Liverpool-Newcastle | 1S41 | Newton-Le-Willows to Inverness (M'Rail)         |
| 1M48 | Leeds-Llandudno     | 1V65 | Newton-le-willows to St. Austell ( " )          |
| 1M62 | Newcastle-Liverpool | 2D99 | Manchester-Llandudno                            |
| 1M65 | Sheffield-Llandudno | 6E56 | Widnes-Middlesborough (anhydrous Ammonia train) |
| 1M67 | Newcastle-Liverpool | 6M40 | Tanks to Stanlow                                |
| 1M71 | York-Llandudno      | 6M42 | Leathers Chemicals from Sunderland              |
| 1M77 | Newcastle-Liverpool | 8M41 | Healey Mills-Arply Yard                         |
| 1M79 | Newcastle-Liverpool | 8M89 | Healey Mills - Mold Jn.                         |
| 1M90 | Bradford-Llandudno  |      |   |



INVERNESS

Noted further North than normal at Inverness late in July was No. 411 (D05). The following day 253 (55B), and 1953 (D05) arrived, and late in August, 248 (55C) appeared.

DUMFRIES

At the end of June, there were no fewer than five locos stabled here, far more than normal. These were 5097, 5158, 8078, 8118 (65A) and 3173 (12A).

GLASGOW (QUEEN ST)

Stranger here on 30th. August, 1972 was Tinsley Based Class 47 No. 1900.

EASTFIELD

The Fort William based shunter 3417 was noted under repair at Eastfield on 27th. August, 1972. Also here was Inverness based 5121 and 2413 (ex-65F).

MOTHERWELL

Noted on depot on the same date was 3552, the shunter which usually remain in the Steel Works nearby. Also here was 295 (D10).

HITHER GREEN

Visitor to the depot on 24th. August, 1972 were 5505 (30A), and 1937 (82A)\* with 7658 (D01)\* (\* in freightliner terminal)

PORTSMOUTH

Strangers here have included 69, 120 1808 (D16), 1859 1951 (D05) mainly on Sheffield trains.

BASINGSTOKE

Observations here during a period of less than two hours on 12th. August, 1972 produced 821 (Westbound Coal Train), 1710, 1763, 1814, 1943, (all D02), 1945 (D05), 6830 (30A), along with 8 B.R.C.W. Type 3's 3 electro-diesels, and one diesel shunter.

NEWTON ABBOT

Many S.R. based B.R.C.W. Type 3's are now seen in the Newton Abbot area now, working through from S.R. Reported recently have been 6524 6526, 6544, 6548 and 6592.

BRISTOL

Noted on depot with collision damage on 22nd. July, was "Western" Class 1030.

1200 "FALCON"

This loco has been noted on Newport Ebbw Junction several times recently. It has been reported that the nameplate on one side of the loco was removed recently, by some misguided 'enthusiast'. The Thief is believed to have been caught, although the plate has not yet been re-fitted to the loco.

REMEMBER RAIL NEWS FOR NEXT EDITION BY END OF FIRST WEEK IN DECEMBER TO THE MAGAZINE EDITOR (ADDRESS PAGE 3)



RAIL NEWS (WORKSHOPS).

CREWE WORKS (16th. September, 1972)

English Electric (Cl.40):- 208/9/16/21/5/39/44/89, 312/50/66/7/84/5.  
 English Electric (Cl.50):- 402/4/7/15.  
 Brush (Cl.47):- 1501/5/9/26/32/3/4/41/2/5/8/30/3/77.  
 1601/20/2/4/30/5/7/41/6/94/6. 1717/27/8/61/81/5  
 1808/13/36/44/99. 1945/8/56/65/76.  
 British Railways (Cl.08):- 3068 3190 3585 3861.  
 English Electric (Cl.20):- 8115 8313  
 A.E.I. (Cl.81):- E3005/6  
 A.E.I. (Cl.82):- E 3048/53  
 British Railways (Cl.85):- E3067/79/82/6  
 B.R./Vulcan (Cl.86):- E3105/21/44/50/63 86.203  
 British Railways (Cl.87):- 87.001 to 87.003 (Frames etc only) NEW LOCOS  
 British Railways (Cl.76):- E26013

DERBY WORKS (26th. August, 1972 - Open Day)

EXHIBITS (Cl.46):- 177 (Cl.41):- 41.001  
 (Cl.25):- 7506 (unit):- A.P.T.E.  
 (Cl.08):- 3570  
STEAM LOCOS (Jinty):- 47327 47357 47445  
 (Jubilee):- 45690 'Leander'

WORKS:-

B.R. (Cl. 44-6):- 4 7 34/9 64 82 93 76 115 127 144/7/8 153 178  
 185 192  
 Brush (Cl.47):- 1635  
 British Railways (Cl.08):- 3052 3530 3764/73/9 3840 3914  
 British Railways (Cl.03):- 2022  
 British Railways (Cl.24/5) 5013/21/7/34/64/72 5162 5257/8 7513/38/47  
 7537 7635/6  
 English Electric (Cl.20):- 8180

STRATFORD WORKS (29th. August, 1972):

Locos here were :- 1503/47/67/81 2007 3022 5680 6724/35

SWINDON WORKS (23rd. August, 1972)

British Railways (Cl.52):- 1010/3/5/22/3/30/40/58  
 British Railways (Cl.08):- 3224/68/73 3607 3721 3803/21 3962/98 4119/63/5  
 B.R. (Cl.42 & 43) \*\*: 815/6/67  
 Beyer Peacock (Cl.35) \*\*: 7008/10/3/6/20/4/33/4/41/57/60/3/4/71/2/3/82/3/6/8  
 \*\* 7006

\*\* These locos are on the dump being cut up.

DONCASTER WORKS (13th. August, 1972)

British Railways (Cl.08):- 3076 3201/35 3535/59 3705/8 3838 3916 4043/7 3229  
 British Railways (Cl.13):- 4500  
 Brush (Cl.31):- 5508/37 5610/46/9/77 5802/13/48  
 English Electric (Cl.37):- 6713/28/45/61/80/2 6826/31/48/54 6955/70/86/97  
 English Electric (Cl.55):- 9000/00  
 Electric (LMW) :- E3029/30/1/6/7/41/4/99 E3100 E3024/6

EASTLEIGH WORKS. (10th. August, 1972)

Birmingham R.C.W (Cl.33):- 6506/56/73  
 British Railways (Cl.71):- E3006  
 British Railways (cl.73):- E6004/10 E6027(Fire Damaged)



LATE NOTICES, NEWS, ETC

NEW AREA REPRESENTATIVE has been appointed for Kearsley. All members in this area should note that M. Tonge, 163, Grosvenor St., KEARSLEY, Bolton, Lancs. is the new area rep. for KEARSLEY

TELEPHONE NUMBER

The Telephone number of Mr. Bramall, has been omitted from Page 3. This number is Oughtibridge 2586.

Will any members who are from the SHEFFIELD area, and who would be interested in travelling from that area to meet coaches by mini-bus, instead of making their own way, contact Mr. Bramall. If there is sufficient support from members in this area, it is hoped to introduce a mini-bus connection with coach tours, hence cutting down the rather high fares by B.R. on this line and also saving problems caused by missed connections. If you are interested, contact Mr. Bramall, so that we can get some idea of the support we are likely to receive.

HEADLIGHTS

The following locos are now fitted with headlights:- 1547 E3105/6/8/9/10  
Fitted with diamond-type pantographs are E3101-12 and E3114-21/3/4.

OPEN DAYS.

Open days are being held at Tyseley on October 1st, 1972, and at DIDCOT on October 8th. (NOTE:- It is believed that 532 'Blue Peter' will NOT be in steam)

THORNABY OPEN DAY

Locos on display here were 6812/8/95/7 5172 5542 3657 6874  
9010 6795 1580 1797 1861 6769 5856 1876/95 3078 6703/4/76/9 6894 1792 5543 257  
1799 1576 6893/8 2099 5548 6813/94 6702/32/68/75 6899 5807 5544 4054 3145 3942  
2057 2065 2093 3242 2153 6760 and steam locomotives:- 4498 'Sir Nigel Gresley',  
62005 and N.E.R. 2392. This was held on 10th. September, 1972.

WORKSHOPS

In addition to those noted opposite, the following were noted at ST. ROLLOX WORKS (6th. August, 1972).

English Electric	Class 40:-	361.
Barclay	Class 06:-	2422/36
British Railways	Class 08:-	3742 4056 3894
B.R./Sulzer	Class 24:-	5068/96/8/9 5159/67
B.R.C.W.	Class 26:-	5310/2/28/38/47/59/62/4/6
English Electric	Class 20:-	8107
North British	Class 29:-	6100/1/2/3/7/12/3/4/9/21/3/4/9/30/2/3/7 all wdn
Clayton	Class 17:-	8515/6/38/9 8614/5 all withdrawn

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DO YOU Know anyone who might like to advertise in this magazine?

If you do, then ask them to write to any committee member, for further details. Our circulation is now well in excess of 700 copies, and readership much higher. If you want to advertise, contact the magazine editor. Remember, advertising increases revenue for the society, and enables us to improve our magazine. As you will notice, this edition has both front and back cover photographs, instead of the more usual front cover only. We can only do this when funds permit, so do all you can to help.



COMPETITION PAGE

The competition in this edition of our magazine is a little different than usual. It consists of twenty different questions all about L.M.S. (B.R.) Jubilees, and it is intended to test your knowledge of this famous class of Steam engine. The figure in brackets after each question indicates the marks awarded for that particular question. 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, or a voucher for £1.00 to be spent at A.J. McKenna's Hobby Shop at 69A-B Dixon Road, Blackpool, who have a wide range of Railway equipment and various railway books and periodicals. Please state on your entry which voucher you require, to avoid delays in awarding the prizes. When you have answered the questions, write them down on a piece of paper, WITH YOUR NAME ADDRESS & MEMBERSHIP NUMBER to Mr. P. Gasgarth, 41, Greenwood Ave., Marton, BLACKPOOL, Lancs, to arrive no later than 18th. November, 1972. The answers and list of winners will appear in the next edition of this magazine. The judges decision will be final and no correspondence will be entered into. If you are unable to answer one or two of the questions, still send your entry, as it is just possible that nobody will answer all the questions correctly.

1. Name the two jubilees rebuilt with larger boilers and double chimneys. (2)
2. Which Jubilee is named after a Canadian Island Province (1)
3. Which was the last Jubilee to be withdrawn? (1)
4. Name the only Royal Jubilee (2)
5. Which was the first Jubilee to be withdrawn in normal circumstances (2)
6. Which Jubilee received a medal? (2)
7. One Jubilee was fitted with a Kylchap double blast pipe - which one (3)
8. Which Jubilee was named after an admiral who commanded the British Fleet against the Armada (NOT Drake) (3)
9. Name the three preserved Jubilees (3)
10. What was 45610 'Gold Coast' renamed in December 1958 (1)
11. Which Jubilee was named after the Gentleman with a cape? (1)
12. Which two Jubilees changed identities--? (3)
13. The Jubilees were classified 5XP until January 1951, when they were reclassified 6P. What were they reclassified to after November 1955 (3)
14. Which Jubilee was withdrawn after the Harrow collision in 1952 (2).
15. What was 45700 'Amethyst' previously named? (2)
16. Which Jubilee was the last of the class to run with a fowler tender (2)
17. Which Jubilees are named after the four divisions of Ireland (2)
18. Name the four locomotive workshops which between them built all the Jubilee Class (3)
19. Which Jubilee had raised cab side numberplates? (1).
20. Solve the following anagram (1 word) - ANAS SPIREL (1)

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WINNERS OF THE LAST COMPETITION were:-

L. Mitchell,  
1, Eastgate,  
RIBCHESTER  
Preston,  
Lancs  
Mem. No. 2434

J. Cowburn,  
19, Kirkstone Ave.,  
Cherry Tree  
BLACKBURN,  
Lancs  
Mem No. 2400



