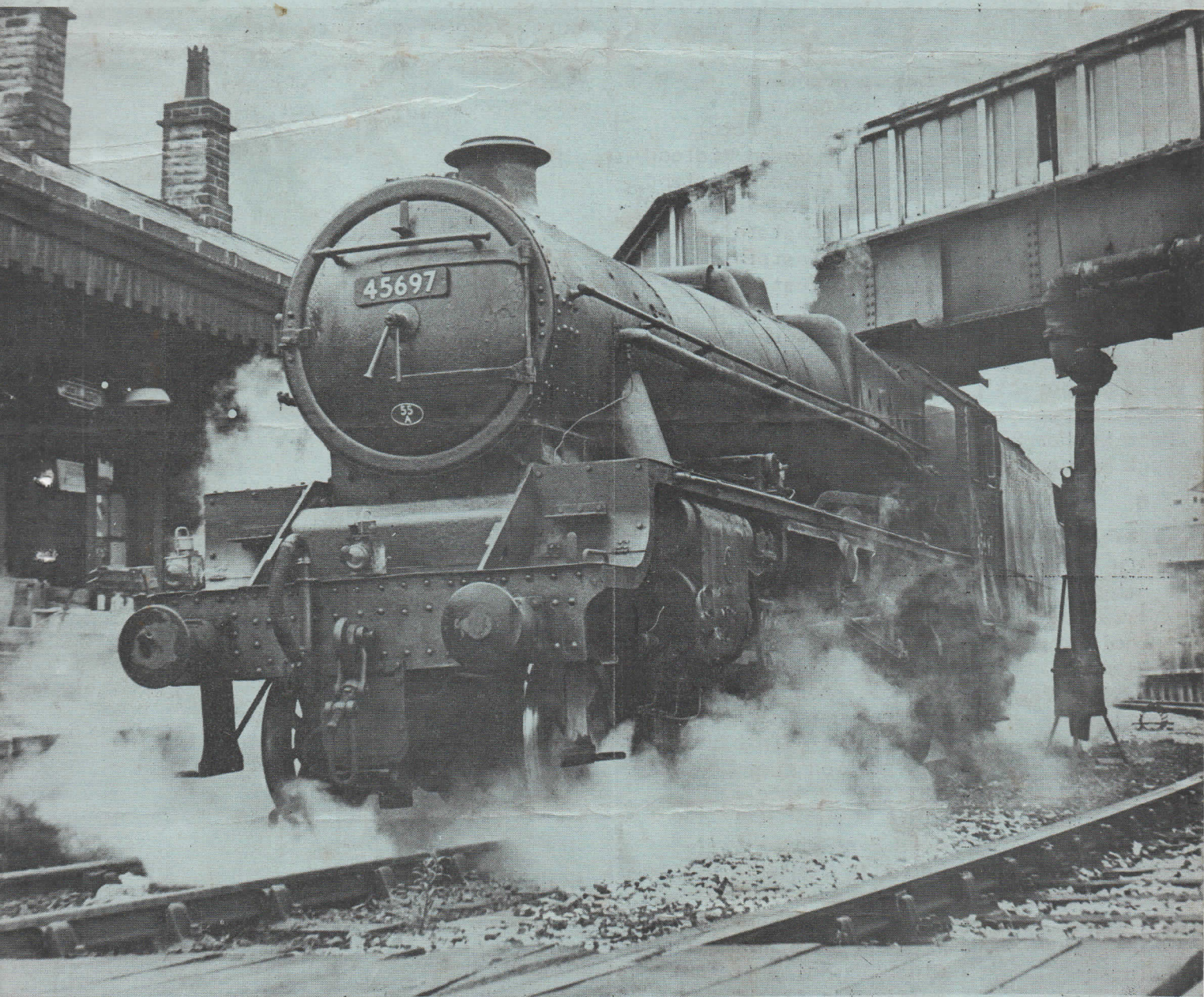


NORTHERN COUNTIES TRANSPORT SOCIETY



MAGAZINE No. 7

APRIL, MAY & JUNE 1971

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COACH PICKING UP POINTS

- Manchester - Victoria Railway Station (Near No. 19 bus stop).
- Altrincham - Railway Station Forecourt
- Barnoldswick - Free Car Park
- Bolton - Trinity Street 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)
- Edenfield - X23/43 bus stop
- Farnworth - Black Horse Hotel
- Kearsley - Moss Rose Hotel
- Hyde - Opposite Market Place (A57)
- Macclesfield - Railway station
- Nelson - Bus station (Specials Stop)
- Sheffield - Midland Station Forecourt
- Swinton - Windmill Hotel (Corner Station Road)
- Stockport - Wellington Street South (Foot Station Approach).

These are the commonest Picking Up points, but we can usually accomodate many people at other points on route, and not necessarily in this area (e.g.) Bedford, Hereford, Bridgend, Worcester on recent tours. These MUST be by arrangement with the Bookings Secretary.

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NORTHERN COUNTIES TRANSPORT SOCIETY

Magazine Number 7. April, May, and June, 1971.

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60, Kings Road,
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BUXTON
Derbyshire

Membership Secretary

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

Bookings Secretary

W. R. Hendry,
209, Warrington Road,
GLAZEBURY
Nr. Warrington
Tel:- Culcheth 3334

AREA REPRESENTATIVES

Barrow-in-Furness	R. R. Beck,	58, Strand, BARROW-IN-FURNESS, Lancashire.
Bolton	S. Warr	64, Greenhill Road, BURY, Lancashire.
Burnley	P. Bancroft	17, Mayville Road, BRIERFIELD, Lancs.
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Cambridge	L8010224 L. A. C. Walby,	SSF, R. A. F. Oakington, CAMBRIDGE.
Fylde	S. T. Fenn,	'Burwains', 9, Inskip Place, ST. ANNES ON SEA
London & S. E.	A. Eden,	151a, Annerley Road, PENGE, LONDON S. E. 20.
Marple	N. Binstead	13, Ashwood Crescent, MARPLE, Cheshire.
Sheffield	D. Lewis	72, Lansbury Road, ECKINGTON, Nr. Sheffield
South West	N. K. Taylor,	27, Edgerton Park, Pensylvania, EXETER.
Tees-Side	R. Hopper,	18, Sanderson Road, HORWORTH ON TEES.
Tyneside	A. Douglas,	6, Coquet Ave., WHITLEY BAY, Northumberland.
Sussex	P. Sharpe,	30, Foxes Croft, BARNHAM, Sussex.
South Manchester	D. A. Griffiths	59, Elms Road, Heaton Moor, STOCKPORT,
West Manchester	C. Binch,	22, Lindum Ave., OLD TRAFFORD, Manchester.
South Midlands	P. L. Robinson	73, Birchfield Road, NORTHAMPTON, Northants
West Midlands	M. Littler,	102, Litchfield Road, Pelsall, WALSALL, Staffs
Warrington	W. G. Beff,	15, Sinclair Ave., Longford, WARRINGTON.

SUB-COMMITTEE.

Due to the length of the Postal Strike, delays have occurred in sending out invitations. Details are not therefore fully available, but all information at present to hand is included below:-

Accepted:- Messrs Douglas (Newcastle), Eden (London), Littler (Walsall), Massey (Hyde), Partridge (Blackpool), Priestley (Bolton), Beck (Barrow) and Gascarth (Blackpool). No reply has yet been received from two other members.

Magazine Editor

B. J. Towey,
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WHITEFIELD,
Manchester M25 6LH
Tel:- (061)-766-6772

Tours Planner

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LIVERPOOL, 12.
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D. Felton,
76, Haywood Street,
BURY, Lancashire.

A. Fawcett,
30, Lower West Ave.,
BARNOLDSWICK, Via Colne

We would like to begin our notes with a very important thank you to all our members who have helped the society during the Postal Strike. Despite the strike falling at what was probably the worst possible time for bookings, our tours continued to run, and indeed, the tour to Scotland was overfull. Many Thanks to all those who made the effort to contact the Bookings Secretary by other means to make sure that we still filled our coaches. Many thanks also to all members providing Rail News. The response for Rail News has exceeded the normal response, and we have had to miss out quite a large amount of news because of lack of space, and it looks as if this edition of the magazine will be the biggest to date.

Will all members please note that there have been some slight changes in the Picking up points for coach trips, mainly in the area between Barnoldswick and Burnley. This has been made necessary by the changes in traffic conditions which have resulted in our normal places becoming an obstruction hazard. Please check carefully the list of Picking up points on Page 2, before your next tour. Thank you.

The Tours Planner, Mr. Carville, requests that any member who has any suggestion for tours in the future should contact him (address on P. 3). Now that new Motorways are opening, along with improved By-passes, we are able to cover greater areas, visit more depots, and provide a better service for members. If you feel that there are any trips that we are not at present doing, do not hesitate to contact Mr. Carville. If you have any suggestions, contact Mr. Carville.

Will all members please note that the law states that NO alcoholic drink may be carried or consumed inside a moving vehicle. This means that no member must have any beer etc. inside the coach at any time. If you find it necessary to bring any beer etc. you MUST place it in the boot of the coach, and consume it whilst the coach is stationary. Whilst most members do stick to this, or leave their beer at home, there are still a few members who do not. Will you please also note that it is against the law to take onto any coach Fish & Chips. If you buy any on route these must be eaten OUTSIDE the coach. Whilst we hope that every member will enjoy himself on club trips, we must make these legal requirements known to members.

Due to the Postal Strike, it has not been possible to ascertain which members, out of those invited, have accepted the position on the new Sub Committee. Should this information be available before the actual printing of the magazine, we will try to include a list of those accepting elsewhere in this publication.

Following a few comments from members on a recent tour, we wish to point out that we are still able to keep the prices of tours at the same level that they have been for some years. We have, at present no intention of raising our prices, unless there are some serious changes in the charges made by our coach firms. On looking back to the tours programme for July 1967, almost four years ago, I see that overnight tours cost £2-10-0. The same price that we are charging today, despite many price increases elsewhere. At present membership remains unchanged, despite a 20% increase in postage and increased cost for larger and larger magazines. We can however only continue to do this if you support our tours, and help increase membership by telling anyone that you meet about our society.

STAMPED ADDRESSED ENVELOPES - These MUST be enclosed with all correspondence to society officials. No. S.A.E. No reply. Failure to send S.A.E.'s puts our costs of administration up, and can only result in higher subscriptions, tours etc.

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

CHANGE OF ADDRESS. These should be notified to the membership secretary as soon as possible (See page 3 for name & address of Membership Secretary)

MEMBERSHIP NUMBERS - These must be quoted on ALL correspondence with officials.

RECEIPT CARDS - These must be produced on coach tours, or at Works for Works visits. Many members have not been doing this recently. This must be obeyed at all times.

BOOKINGS ON TOURS - If a member fails to appear for a tour which he has booked for, he will only have his money refunded if someone else can be found to take his place, or if medical evidence can be produced. If for any reason you find that you are unable to attend the tour at the last minute please contact any official, who will advise you of the best course of action.. Likewise, if you are likely to be late contact any official, stating you estimated time of arrival. If you know when you book that your train arrives shortly before, or after, the tour commences please state this when you book, so that we can find out if your train is late, and can wait accordingly. Unless anyone has made previous arrangements about being late, the coach will depart on time, and will not wait for any other late arrivals. Please leave yourself plenty of time where possible. Remember also that booking MUST be sent on the enclosed application forms, whether the payment is a deposit, balance or full amount. Only the BOOKINGS SECRETARY can accept bookings. If you send them to any other official he will not accept it. On tours booking may be accepted by other officials, but only at the discretion of the officials on the tour. If you have paid a deposit for a tour, then you must pay the balance not less than 7 days before the tour. Failure to do this may result in you losing your place. Bookings by Telephone cannot be accepted under any circumstances.

PICKING UP PLACES - These are listed in the magazine, but members can also be picked up at places along the route by prior arrangement with the bookings secretary. However all departure times are not stated.

CONDITIONS OF VISITS - Will members please note that all visits are advertised subject to permit. The conditions that B.R. impose vary from time to time, and usually with very little notice. B.R. also reserve the right to cancel permits, for any reason, with only a few days notice. While every effort will be made to visit all depots advertised, the committee cannot accept any responsibility for last minute changes. As B.R. are now charging for many permits, (up to £6-6-0d at present per depot), it may be necessary to raise a levy of a few shillings on the day of the trip, if there are only sufficient people on the trip to cover the coach cost, and not the permit costs. This will only occur in rare occasions but we feel that members would rather do this than have the visit cancelled. During 1970, for example this levy was never raised. We hope that this will never happen, but you must be warned.

Allocation lists as issued by B.R. can be received by members at the low rate of 10/- per year, and are sent out monthly, usually up to 2 months more up to date than in the National periodicals. Obtainable from B. J. Towey, 25, Calder Cres., WHITEFIELD, Manchester M25 6LH. (Quality now very much improved - Further details and samples available)

The article in this edition of our magazine is once again provided by the M.N.A. and has had its title 'loaned' from the comments of Bill Sharpe, stationmaster at Ribbleshead on the Argo record 'Trains in the Hills' and so, on with "She off T'road lower down".

04.15 at Blea Moor, 248 miles from St. Pancras on the Settle & Carlisle route of the former Midland Railway. October, and the tell tale signs of winter already prevalent to signalman Horner as he lurched over the train register and gazed lazily towards the re-assuring but dull glow of the down distant lamp.

The night lull would soon draw to a noisy crescendo as early morning freights would be heralded from Selside with nerve shattering chimes from the down bells. George Horner, who lives at nearby Chapel-le-Dale, arrived at the cabin at 21.50 that night and would soon be relieved of his duties by Albert, shortly before 06.00 hours. Georges bicycle resting at the side of the cabin's wooden coal bunker at the base of a short flight of steps, would shortly again rumble and squeak along the mud track until a pot-holed road would lead away from the lonely outpost across squelching Batty Moss to a small silent group of farmhouses at Ribbleshead, the twenty minutes cycling to in the toxic morning air along the rolling lane to Chapel-le-Dale.

The cabin situated on the up side of the line still retained the shining brass bestowed upon it by the Midland Railway in 1860 and the characteristic Railway clock with its slow hypnotic clunk was the only indication that indeed marching time had not paused awhile here.....but little else.

As if in the contract of working the cabin each signalman chose to while away the long night hours by tenaciously gripping the billiard-shaped Briar in a haze of rich Cut Plug Baccie. The smoke had become so much an integral part that ridging and rafters seem to have indelably absorbed the smoke over the years to become the very colour of the blend together with a lacing of pungent exhaust from the iron stove.

The bass sound of an approaching Class 8 can barely be heard across the rolling hills and dips, still heavy in clinging mists. The sound heralds the first of the closely margined procession from the South East. Echoes of the rapidly beaten out 2-2-1-2 tour the box and fly out through the open door to become ghosts upon the moors. The chimes from Selside, break the pregnant moments following the advanced warning to confirm the class 8 is imminent.

The sound momentarily fades as an intervening outcrop breaks inter-availability, but the fire in the sky, seen glowing and dimming then glowing again with each exhaust beat, traces the Hunslets slow progress like some pre-historic atrocity in the midst of a storm consuming the Pennine slopes and digesting with flames. The 'big 8' now high above the moss in the face of the raging Pennine Westerlies that here seem to blow the diurnal round and threaten to send engine and train after the expelled hot ashes out over the damp sheep and wind smoothed rock fragments, but a final burst of power which sends half her fire through the chimney and 80 feet into the air, dispersed on the wind like a distress signal, indicates the drivers eagerness to make the sheltered safety of the Blea Moor Loop and avoid any further lashes from the merciless broadside gale.

The enginemen, having leapt down from the plate stand awhile to powder the swaying white light of the lightly loaded Stanier 5 approach and hurry past North on the adjacent running line, then proceed, to the dull monotony of the damp granite chippings thudding together under foot. The light from the distant cabin lamp dims and becomes mirrored upon the lines in front. Glancing back the engines silhouette, just visible seems enormous with potential energy and if, under the hiss of steam, the big 8 was to move no one would be really surprised for the scene was set. Near the box, a black scurrying movement almost below re-assures them that the lever basement lodgers are still in evidence, but the mist sweeping, saturated, dripping, and seeping into the very fishplates and keys now hangs heavy upon the men's eyelashes, like the morning dew - but it's the same always and they make little comment to George, the silence is enough, the glances say all, they are alive. They all knew Jim at Dent passed away the week before. George thinks the beginning the the end - the old firm are soluble, but with it will go their own unique humour, words, thoughts, and experiences which are even strange to some of the locomen who always feel out of place, in this environment they don't understand, one that is static, too predictable that is but a fleeting glow of passing light in the night, they think illogically he may be mentally deranged after so much 'Solitary', but unknown, George is nearer cloud 9 than any locoman will ever be. Georges problems are the types all men should have, for how can one have problems where one has natures pure logic

On the engine again, the farmers overbridge appears in the mist-wakened dawn like the last obstruction to a ghost train passage. The titanic struggle at the end of the loop to gain, once again the iron way, takes its toll in terms of months on the internally neglected steamer, lurching crazily at the junction point only Ganger Routh stands between an operating headache and feet up in Central, but raising sleeping nature with sounds of Thunder eight driving wheels bordered with flame momentarily whizz like a catherine wheel on the 5th, removing the rails growing rust patterns.

Long after the red light is consumed by the perpetual night under the Moor and the hill slopes cease to play with the echos, the rails deep cold scars are all that remains of one more, and for George, one less

SPECIAL NOTICES

Please Note that Mr. Carville will not be at his usual address for the period between 5th. April, 1971 and 3rd. July, 1971. Anybody wishing to write to him should do so to the following address:-
D. J. Carville, Penshaw House, Shiney Row, HOUGHTON-LE-SPRINGS, Co. Durham

New Area Representative:-
Scotland P. S. Hindle 15, Mauricewood Ave., PENICUIK, Midlothian

PLEASE NOTE:- That Postal Orders MUST BE MADE OUT to Northern Counties Transport Society, and not to officials. Any Postal Order or Cheque made out incorrectly (See Notices - Page 5) will be returned, and your place may be forfeited. If our Bank will not accept your Postal Order, we MUST return it to you. If in doubt leave a POSTAL ORDER BLANK

LOCOMOTIVES FITTED WITH DUAL BRAKES AND EQ BRAKES

The list on this page is a list of all known locomotives fitted with dual Auto/Air Brakes at the present time. It will not be possible to print lists like this in the future, but full lists will be printed in future magazines of any newly fitted locomotives. For information here we are indebted to D. Lewis.

- Class 44-46 : 12/14-21/24-28/30/1/4/6-38/46/53/4/6/7/60/2-4/6/8/70/2-4/8/86/8-90
92-4/6/7/9, 103-5/12/8/23/8/9/34/5/7/9/46/8/56/60/1/4/6/8/9/71-3
176-8/80/82-6/88-90/2/3.
- Class 40 : 200/4/16/27/30/52/6-8/64/6/73/4/6/7/81-6/91/3/4 319/39/45/6/9/50/
352-4/7/9/60/3/8/70/1/7/8/80/8/94/9
- Class 50 : 400-449
- Class 42-43 : None
- Class 52 : 1001-4/6-10/3-6/20/24-35/8/8/41-2/44-5/48-9/54/5/59-63/65-70/2/3
- Class 47 : 1500-19/24/33/42/4/50/58/61/76/9-80/2-5/87-9/91-4/96/7/99
1600/05-17/20/1/4/6/30-81/93
1702/3/6/8/13/19/26/33/6/8/43/9/51-4/56-99 1800-99 1900-99.
- Class 03 : 2059/63/6/73/78/86/9/94, 2112/52/8/62/70/9/80/96/7 2371/97-99
- Class 07 : 2985/7/9/93/5/7
- Class 08-10 : 3666/8/96, 3906/13/5/6/8/20/2/6/36, 4003/4/40-5/8/95-99
4190-12/4/6/25-8/30/2-6/39-40/2/3/49-52/4-7/62/6/69-81/5
- Class 26-27 : 5300/2-4/6/91-3 5403/4/7-13
- Class 31 : 5523/4/7/8/30/1/4/5/6/9/41/45/8/9/61/74/81/6/9/90/3/5/9
5601/2/5/8-11/385/20/2/3/5-8/36/7/42-4/6/9-53/7/8/62/5/73/7/8/80
5684/5, 5802/6/13/5/7/25/9/34/40/45/8/54/8
- Class 33-34 : 6500/1/3-97
- Class 37 : 6600-8, 6712/8-20/4/7/33/7/41/3/4/7/9/52/5/6/9/69/70/2-4/86/9/91
6819-32/34-46/48-55/58/60/1/3-69/71/2/74-95/7-9
6900-2/6-12/15/6/21/4/6/31-4/6/8/41/3/4/7/54/56-69/72/3/76-89
6991/3-99
- Class 25 : 7568/71/2/5/8/9/82/3/4/6/90/3/6, 7601/6/26/39/50/61/2/6709/76/7
- Class 20 : 8002/86 8111/4/5/22/44/5/49/52/6/78, 8317-27
- Class 55 : 9000-9021
- Class 85 : E3062/5/70-74/6/83/5/8/0/93/4
- Class 86 : E3101-E3200
- Class 71 : E5001-E5014
- Class 72-73 : E6001-E6049
- Class 74 : E6101-E6110
- Class 76 : 26006-16/21-30

Locomotives fitted with the EQ Brakes are as follows:-

- Class 40 : 215/21/2/31/40/45/51 307/15/17/8/27/9/32/5/7/8/43/8/56/72/75/81
389/96
- Class 24-25 : 5002/66/7/9-72/81/94-6 5100/3-11/3/5/18-25/28-31/44/5/52-58/61/5
5166/8/9/71/3/5/7/80/1/83-99, 5200/1/4-8/10/2/5/6/23-35/37-47/49
5252/9/60/4/7/8/70/2/3/6/9/80/3/4/6/8/93
- Class 26-27 : 5347/9/50/5/6/8/9/61/2/5/67-72/74-8/9/81/2-6/88-90/5/6/8 5402/5/6
5414/5
- Class 31 : 5502/5/12/4/7/8/20/2/5/9/32/7/8/40/46/7/51/5-9/62/5/6/8-72/6/8/80
5582/4/5/7/8/91/4/7/8 5600/3/7/17/24/32/5/41/45/7/54/5/60/3/6
5668/71/2/4/9/81/6/7/9/90/2/6/7/9, 5801/3/4/8-10/16/8-23/6-8/30
5831-3/6-9/41/3/4/7/9/50/2/3/5/7/60/1
- Class 37 : 6701/5/9-11/5/25/6/9/31/2/5/8/40/5/8/50/1/3/4/63/5/6/8/76/9/85/92
6794/6-9, 6800-2/6/7/9/10/3/4/62/96, 6913/4/7/8/20/2/3/5/7-30/9
6840/5/6/8-53

continued opposite

Class 25 : 7500-2/4-12/5/17-21/26/31-3/5/8/40-4/7/53/60/3/5-7/9/74/85/7/9/94/8/9
7602/3/5/10/2-4/17-9/21-3/30/1/8/40/2-4/8/9/52-4/6

Class 20 : 8003/7/9/12/16/18-25/27-30/32-3/5/8/41/43/5/6-7/50-8/62/3/6/8/9/71
8080/4/7/93-5/7/9 8100/2/6/20/4/8/9/36 8309/16

Locomotives fitted with Air Brakes have a red handle and fittings
Locomotives fitted with EQ Brakes have a green handle and fittings

Answers to Competition in Magazine Number 6:-

Across:- (1) 5911; (3) 90732; (8) 60; (9) 73081*; (10) 11; (12) 10001;
(13) 2241 (15) 1908; (17) 16 (18) 400; (20) 1002; (21) 46169;
(26) 812; (28) 4500; (29) 56 (31) 5401; (32) 2012; (35) 88;
(36) 60532 (38) 52527 (40) 32678.

Down:- (1) 5042; (2) 1014; (3) 9016; (4) 77009; (5) 330;
(6) 201; (7) 61002; (11) 11149 (14) 256* (16) 80154
(19) 0280; (22) 64535; (23) 60087; (24) 9018; (25) 65268;
(27) 26058; (30) 600* (33) 153 (34) 232 (37) 26;
(39) 21

* Clues made thus are in slight error, but are easily solved

9 across should have read Arthus sword (clue refers to 73082)

14 down - There should be a line after the first 3 numbers

27 down - clue not too clear

30 down - clue actually refers to 800

We wish to thank the following people for their contributions of Rail News for this magazine:- Messrs Lewis, Carville, Towey, Perkins, Bramall, Kaye, Crawley, Tonge, Warr, Douglas, Holt and Cottam. Our Thanks go out this month to all those who have made a great effort despite the postal strike to ensure that Rail News and other contributions to the magazine have neither delayed nor impaired the publication of this magazine. To the above, many thanks. Any contributions for Magazine Number 8 should reach the magazine editor on or before Sunday June 6th. 1971. Any information received after this date will be published only subject to availability of space

TOURS BY RAIL BY OTHER SOCIETIES ETC.

Sunday 9th. May, 1971 Ffestiniog Railway Railtour, organised by British Rail, Divisional Manager, Room 502, Sheaf House, Leadmill Road, SHEFFIELD, S1 2BQ Depart Rotherham (08.00), Sheffield (pu), Chesterfield (pu) Derby (pu) N. Staffs line to Crewe, then N. Wales coast to Llandudno Jn. Then D.M.U. and bus to Portmadoc. Return by 22.00 appx. Fare £2.25 (£1.25 under 14) supplement on Ffestiniog 55p (28p).

June 5th, 1971 by Barden Grammar School, Burnley, to Edinburgh from Burnley, Accrington, Blackburn, Ribble Valley Line, Settle & Carlisle, Glasgow. Return via Shap. Fare £3.30 (2.20 under 14) Further details from Barden School, or from the Magazine Editor, B. J. Towey, 25, Calder Cres., WHITEFIELD, Manchester M25 6LH.

Date to be announced. Tour by rail from Manchester area to North Yorks. Moors R.P.S. or York. Fare appx £1.50. Further details as soon as available from Magazine Editor.

REMEMBER, when writing to any official enclose a S.A.E. Failure to do this could cause a rise in subscriptions for all. Remember, postal charges have gone up by 50% second class. Our subscriptions remain the same.

RE-ALLOCATIONS

These lists are correct to the following dates:-

LMR : 27th. February, 1971

Sc.R. 6th. February, 1971

S.R. 21st March '71

ER : 27th. February, 1971

W.R. 27th. February, 1971

140 82A; 144 82A; 145 82A; 147 82A; 257 52A; 316 D09; 319 D08; 350 52A; 1500 34G;
 1628 D02; 1678 87A; 1677 87A; 1715 D02; 1739 D02; 1744 D02; 1756 30A; 1757 30A;
 1782 55G; 1832 D16; 1833 D02; 1878 55G; 2027 30E; 2087 WR; 2088 30E; 2102 52A;
 2112 50C; 2119*87A; 2174 55A; 2198 wdn; 2212 wdn; 2249 wdn; 2282 wdn; 2294 wdn;
 2372 wdn; 2391 wdn; 2414 62C; 2443 62C; 2860 wdn; 3027 1A; 3107 1A; 2297 66A;
 3320 30A; 3355 86B; 3486 wdn; 3547 55F; 3646 36A; 3648 wdn; 3693 30A; 3782 8F;
 3809 75C; 3815 73C; 3820 73C; 3822 75C; 3858 8H; 3898 67C; 3906 67A; 3921 67C;
 3924 70D; 3928 70D; 3972 86B; 3998 86B; 4005 86B; 4011 86B; 4013 82A; 4049 36A;
 4054 36A; 4057 41J; 4067 wdn; 4077 wdn; 4139 8J; 4181 84D; 4185 82A; 5065 64B;
 5170 51L; 5171 51L; 5272 D08; 5293 D09; 5403 64B; 5411 64B; 5518 55A; 5540 31A;
 5543 41A; 5544 41A; 5546 41A; 5556 40B; 5551 40B; 5905 wdn; 6328 82A; 6553 73C;
 6804 52A; 6816 31B 6828 52A; 6829 52A; 6830 52A; 6853 64B; 6854 64B; 6855 64B;
 6860 52A; 6901 51L; 6903 66A; 6919 66A; 6937 66A; 7047 82A; 7100 81A; 7537 D02;
 7538 D02; 7539 D02; 7540 D08; 7543 D02; 7544 D02; 7562 D16; 7598 D16; 7606 D01;
 7607 D01; 7610 D01; 7615 D16; 7621 D01; 7629 D01; 7645 D09; 7646 D09; 7654 D09;
 7655 D01; 7658 D01; 7659 D09; 7666 D02; 7667 D02; 7668 D02; 7669 D02; 7674 D08;
 8214 wdn; 8215 wdn; 8231 30A; 8232 30A; 12051 8J; 12060 wdn; 12063 8F; 12071 8F;
 12078 wdn; 12088 8J; 12098 wdn; 12102 wdn; 12121 40B; 12105 wdn; 15214 73F;
 E3046 wdn. 0280 renumbered 1200 'Falcon'

Re-Classified:- 1706 (Class 48 to class 47)

Fitted with Dual A.W.S.:- 1001/2/39/54/60, 1676/7, 6907/72

Radio Telephone Fitted :- 4002/11/27, 4175

Radio Telephone Removed:- 3809/15/20 3990.

Fitted with Slow Speed control:- 6587/9

Fitted with Dual Brakes or EQ brakes :- Full lists are given on Pages 8 & 9 of all locos now so fitted

NEW LOCOMOTIVES FITTED WITH DUAL BRAKES OR E.Q. BRAKES (after list on P 8/9)

DUAL BRAKED:-

29/47/67 121/53/70/81 391 1619/95 1715/21/7/9/48 2084 3665 4113/5/37/8/44/5/8
 5305 5648 6847 6975/90 7600/29/33/5/6/45/6/7/59/68/3/5 15230/1/2* E3087
 3665/9 3719/20 2084 5301/5 5640 7580 *Fitted Air Brake only

E.Q. Braked

296 5021/68 5114/26/82 5211 5353/4/7 5669 8117/23

E.T.H. Fitted

9003/7/9/10/2/5/8/21 9001

FULL LIST OF SPECIAL FITTINGS.

A list of known special fittings is given below:-

PUSH-PULL FITTED:- 6511/3/4/6/7/9/20/1/5/7/8/9/31/2/3/5/6/8/80

SLOW SPEED CONTROL 6587/9/90/2-6. 5300-6

Radio Telephone Fitted:- 2120/2/41 3189 3256-66 3419-24/9-38 3810-4/688/21/5-30
4001/2/11/27 4175/82

Snow Plough Brackets 3258 3744/8/58 3819/21 6322/37/8/9

Tablet Catchers 5114-21/23-32 5319-46

Headlights Fitted 6889 6931/3

Will any members who know of any other locomotives with special fixtures please contact the Magazine Editor, Mr. B. J. Towey,

WORK SHOPS

CREWE WORKS (7th. March, 1971)

English Electric Cl. 40 207 (D08); 230 (D09); 241 (D10); 269 (D08); 270 (52A)
 278/9 (55B); 336 (D09); 338/77 (D08);
 " " Cl. 50 423/5/41 (D05).
 Brush Class 47 1101/3 (52A); 1503 (34G); 1518 (55B); 1540 (D05);
 1576 (40B); 1593 (86A); 1631 (D16); 1633 (D05);
 1636 (81A); 1633/76 (87A); 1683 (D02); 1703/5 (41A)
 1708 (D05); 1722/38 (D02); 1782 (40B); 1795/7/9 (51L);
 1801/4 (D16); 1835 (D05); 1956/65 (D05); 1983 (41A);
 1507 (34G); 1573 (55B); 1582 (30A); 1589 (86A);
 Shunters Class 08. 3068/95 3799 (5A);
 English Electric Class 37 6884/92 (87A); 6970/92 (86A);
 Sulzer Class 25 7669 (D02);
 English Electric Cl. 20 8033 (41A); 8152/62/75/44 (D16).
 Electric Cl 81-86 E3001/19/46/9/50/63/6/8, E3139/64/7/76/7/83 (LMW);
 " Cl 76 26005/15/55/6/04 (9C);

ST. ROLLOX WORKS (14th. March, 1971)

English Electric Cl. 40 362 (64B);
 Shunter C108-10 3552 (66C); 3930 (61B); 4095 (65A);
 Sulzer Cl 24-25 5065/71 (64B); 5096 (55A); 5102/6 (52A); 5114/8 (60A);
 5150 (55A); 7578 (64B); 7579 (65A);
 Birmingham Cl 26-27 5306/15/23 (64B); 5354/70/4/81/6/90 5402 (65A);
 North British Cl. 29 6103/33 (65A)
 English Electric Cl 20 8078 (66A); 8327 (64B);
 Clayton Class 17 8507 (64B); 8574 (66A); 8580 (64B); 8588 (52A);
 8590 (52A); 8613 (64B); 8501/14/22/3/6/7/32/71 (wdn);

SWINDON WORKS (20th. February, 1971).

Warship Class 42/3 806/27 (84A); 835/61 (83A);
 Western Class 52 1007/12/28/39/46/56 (84A);
 Class 03 2140 (in yard withdrawn)
 Class 08-10 3041 (75A); 3224 (73F); 3225 (73C); 3469 (75C);
 3594 (86A); 3720 (75C); 3924 (70D); 3987 (87A);
 4063 (82C); 4184 (86B); 3012/4 (70D); 3101 (73F);
 3263 (86A);
 Class 22 (NBL) 6319 (84A);
 " 35 (Hymek) 7017/44 (82A);
 Prototype 1200 (82A) "Falcon" - ex-0280.

Derby Works (6th. March, 1971).

Peak Class 44-46 20/36/87/88/99 108/18/35 (D16); 141 (82A); 160/72 (52A)
 181/4/5/7 (55A); 156 (82A); 177 (52A);
 Class 08-10 shunters 3018 (1A); 3055 (1E); 3194 (5A); 3200 (12C); 3291 (5A)
 3335 (9A); 3398 (8J); 3510 (6D); 3511 (2E); 3696 (16A)
 3699 (9A); 4146/54 (8J);
 Sulzer Class 24-25 5047/54 (D05); 5080 (wdn); 5143 (D05); 5152 (D09);
 5160/3 (51L); 5182 (86B); 5170 (55A); 5214 (D01);
 5224/5/42 (D16); 5272 (D09); 5286 (D08); 5297 (D10);
 Birmingham Cl. 26-27 5391/2/3, 5403/4/7/10/1/2 (65A);
 Sulzer Class 25 7519 (D16); 7639 (D08); 7641/4 (D02); 7661 (D01);
 Clayton Class 17 8521 (wdn);
 Shunters Class 11 12062/89/91 (withdrawn from 9A/1A/5A respectively).

TOURS PROGRAMME

Sunday, 25th. April, 1971

EAST ANGLIA

TOUR Number 66P

Motive Power Depots to be visited will include:- 30E Colchester, 31A Cambridge, 31B March, 32A Norwich, 40A Lincoln, 40B Immingham, 36A Doncaster, 36C Frodingham, etc. Coach will depart Saturday Evening as follows:-

	Barnoldswick	at 18.30	due back at 22.00
	Colne	at 18.45	due back at 21.45
Cost will be £2.50	Burnley	at 19.00	due back at 21.30
Minimum Deposit 75p	Bury	at 19.30	due back at 21.00
	Manchester	at 20.00	due back at 20.45
	Sheffield	at 21.30	due back at 19.30

Sunday 2nd. May, 1971

CREWE WORKS ONLY

TOUR Number 67C

Visit to Crewe Works only. Meet Victoria Ave., entrance at 12.20 or 14.20 or at the Duke of Bridgewater, if over 18, from 12.00 onwards. Book in advance, stating which party you wish to join, Visit Fee 10p (NOTE the new price, due to increased charges by the Works).

Sunday, 9th. May, 1971

LONDON

TOUR Number 68L

Motive Power Depots to be visited will include:- 1A Willesden, 14A Cricklewood 30A Stratford, 34G Finsbury Park, 73C Hither Green, 75C Selhurst, 75D Stewarts Lane and 81A Old Oak Common. Also one or two stabling points. Coach will depart as follows:-

	Barnoldswick	at 18.30	due back at 22.00
	Colne	at 18.45	due back at 21.45
Cost will be £2.50	Burnley	at 19.00	due back at 21.30
Minimum Deposit 75p	Bury	at 19.30	due back at 21.00
	Manchester	at 20.00	due back at 20.45
	Sheffield	at 21.30	due back at 19.30

Sunday 23rd. May, 1971

SWINDON, BRISTOL & EASTLEIGH

TOUR Number 69V

Motive Power Depots to be visited will include:- 70D Eastleigh, 81D Reading 82A Bristol Bath Road (Subject to Permits), Swindon Locomotive Works, 86A Cardiff Canton, 86B Newport Ebbw Jn. 86E Severn Tunnel Jn. Coach will depart as follows on Saturday evening:-

	Barnoldswick	at 18.30	due back at 22.00
	Colne	at 18.45	due back at 21.45
Cost will be £2.50	Burnley	at 19.00	due back at 21.30
Minimum Deposit 75p	Bury	at 19.30	due back at 21.00
	Manchester	at 20.00	due back at 20.45
	Macclesfield	at 20.45	PICKING UP ONLY

Sunday 30th. May, 1971

CREWE WORKS ONLY

TOUR Number 70C

Visit to Crewe Locomotive Works only. Meet at Victoria Ave entrance 12.20 or 14.20 (or Duke of Bridgewater-over 18's). Book in advance stating which party you wish to attend. Visit Fee 10p

PLEASE NOTE that the cost of Crewe Works visits will be 10p. This increase has been caused by the Locomotive works raising permit costs from 1/1/71

TOURS PROGRAMME (CTD)

Sunday 6th. June, 1971

NORTH WEST & GLASGOW

TOUR Number 71W

Motive Power Depots to be visited will include 65A Glasgow Eastfield, 66A Polmadie, 66B Motherwell, 66C Hamilton, 67A Corkehill, ST. Rollox Works Also locomotives stabled at 12C Barrow, Workington, Carlisle Yard, Ayr etc. Coach will depart Saturday Evening as follows:-

	Barnoldswick	at 18.30	due back at 22.00
	Colne	at 18.45	due back at 21.45
Cost will be £2.50	Burnley	at 19.00	due back at 21.30
Minimum Deposit 75p	Bury	at 19.30	due back at 21.00
	Manchester	at 20.00	due back at 20.45

Sunday 20th. June, 1971

SOUTH YORKSHIRE

TOUR Number 72F

Motive Power Depots to be visited will include:- 9A Longsight, 9C Reddish, 36A Doncaster, 55A Holbeck, 55C Healey Mills (subject to Permit), 55D Royston. Also Doncaster Works and the Keighley & Worth Valley Railway. Subject to time members will be allowed to ride on the line behind steam. Coach will depart

SUNDAY MORNING as follows:-

Cost from Burnley etc will be £1.50	Barnoldswick	at 07.00	due back at 22.00
	Colne	at 07.15	due back at 21.45
	Burnley	at 07.30	due back at 21.30
	Bury	at 08.00	due back at 21.00
Cost will be £1.25	Bolton	at 08.15	PICKING UP ONLY
Minimum Deposit 50p	Manchester	at 08.45	due back at 20.45

Sunday 27th. June, 1971

CREWE WORKS ONLY

TOUR Number 73C

Visit to Crewe Locomotive Works only. Details as for tours 67C And 70C

Sunday 4th. July, 1971

MIDLANDS (OVERNIGHT)

TOUR Number 74K

Motive Power Depots to be visited will include:- 1E Bletchley, 2A Tyseley 2C Stourbridge, 2E Saltley, 2F Bescot, 16A Toton, 16F Burton, 14C Bedford 31A Cambridge, 31B March, 34D Hitchin, 40A Lincoln, 85A Worcester, and stabling points in Sheffield and Nottingham areas. Coach will depart SATURDAY Evening as follows:-

	Barnoldswick	at 18.30	due back at 22.00
	Colne	at 18.45	due back at 21.45
Cost will be £2.50	Burnley	at 19.00	due back at 21.30
Minimum Deposit 75p	Bury	at 19.30	due back at 21.00
	Manchester	at 20.00	due back at 19.45
	Sheffield	at 21.30	PICKING UP ONLY

Sunday 18th. July, 1971

HULL, IMMINGHAM & N. EAST

TOUR Number 75N

Motive Power Depots include:- 36C Frodingham, 40B Immingham, 50B Hull 50D Goole, 51A Darlington, 51L Thornaby, 55B York, 52A Gateshead (Subject to permits. Departure times as for tour 74K (above)

FUTURE TOURS:-	1st. August, 1971	SOUTH WALES	Tour No. 76W
	8th. August, 1971	CREWE WORKS	Tour No. 77C
	15th. August, 1971	LONDON	Tour No. 78L
	28-30th August, 1971	SCOTTISH	Tour No. 79S

RAIL NEWS
LONDON MIDLAND

WILLESDEN JUNCTION

Recent visitor here has been 3510, the Hookagate based shunter. Sightings of 3510 in the yard have been made on 1st. March, 1971, in addition to reports in our earlier magazines of it here on 16th. August, 1970, whilst it was sighted at Hookagate on 1st. November, 1970, and Crewe Central Diesel Depot on 10th. January, 1971. The loco certainly gets round the country.

WARRINGTON

All locomotives at Warrington are now stabled at Arpley, with the exception of one B.J. Allerton based shunter at Warrington Central Station. The locomotives are stabled on the sight of the old Arpley shed, and not by the side of Bank Quay Station. Consequently locomotives cannot now be seen from the main line. Stabled here on 7th. March, 1971 was English Electric Class 40's 242/88, 324/42, B.R. Class 08 shunters Nos. 3198 & 3782, Class 24 and 25 Sulzer Type 2 Nos 5038, 5290, 7637/48/56/72 and LMS Class 11 shunters 12063/73/4.

On February, 15th. Brush Class 47 No. 1880 (51L) was noted passing Bank Quay station on 8240, believed to be a running in turn from Crewe Works,

WIGAN

Recent sightings on the depot here include Brush Class 47 1976 (64B) on 15th. February, 1971, and English Electric Class 37 No. 6827 (51L) on 17th January, 1971.

PRESTON

Locomotives previously found at the Pitt Street Stabling Point are now to be found on the opposite side of the line in front of the Divisional Managers Office. They are parked 'head-on' to the main line, and hence can only be seen properly from the road. Stabled here on 28th. February, 1971 were English Electric Class 40 Nos 231 & 374, Brush Class 47 No 1837, Sulzer Class 25 Nos 7505/15/47 7554/69/75/89, 7635. Unusual motive power through the station on 16th. January was Brush Class 47 No. 1569 (40B) on carflats.

LIVERPOOL (GARSTON)

The main stabling point for locomotives in the south Liverpool area is the Stabling Point at Garston. This is situated between the site of Speke Junction depot and the Freightliner terminal, up some steps from Railway Street (off Church Street). Motive power usually includes Shunters, a variety of Type 2 and 4's and also Electric locomotives. Early in the year there were six class 40's, 2 class 47's, one Class 25, seven shunter class 08, and five electric (class 81-6). On 28th December there were nine shunters there.

DERBY WORKS

Several Birmingham R.C. & W. Co. Class 27 locos from Scottish Region have appeared at the Works, including 5409/13 (25/1/71) and 5404/7 (3/3/71). On the latter date 5391 was noted at Sheffield Midland, presumably on route for the locomotive works at Derby.

KEARSLEY

Recent observations at Kearsley have revealed several 'Peak' Class 45 & 46 workings on both passenger and freight, including No. 69 (D16). Unfortunately our correspondent does not give any dates or other sightings. Also noted here recently was an English Electric Class 37 on freight. Other sightings of Peak classes 44, 45 and 46 include No. 2 "Helvellyn" at Stoke on Trent (27/2/71) and No. 92 seen on a freight passing through Crewe on 6th. March, 1971.

MANCHESTER VICTORIA

Noted passing through on a parcels train towards Newton Heath was Brush Class 47 No. 1677 'Thor' (87A) on 19th. February, 1971.

L.M. ELECTRICS

The Class 86 (AL6) locomotive No. E3173 which was fitted with a plastic mock up cone front for 125 m.p.h. tests recently has now had this removed, and was noted in Manchester Piccadilly on 27th. February, 1971 with them removed. The two electric locomotives (E3083 & E3136) which went on loan to Scottish region for trials have now returned to the Western A.C. Lines.

BIRMINGHAM AREA

2F Bescot shunters now appear to be found more frequently at the depot, 15 out of the allocation of 30 were noted on the depot on both 7th and 21st. February, and a further seven or eight were noted on each of the first three sundays in February at Wolverhampton High Level Station. The locomotives visible in the yard and at the depot at Bescot on the club visit to Eastleigh etc, on 21st. February, 1971 were as follows:-
Depot:- 3108, 133, 7668, 1814, 5293, 1724, 3867, 193, 3841, 7538, 12056, 3995
 3106, 3982 3116, 3977, 3111, 3839, and 312.
Yard :- 7609, 7642, 7670, 7524, 1689, 1815, 1818, 7617, 1697, 111, 7630,
 1623, 7628 7643.

Bescot now has two diagrams bringing Hymek Class 35 and one Brush Class 31 into Bescot yard. Two of these are 4M02, a Worcester to Wolverhampton parcels arriving at Bescot at 19.45, and 3K42, a Curzon Street to Stafford working which is booked for an electric locomotive, but which usually arrives with a Brush Type 2 (arriving 21.15)

BIRMINGHAM NEW STREET

On 6th. March, 1971 a B.R. 'Western' Class 52 No. 1019 "Western Challenger" (84A) hauled the 13.35 Cardiff to Manchester Piccadilly train as far as New Street Station. It was fueled at Saltley, and then worked the 17.25 return working. On the same date North British 'Warship' Class 43 No. 862 'Viking' worked the 15.15 Paignton to Birmingham train. The 16.45 London Euston to Shrewsbury train failed between Coventry and Birmingham whilst being hauled by E3117, and finally arrived at New Street 35 mins. late being pushed by Sulzer Class 25 No. 7599. On 16th. February, 1971, Hymek No. 7006 (82A) arrived at New Street on 6M20, a parcels train. It shunted some vans in the station and then continued southwards out of New Street.

WEST COAST MAIN LINE

The West Coast Main line is now closed every Sunday (from 7th. February) between Preston and Carlisle. Trains are diverted via BLACKBURN.

LONDON MIDLAND TIMETABLE (May 1971-1972)

New trains on the Manchester to London Euston service from the beginning of May are as follows:-

VIA CREWE:

Euston dep	07.00	SX (via Crewe Wilmslow Stockport)	Picadilly arr	09.49
Euston dep	18.25	SX (Via Stockport)	Piccadilly arr	21.00
Euston dep	19.30	Su0 (")	Piccadilly arr	22.16
Piccadilly dep	07.00	SX (")	Euston arr	09.38
Piccadilly dep	10.20	Su0 (")	Euston arr	13.14

The Manchester Pullman is retimed to depart at 07.30 (arr Euston 10.02) and the 10.15 Manchester-Euston retimed to 09.30 (arr 13.14). The 10.35 Birmingham is discontinued.

VIA STOKE:

Euston dep	18.25	SX (Via Stoke & Stockport)	Piccadilly arr	21.00
" "	19.30	Su0 (")	" "	22.16
Piccadilly "	07.00	SX (" + MACCLSF'D	Euston "	09.30
" "	10.20	Su0 (")	" "	14.02

TIMETABLE (Continued)

The 19.30 Su0 Euston to Manchester will call at Stafford in lieu of Macclesfield.

BUXTON

Recent visitors to Buxton include 188 (55A)- 1/2/71; 1834 (D05)- 2/2/71
92 (D16) - 5/2/71; 93 (D16) - 12/2/71; 1841 (D05) -2/3/71; 1962 (D05)- 4/3/71
1795 (51L) 4/3/71; 1917 (86A)* 6/3/71; 1596 (82A)-12/3/71; 1935 (82A)-13/3/71.

PEAK FOREST

Sulzer type 25 loco has been stored in a siding at the side of the old Peak Forest Station for some months now. The cab front, at both ends has been forced back into the bulkhead at the rear of the cab, following a collision. The loco was still here on 6th, March, 1971, but presumably it will be moved to Derby for repairs some time in the near future.

LONDON AREA

Recent sightings in the London area are as follows:-

5695 (31B) Light Engine at Brent (18/2/71), 1021 (84A) Up freight at KENTISH TOWN and 8031 (40B) in sidings at West Ealing (all on 18/2/71).

MANCHESTER

The 08.07 Manchester Piccadilly to St. Pancras left 15 minutes late on February, 16th. behind Brush Class 47 No. 1852 (D05) due to a failure of the booked 'Peak' Class locomotive. Ten days earlier Ardwick had an unusual visitor in the shape of a 55A based Class 25 No. 5168, which had travelled LE from the Longdight, reversing at Ardwick Junction and headed Eastwards.

FOOTBALL SPECIALS

In the Manchester area recent Football excursions have brought the following visitors:-

January 2nd 1971:- Manchester Victoria was the host to three specials, the first hauled by Sulzer Class 47 No. 1558 (40B) on 1243, returning to Middlesborough, the second by English Electric Class 40 No. 282 (52A) on 1244, and the third comprised of three Metro-Cammel 2-car sets from Darlington.

January 5th 1971:- Stockport Edgeley was the point where locomotives changed on a Huddersfield to Aston Villa Special, which arrived behind Peak class 45 No. 34 (55A) on 1219. The Peak was replaced by class 40 No. 231 (D09), the former being stabled on the centre road between the arrival on the outward journey at 16.45 until 23.15 when it took the special back towards Huddersfield on the return journey.

STOKE ON TRENT

The old carriage depot at Cockshute contained no fewer than 14 Sulzer Class 24 locomotives on March 7th. 1971 (the old style 5000-93 part)

HOLYHEAD

Two members of the same class (24) Nos. 5034 and 5083 are still stranded on Anglesey, along with all the 6J allocated shunters. All other locomotives having been removed by sea. The two Llandudno Junction shunters 3084 and 12082 continue to work at Bangor and Llandudno Junction respectively.

CHAT MOSS

The narrow railway/road bridge on the Manchester to Liverpool line over Chat Moss (by the side of the Chat Moss Hotel) was successfully removed on 13th. March, and a new wider bridge rolled into place. The old bridge was blown up to remove it quickly and avoid any weekday diversions. A works train connected with this was hauled by an 8J shunter instead of a Sulzer Type 2. This is probably the farthest east an 8J shunter has worked on this line.

DONCASTER STATION

Sightings at Doncaster Station between 10.30 and 12.00 on Saturday 23rd January, 1971 revealed English Electric Class 37 No. 6845 (65A) on a down train of empty Bogie Bolsters, and Brush Class 47's Nos 1601 (87A) running Light Engine to Frodingham 0003, and 1846 (005) on 4E35, some empty Cartic 4's from Bathgate.

LEEDS HOLBECK

Visitors here on 10th. January, 1971 included EE Class 40 No. 314 (009), EE Class 37 No. 6865 (30A), and Sulzer Class 25 Nos 7575 (009), 7521 and 7524 (both D16). On the same date sister engine to 6865, No. 6924 (87A) was observed at Royston. The Brush Class 31 transferred to Holbeck (5848) has now been joined by sister engine 5518 (ex 31B) Both locomotives were noted on the depot on February, 6th, 1971. Three weeks later Holbeck was host to Class 40 No. 264 (64B), The loco left Leeds on a Carlisle bound freight later in the day.

DARLINGTON

Although D08 based Class 40s sometimes work through here on Newcastle Liverpool trains a rare freight working on 13th. January, 1971 was 324 (D08) on an up fitted freight. Further south on the 27th. February, a rare visitor at York was Brush Class 31 No. 5593 (34G). On the same date Class 37 No. 6774 a Thornaby based locomotive was noted leaving Manchester Piccadilly on a Newspaper train (1E49), obviously bound for the Eastern Region.

Huddersfield

A football special returning from Liverpool (Everton) to Middlesboro via Huddersfield on 23rd January, 1971 was hauled by 260 (64B) The code for the special was 1Z42.

EAST COAST

Since early October, no more than six Deltic Class 55 locos have been seen daily on the G.N. Main line. This is due mainly to the fact that practically the entire class is in Doncaster Works for fitting of Electric Train heating. No fewer than 12 members were noted on the works at one time. Also noted on Doncaster Works at the end of the year were Class 40 No. 280 (52A) and Class 47 No 1510 (34G). Both these classes are not normally seen on Doncaster works, as these classes are usually overhauled at Crewe Works (or St. Rollox for Class 40) New arrivals at the works during January were E3032 and E3043, joining sister engines E3034 & E3042 already at the works for conversion. **

TINSLEY-PARK

Since the beginning of 1971 a few unusual visitors have been noted in Tinsley yard, as on 26/1/71 when Class 37 No. 6852 (66A) appeared after working 4E63 a Glasgow to Sheffield freightliner train. Other visitors off this train are normally 64B based locomotives, usually Class 47's, but also class 40's Nos 264 & 357 during February. Other notable visitors to the Sheffield & Chesterfield areas since January have been B.R. 'Warship' Class 42 No. 804 "Avenger" (84A), B.R. 'Western' Class 52 Nos. 1027 "Western Lancer" (82A), 1048 "Western Lady" (84A) and 1070 "Western Gauntlet" (87A), and Hymek Class 35 Nos 7045/62 (81A and 86A respectively). Unfortunately no information is available about the workings that they were on.

** E3038 also noted awaiting entry to Doncaster works on 8/3/71

RAIL NEWS (EASTERN Ctd)

ROTHERHAM

During the last week of February, 1971 quite a bit of unusual power was noted through Rotherham on 6F30, the skiers to Carlton merrygoround trains as below:-

193(22/2/71), 5586 + 5845 (23/2/71); 1900 (24/2/71); 5680+6867 (25/2/71); Also noted during this week was 219 (D08) working 1J12, and 804 'Avenger' running Light Engine. Awaiting entry to Booths Scrapyard were 12106 & 12128. 7V63 to Tinsley.

(7V63) now has a few unusual locomotives between Tinsley and Birmingham, as on 28/1/71, when 7556 and 7558 were rostered for the job. Noted Tinsley on this date were:- 6711, 7562, 7523, 193, 189, 5247, 1883, 163, 6715, 7520, 262, 1771, 259, and 8162/45 coupled together.

On 30th. January, 1971 Class 48 No. 1703 was used on 8L17, the Tinsley to Healey Mills which was being used as a run in turn after maintainance. Noted on Healey mills on this date were 6948/9/53/35/9/30/4/14/50/26 392, 6749, 57, 351, 251, 6730/4, 383 (D08), 397/8, 2148 and shunters 3071, 3230/1, 3376/7. It was unusual to see two sets of locomen on this trip, the second set presumably were road learning. Later one of the second crew, reported as newcomer to ER (DVR) Andre Kay was seen moving 5849 on Tinsley depot, heading for a collision with the maintainance shed doors.

WATH

Noted here for maintainance during February were 1757/9 (87A/30A), 1570/2 (55B), 1777 (30A) and 5587 (34G).

ROYSTON

Noted here on a local trip job (8K53) on March 3rd was 5518, the newly aquired Holbeck Class 31. Seen outside Booths of Rotherham on the same date were 2248/64/71, 3647, 4052, 12106/28.

ATTERCLIFFE

Noted in use at Attercliffe scrapyard, Sheffield, at the beginning of March was Yorkshire Engine Co. Class 02 No. 2864 (ex-9D) Noted in the Rotherham and Derby areas on February 28th were diesel shunters 3924/8 on route to the South.

NORWICH

Suprise visitor at Norwich depot during late February was 4-6-2 steam Coronation class locomotive No. 6233 (46233) "Duchess of Sutherland". This was being transferred from Butlins Holiday Camp at Heads of Ayr to Bressingham Hall. The locomotive left the camp by road, as there is no rail connection, but was soon re-united with B.R. metals. It was run up and down Ayr depot yard many times with the motion still in position. As the axles did not even run slightly warm, it was decided that it would be moved south. The route took it via Carlisle and Carnforth, and reached Norwich, where its progress was held up for a week, because a court injunction was taken out preventing its movement for a week. The court however did not uphold the request to prevent it going to Bressingham, and the locomotive was freed. The court injunction also applied to Royal Scot Class 4-6-0 locomotive No. 6100 (46100) which is at present still beleived to be at Butlins Holiday Camp at Skegness. It therefore seems likely that "Royal Scot" will be going to Bressingham Hall to join "Duchess of Sutherland". All the Butlins owned locomotives are to be moved from Butlins camps and placed on permanent loan with various preservation societies, the exact homes being decided by the Transport Trust, in conjunction with the Association of Railway Preservation Societies. If anyone has any further news about any of these locomotives will they please contact the magazine editor.

PULLMAN CARS

Following several requests from both new and regular members we are printing below a list of pullman cars on the East Coast, giving the old name followed by the new number:-

EAGLE E311E	FALCON E312E	FINCH E313E	HAWK E314E	HERON E315E
MAGPIE E316E	RAVEN E317E	ROBIN E318E	SNIPE E319E	STORK E320E
SWIFT E321E	THRUSH E322E	WREN E323E	AMBER E324E	AMETHYST E325E
EMERALD E326E	GARNET E327E	OPAL E328E	PEARL E329E	RUBY E330E
TOPAZ E331E				

It must be noted, however, that First Class Pullman Cars on the "Tees-Tyne" "Yorkshire" and "Hull" Pullmans are being converted to air braking and Electric heating. Second Class cars will be withdrawn from the "Yorkshire Pullman" and replaced by new second class coaches, for which no supplement will be charged.

GENERAL

DB968001 was shedded for a period along with steam engines Class A4 No. 60019 'Bittern', K1 No. 62005 and N7 No. 69621 at Leeds Neville Hill

On 29th. December, 1970 'Peak' Class 46 No. 149 failed at Chesterfield and its eleven coach train was pushed into the station by class 45 No. 40 which was on a seven coach train. After 40 had been uncoupled from the failures train it reversed a few yards clear, while class 37 No. 6718 (41A) which was already waiting was coupled to 149. After drawing up to collect mail etc. the train left Chesterfield 40 minutes late. 0

On the 8th. January, 1971 another 'Peak' Class 45 failed at Chesterfield, this time No. 28 on the Southbound Severn-Tyne express (1V78), and it was replaced by E8130/1 (41E). The Peak was placed in the south bay of the station but still had its engine running. Perhaps the failure was transmission? The train was not booked to stop at Chesterfield, and left about 1 hour late. Within the next 25 minutes there were no fewer than seven passenger trains held up because of the failure. Class 47 No. 1700 (D02) was a surprise visitor on the 13.00 Sheffield - London (1M24), and sister engine 1688 (D02) on the York to Poole (Headcode 1042) train.

Other observations on the Chesterfield areas on 28 & 29th December were Peak 151 on a Northbound freight (showing 1V85 the Newcastle-Cardiff Express), 8305 (55B) towing 170 (55A) to Derby for works, and 1719 on the Thames-Clyde Express (1S68) in lieu of the more usual class 45 or 46.

MOTORWAY TRAFFIC

On January 9th. 1971 a special freight train was run from Condor Park, Derbyshire to Normanton, Near Wakefield, Yorkshire. The load was two girders, each 146 ft. long and 10 feet high, each weighing 85 tons. The girders were carried on sets of bogies specially constructed for this type of work, (named 'Conger' Nos. DB998070-73 - four bogies). The freight, from Brands Sidings Condor Park, travelled on the main line to Chesterfield where it stopped in the station for an inspection of the security of the load. From here it crossed Tapton Junction very cautiously travelling via Barrow-Hill and Rotherham to Normanton. The Girders were for construction of the M62 bridge over the railway at Altofts Junction, and the train was hauled by Peak Class 44 No. 4 'Great Gable'.

Burntisland

The locomotive normally stabled here is usually a Barclay 0-4-0 Class 06 shunter (24XX), but this was replaced by a more powerful 350 hp Class 08 No. 3389.

EASTFIELD

The depot here is in the process of rebuilding and demolition, the present state being that the building behind the old steam building is now complete and operational, the steam shed is in the process of being demolished, and a partly built depot is being used, situated between the steam shed and the main line. Most locomotives however were stabled in the yard behind the old steam shed. Unusual locomotive passing the depot heading a passenger train out of Queen Street Station was Class 47 No. 1736 (D02) on 14th. March, 1971.

LEITH CENTRAL

The depot at Leith Central (64H) is to close on May 3rd, 1971 and all locos and personell are to be transferred to Haymarket depot.

KILMARNOCK

Locomotives are sometimes stabled at the station here, but it is by no means predictable whether or not locos will be there. On February 6th there were 3 shunters and an English Electric Class 20 (Type 1) here, but on March 14th. there was only one shunter here.

LARKFIELD

This is the carriage sidings for Glasgow Central Station, and is usually worked by Polmadie based Class 08 No. 3922. The locomotive usually stays in the carriage shed for at least 25 days, and then returns to Polmadie for refuelling, and brief maintainance. It then returns to Larkfield. Another Polmadie working is the yard at Gourrock, which was being worked by 3919 on 14th. March, 1971.

CORKERHILL

This depot continues to produce Manchester and Liverpool based English Electric Class 40's, usually on Sunday mornings. On a recent visit the depot was host to 309 (D09) and 288 (D08).

GLASGOW CENTRAL

On the 14th. March, 1971 Class 37 No. 6852 was seen at Glasgow Central coupled to Scottish Region 'Blue Train' E.M.U.s No. 100 and No. 032. It was not known whether power was off, or whether the units had failed.

EASTFIELD

On the same date the depot at Eastfield contained Sulzer Class 24 locos Nos. 5003/4/7/8/9, all D05 Stoke Division based locomotives. 5002 was also on the depot. This locomotive was reported in a previous magazine as being seen on St. Rollox Works last October. It has however been back to Crewe since this date, and must have returned to the Glasgow area.

Class 08 No. 3885

This locomotive was noted on Leith Central depot with severe accident damage to the cab end of the locomotive. It is not yet known whether the locomotive is to be repaired or withdrawn.

MILLERHILL

Unusual visitor to the depot at Millerhill Yard, Edinburgh at the beginning of March was the Landore based Brush Class 47 No. 1668 'Orion'. Also here was sister engine 1627 and Class 40 no. 355 (52A).

RUGBY SPECIALS Seen at Haymarket depot at the beginning of February were hauled by Brush Class 47's Nos. 1591/4/5/9, (86A) 1840/8 (D05), 1914/26 (86A) and 1957 (D05). Also 1681 (81A).

RAIL NEWS
SOUTHERN

ELECTRIC MULTIPLE UNITS

All 2-BIL and 2-HAL workings on the Waterloo-Reading services have been replaced by 4-COR sets. About thirty sets of the former are now stored in Selhurst Sidings awaiting disposal. All 2-BIL and 2-HAL units were supposed to be withdrawn by 1st. January, 1971, but a visit on 27th. February, 1971 to the Brighton area revealed sets still at work. Brighton to West Worthing/Littlehampton services would seem to be almost 100% worked, as the 14.30 & 15.30 Brighton-Littlehampton and 15.00 & 16.00 Brighton-Worthing trains were noted with these sets. The Portsmouth workings, the 14.30 & 15.30 were worked by 2-HAPS and 4-COR respectively. Other previously 2-BIL/2-HAL worked trains were worked as follows:-

15.14 Brighton - Eastbourne	4-VEP	16.14 Brighton-Eastbourne	4-COR
15.30 " - Lewes	2-BIL/HAL		
15.44 " - Hastings/Ore	4-COR	16.30 " -Lewes	2x 2-BIL

The Newhaven branch is worked by 2-BIL/2-HAL units. Some sets were noted on Brighton shed and stabled in the yard. Also worked by 2 2-BILS was the 13.35 Haywards Heath-Seaton Harbour. 2-HALS converted for use as parcels sets are now known as 2-PAN and are numbered 060-066 and have been seen in the Brighton, and Croydon areas. Final withdrawal of the 2-BIL/2-HAL sets still seems a little way off yet.

Latest of the 4-CIG units is 7379, noted on 20th. March, 1971. Delivery of these units has already exceeded original orders, and the final number to be delivered is not yet known.

4-BUF units appear to be almost phased out. The only units at present in any evidence are 3075/7/80/5, which appear stored at Durnsford Road, and 3072, which appears to be the only set working.

The known main line workings of 4-COR units have changed somewhat since the January edition of Railway World./Magazine. The 07.04 & 08.04 Brighton/Victoria and 08.28/09.28 returns are now worked by 4-CIG/4-BIG sets. The following are still known to be regular workings of 4-COR sets

(*indicates sets usually worked with 4-GRI in the rake)

07.12* Bognor to London Bridge	18.03* London Bridge-Littlehampton
15.28 Brighton- " "	18.06* " " -Brighton
16.35 " " " "	20.17 Littlehampton-Victoria
17.02 London Br-Littlehampton	17.41 London Bridge-Littlehampton
06.45 West Worthing-Victoria	07.59 Seaford - Victoria

ALL WORKINGS ARE(SX)

As well as these there are still some rush hour workings of the Portsmouth Semi-Fasts, although these seem none to regular, and all services on the Waterloo Reading line, and local Brighton Services. It is anticipated that when the last 4-CIG sets are delivered in mid/late 1972 the 4-COR sets will be withdrawn.

A new 4-CIG unit No. 7357 was seen at Clapham Junction recently with only three cars plus a 4-VEP driving trailer (7739). A football special for the Portsmouth-Arsenal match was unusually formed of 2-HAP s 6007, 6033, 6055, with 4-EPB 5320 and 2-EPB 5723.

4-VEPs overhauled at Eastleigh are now being turned out in blue & white livery, latest examples being 7743/4.

Noted at Clapham Junction on January 2nd. 1971 was 8-VAB 8001 and 4-VEP 7708 on the 15.47 Waterloo-Bournemouth.

Latest 4-CIGS are believed to be working the Sussex main line.

RAIL NEWS (SOUTHERN Ctd)

DIESEL-HAULED Main line Services in the London Bridge AREA are as follows:-

- 07.19 East Grinstead to London Bridge (SX)
- 08.03 East Grinstead to London Bridge (SX)
- 08.30 Hurst Green to London Bridge (SX)
- 17.33 London Bridge to East Grinstead (SX)
- 18.15 London Bridge to Hurst Green (SX)
- 18.27 London Bridge to East Grinstead (SX)

Also noted on February 10th was 6577 on the 17.36 Victoria to East Grinstead

NORWOOD JUNCTION

Unusual Locomotives noted here include 5650 (30/11/70); 7002 (8/12/70); 826 (5/1/71); 5519 (12/1/71); 1675 (26/1/71); 5516 (11/2/71).

Other unusual sightings include:-

- Brush Class 47 No. 1773 (40B) at Thornton Heath on January 5th, 1971.
- Hymek Class 35 No. 7028 (81A) at Clapham Junction working (8039) on 23rd Jan.
- Brush Class 31 No. 5659 (30A) at Clapham Junction working (8E52) on 23rd Jan.
- B.R. Class 71 Nos E5011/3 double headed at Clapham Junction on 23rd Jan, 1971.

ELECTRIC CLASS 71.

On a visit to the Kent Coast on 30th. January, 1971 all Class 71 Electrics (E50XX) were seen with the exception of E5002/5. They were seen as follows:-

Hither Green Yard:-	E5003/9	Paddock Wood:-	E5007
Ashford Station	E5001/6*/11	Ashford SP	E5010
Dover Station	E5004/6*/8/13/4	Faversham	E5012

* worked the Golden Arrow.

TRANSFERS TO SOUTHERN REGION

Recent transfers to the Southern Region are as follows:-

3809	86B Ebbw Junction to Reading (5/12/70)	Seen Norwood on Feb 9/10/2 and
	81D Reading to Eastleigh (27/12/70)	<u>E Croydon 2/2/71</u>
	70D Eastleigh to Selhurst (21/ 1/71)	
3815	86B Ebbw Junction to Bristol (5/12/70)	Seen Gillingham on 30/1/71
	82A Bristol to Eastleigh (27/12/70)	
	70D Eastleigh to Hither Grn (10/1/ 71)	
3820	86B Ebbw Junction to Eastleigh (27/12/70)	Seen New Cross Gate 7/2/71
	70D Eastleigh to Hither Green (17/ 1/71)	
3822	86A Canton to Reading (5/12/70)	
	81D Reading to Eastleigh (27/12/70)	
	70D Eastleigh to Selhurst (24/ 1/71)	
3824	67C Ayr to Eastleigh (27/12/70)	
3928	67C Ayr to Eastleigh (27/12/70)	

Also noted at Minster near Ramsgate on 30th. January, 1971 were 3224/3465 (73F)

WEYMOUTH

The Motive Power Depot at Weymouth has now closed completely and has been raised to the ground. Locomotives are now stabled in and around the station and are sometimes well hidden behind the station.

CLAPHAM JUNCTION

Sightings here in early March, include Peak Class 45 No. 52 on a freight and Hymek Class 35 No. 7035 running Light Engine. Both were observed on March 1st, 1971.

RAIL NEWS.

WESTERN

FALCON

The Brush Type 4 locomotive No. 0280 "Falcon" has been taken into BR Stock as No. 1200, retaining its name. It is definitely fitted with dual A.W.S. but does not appear to be fitted with Dual Brakes. Whether a 4,000 HP engine has been fitted, or a 2,500 is not yet known. The locomotive went off works, but soon was involved in a fire, and was back on works on 20th. Feb. 1971 where it appeared almost ready to leave works.

BRISTOL BATH ROAD

This depot has recently received four more 'Peak' Class locos being Nos 140/4/5/7., from London Midland Regions Nottingham Division.

PLYMOUTH LAIRA

On 21st. Feb, 1971 all shunters allocated to this depot were noted on the depot, with the exception of one, which was seen at North Road station.

SWINDON Noted in the yard at Swindon Works was withdrawn B.R. Class 03 shunter No. 2140. The depot at Swindon has now closed completely and locomotives are stabled at the end of the works, between the works and the station. Noted on 28th. February, 1971 were 5 shunters plus 1011 'Western Thunderer' 1022 'Western Sentinel' and Brush Class 47 No. 1592.

RADSTOCK

A Bristol Bath Road based Class 08 Shunter is stabled in the old steam depot at Radstock, along with the ex-Somerset & Dorset steam locomotive (ex-Barry Island) No. 53808. The locomotive concerned on 21st. February 1971 was 4020.

ST BLAZEY

The depot here contained 8 locomotives on 29th. February, 1971, being 853/7, 1640 (81A), 4008, 6309/12/22/33. 6312 had failed earlier that day and all attempts to revive the engine had so far failed. The other three shunters allocated here were at St. Blazey Yard (1), St. Austell Station(1), and at Par Station (on Ballast along with 1054 'Western Governor' and 1066 'Western Prefect'.

WORCESTER Noted here on 13th. December, 1970 was 1107 (55B) with a York to Bristol Train.

Although there are no longer any warships allocated to 81A Old Oak Common, services from Paddington to Worcester and Hereford are still largely worked by Warships, usually 83A Newton Abbot based locomotives. Examples are:-

December	12th	860	Victorious	on 18.15	Paddington-Hereford (1F61)
"	13th	846	Steadfast	on 18.20	Hereford to Paddington (1A79)
February	13th	842	Royal Oak	on 13.15	Paddington-Hereford
"	13th	860	Victorious	on 12.15	Worcester-Paddington

The Paddington-Worcester train at 11.15 was worked by 7028 (1B61).

READING.

On Saturday 13th. February, 1971 the 08.05 Plymouth Paddington arrived at Reading behind 7013 with only 5 coaches. Presumably the locomotive worked from Plymouth and did not pick up extra coaches & Buffet car at Plymouth. Needless to say, with such a light load the train was 3 minutes early into Reading, and had no difficulty in reducing the 34 minutes allowed to Paddington to 30 minutes, arriving 4 minutes early. On a race special from Paddington to Newbury was Class 47 No. 1675 (1Z08) and a 10-car & 6-car D.M.U. A Week later 1989 (52A) was noted in Paddington Station on ECS.

PENZANCE 4013 the Penzance is now allocated to Bristol (believed since moved to Gloucester where it was seen on 21st. March) and replaced by 4181 (ex86B)

COMPETITION PAGE

The competition in this magazine is all about railway stations, and is in two sections. The first section consists of twenty easy station anagrams, all with one-word answers. The second section consists of some questions about stations. There will be one mark for each of the anagrams, and marks in the second section are indicated after the question. The first two entries with either full marks, or the highest marks if no entry is correct, will be awarded 50p vouchers towards the cost of a future trip.

All entries should be sent to Mr. A. Fawcett, 30, Lower West Ave., BARNOLDSWICK, Via Colne, Lancs. to arrive no later than 15th. May, 1971. Winners will then be drawn out.

SECTION 1.

- | | | | |
|-------------------|----------------|--------------------|-------|
| 1 RADEBEEN | <u>ABRBEEN</u> | 11 TARTS BOOMM | _____ |
| 2 GROAM | _____ | 12 KILL THIN RICKO | _____ |
| 3 KAZ RAFYELE | _____ | 13 HILTED WIFE | _____ |
| 4 NABRENOCY | _____ | 14 WOOL RATE | _____ |
| 5 YATEB | <u>TEBAY</u> | 15 ROSE MEHHL | _____ |
| 6 NARL BBUCK | _____ | 16 CAN VON RERA | _____ |
| 7 GETON KING | _____ | 17 JON M DES | _____ |
| 8 HURSE BEN QUODO | _____ | 18 KIK DALRY | _____ |
| 9 SALPIT | _____ | 19 MELROY | _____ |
| 10 BAR NY LEONE | _____ | 20 MILE NODD T | _____ |

SECTION TWO

- A Between which two large towns was Six Mile Bottom? (2)
- B What was the original name of Bootle New Strand? (1)
- C Name three stations at Ardrossan (3)
- D Name the two stations at Mountain Ash. (2)
- E Strawfrank Junction is near which station? (1)
- F The Glyn Valley Tramway ran from _____ to _____. (2)
- G A Motorway service station is named after this station. (1)
- H The most northerly station in the British Isles is _____
The Most southerly station is _____. (2)
- I Wolverhampton had a High & a Low level station. Name two other places with a High & Low Level stations. (2).