

Northern Counties Transport Society



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NORTHERN COUNTIES TRANSPORT SOCIETY

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Coach Picking up points

SHEFFIELD
MANCHESTER
DERBY
ASHTON

Midland Station Forecourt (across the Road)
Victoria Railway Station (202/3 Bus Stop)
Siddals Road works Entrance
Swimming Baths.

Various Points en route:-

PROVIDED PRIOR ARRANGEMENTS HAVE BEEN MADE
WITH THE BOOKINGS SECRETARY OR NAVIGATOR !!!

NOTES FROM THE COMMITTEE

The Committee would like to extend their sincere wishes for a joyous festive season, and a prosperous and happy 1976, to all its members and their families. We hope you have enjoyed being a member of the N.C.T.S. during the year, and that you will continue to enjoy membership in the coming twelve months.

We have over the year attended Open Days at Glasgow, Derby Works, and Crewe Works, which have been most successful and the members who attended these functions to support our sales stand were most welcome. On sale at these Open Days and of course all the year round are our various publications. We have included some new ones this year ie. Our Depot Order Book, Combined Volume and latest our new, more comprehensive Stabling Point book. Judging by our sales of these publications you are finding them helpful and adequate. However should you have any suggestions as to how these may be improved please write to the Sales Officer.

Will all members please remember the excessive increases in postage over last few months and remember to enclose a stamped addressed envelope with all correspondence which requires a reply. Further to the above, we have decided to try and economise on our postal costs by getting some members in the larger areas to deliver your magazines by hand. You may therefore find that some of your fellow members may receive this magazine a day or two before you. Please bear with us, this is only an experiment.

It was brought to the notice of the committee that some of our members were becoming disgruntled about coach picking up times etc. This has been caused by us not being able to find a coach firm in Sheffield which was suitable. We have however been able to find one or two coach firms which we will be giving a trial during the next tours programme. This means that there will no longer be any reason for the coach to travel from Barnoldswick, to Sheffield, and then on to Manchester, before beginning its scheduled tour. This will of course mean your drivers will not be tired before the tours commence, and will be able to concentrate all their energy on the tour itself.

ATTENDING TOURS

Please remember that if you have any constructive comments or criticism about the way the Society is being run, you should put your complaint in writing to any of the officials listed inside the front cover

WILL MEMBERS PLEASE NOT TELEPHONE OFFICIALS AFTER 9 PM.

THANK YOU

WILL MEMBERS PLEASE NOT TELEPHONE OFFICIALS AFTER 9 PM.

The only exception to this rule will be when a coach is returning late from a tour.

Opinions raised in this magazine are those of the contributors, and not necessarily those of the committee or the Society in general.

NOTICES

STAMPED ADDRESSED ENVELOPES

Now more than ever it is most important that all members remember to enclose an S.A.E. with all correspondence to Society Officials when they require a reply. Failure to do so can only result in further increases in the cost of membership, and tours etc. PLEASE DO NOT FORGET.

POSTAL ORDERS/CHEQUES

These must be crossed A/C PAYEE ONLY and made payable to the Northern Counties Transport Society or N.C.T.S. and not payable to Society Officials. If you are not sure what to do please leave the Postal Order blank. Please do not fill in the post office, as members are inclined to fill in the post office where the order was purchased, not the one where it is cashed. If the bank returns any Postal Orders or Cheques that have been filled in wrongly then your booking may be cancelled.

MEMBERSHIP CARDS

The number which is quoted on your membership card is yours. Please use it when you write to officials.

BOOKINGS FOR TOURS

When booking for a tour please follow the directions on the membership card, and send the necessary booking form. If you find out at the last minute that you are unable to attend a tour, PLEASE let an official know as it may be possible to fill your place. If your place can not be filled your money will not be refunded unless a medical certificate can be produced. Please remember that when you have paid a deposit for a tour, the balance must be paid seven days before the intended tour. PLEASE REMEMBER THAT TELEPHONE BOOKINGS CANNOT BE ACCEPTED, the bookings secretary is not on the telephone and no-one else is authorised to accept your booking or your money,

ATTENDING TOURS

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

CONDITIONS OF VISITS

Will members please note that all visits to depots advertised are subject to permits being available. B.R. sometimes impose conditions at short notice, it is therefore becoming difficult to let members know in advance if a permit is not available.

Opinions raised in this magazine are those of the contributors, and not necessarily those of the committee or the Society in general.

It was following the rapid demise of Warships and Class 22's and the decline in the number of Class 35 "Hymecks" that the Class 52's "Westerns" came to the forefront on Western Region Main Line Passenger Work, gaining for almost two years, what was a virtual monopoly.

However, in more recent years, with the introduction of E.T.H. coaching stock, and the transfer from M.R. to W.R. of Class 50's, their end has been obvious. Indeed since May 73 to the present day, numbers have declined from an original Class number of 74 to a present 46.

Comparitively early withdrawal was inevitable, to keep in line with B.R.'s policy of the withdrawal of all non standard locomotives. Indeed, as early as 1963, the 52's were declared to be non standard, before the whole class had been introduced. This was in no way due to the unreliability or availability, which at one stage was second to none. It was the maintainance cost and the time in manpower that have brought the era of the Westerns and indeed the Hydraulics to an end.

Turning to their history, they were built in batches at Swindon and Crewe, Numbers 1000-1029 and 1032/3/4 at Swindon, and 1035-1073 at Crewe, Numbers 1030/31 were slightly different, for the frames were laid at Swindon, but they were actually constructed at Crewe. 1000 was the first to enter service in December 1961, regular batches followed with 1029, the last one to enter service, was allocated to the fleet in July 1964.

There were many teething troubles, of which, Bogies, High Water temperature, and difficulty in getting reverse gear were most prominent, The Bogies, which were designed in the Warship Principle, gave a very rough ride, and a great deal of modification was needed. Even now at speeds above 70 m.p.h., the locos still jump about a bit.

Following the early troubles, the 52's proved for the most part very reliable.

This was probably due to their design, which included two engines. This fact proved popular with many drivers, for it meant that the likelihood of both failing was very small, so should one fail, the train could always continue, albeit at a greatly reduced speed. It was for this reason that complete failure of the loco was rare, a fact that holds to this very day.

Following the closure of Swindon Works as a major overhaul works, the Class 52's have been maintained at Laira, to where all the fleet is now allocated. As a result in recent years, other problems have arrisen, such as boiler failure, Cirque oil leaks etc., These are now every day problems that Laira is unable to rectify. For many of the Class 52's that remain in service, are way beyond the time limit for major overhauls, so that the wear and tear of main line passenger work greatly reduces their efficiency.

Indeed the week ending 31st August 1975, loco 1021 Western Cavalier, covered 3900 miles in the 7 days 24th-31st before eventually failing on the Sunday, by which time it was air braked only, AWS cancelled, both exhausters, were burnt out, one of the engines was defective, and oil was covering this engine as well as the engine room floor. This is rather an exceptional case, but it proves the point of the wear and tear, and the need for relatively constant maintainance. By the way 1021 is still in active service.

Oil lost from fractured pipes, has caused several fires, some of which have been serious enough to warrant withdrawal, the main protagonists being 1006/31/35/38/45. Another reason for withdrawals has been accident damage, usually caused by shunting movements, :- 1000/2/29/24/44/66/73 and of course the now infamous 1007 which crashed at west Ealing killing 8 people. Other members of the class that have been withdrawn have been canibalised for spares:- 1008/32/39/42/50/60/61/62, these were chosed as the were usually in the worst state of repair.

Westerns Reviewed (Continued)

During their work on the Western region main line there have been several incidents of note, probably the most famous of which was the accident when 1040 ran into the back of a freight train at Knowle & Dorridge. The leading cab was completely crushed, killing driver, second-man and guard. Another serious accident occurred near Somerton when 1071 became derailed while working the 'up' Riviera Express. Several members of the class have also been involved in accidents in which animals usually cows, were wandering on the lines, ie. 1025/46/65/72 and 1071 again. Other recent derailments have taken place, ie. 1010 and 1055 at Plymouth North Rd., and 1071 at Exeter, also 1023 at Oxford, when the axles on the front bogies apparently split in half. Despite all this, over half the class survives, and they look like continuing in service well into 1976. A fact that please many railway enthusiasts as the Hydraulic era continues.

GRAHAM PELL.

RAIL NEWS WESTERN REGION

The policy of repainting Westerns at Laira depot appears to have finished. Instead the Class 52's are being steam cleaned. Noted so far have been D1021/28/41/43/46/1070.

Western D1052 is presumed condemned as she has been on the dump at Laira since 23rd September. Also present with her are D1011/40/69 all minus their boilers. Rumours have it that D1011/25/26/40/52/59/69 are all for early withdrawal from service. It is also rumoured that the possibility of some of them returning to traffic cannot be ruled out if the power shortage continues. Actual condemned dates 23-9-75 1052, 4.10-75 1011/26, 6.10.75 1025/59/69 and 7-10-75 1034. Unfortunately Western failures are a common occurrence these days. A trail of destruction on October 10th reads as follows:- D1012 had her buffers knocked off in a collision at Oxford, D1036 failed at Exeter on a Paddington to Plymouth train, D1053 failed at Castle Cary on a Paddington to Truro train with fire damage, and D1071 failed at Reading on a Paddington to Paignton train. Also, on the same day D1009 is reported to have failed, but the place of failure is unknown. Other recent failures have included D1058 near Newbury whilst working the Golden Hind (however she was replaced by another Western, D1072 after 50 mins delay). D1072 (ironically enough) failed at Totness on September 28th causing a 60 minute delay and was assisted to Newton Abbot by D1041 which then continued alone with the train and on the same day D1046 failed at Reading. On 25th September, D1063 suffered a brake failure at Cowley Bridge and had to struggle to reach Tiverton Junction, where it rested in the platform before returning to Laira, light engine for attention. Its train continued on behind D1028, which was commandeered from a down freight working. D1027 failed at Dawlish Warren on 16th October with fire damage and was sent to Laira later after repair, she failed again at Newton Abbot on the down Cornish Riviera express and was replaced by D1012 to Plymouth and then D1068 to Penzance. However to give credit where it is due, apart from the bad reports, we have received favourable ones concerning Westerns. By the beginning of October, all 39 of the remaining areas were very active, with 40% of South West passenger trains being hydraulic hauled. Even earlier, during a weeks spotting at Dawlish Warren, one of our members saw 22 Westerns. On September 14th, D1013 left Plymouth on a special for Sheffield, and worked the train as far as Birmingham. On September 20th, D1021 assisted a failed DMU from Exeter to Yeoville junction and return, even though she had failed herself earlier in the day, but being the only loco available at Exeter, she was pressed into action, which shows that Westerns can do it when they are made to.

continued:-

On 27th September, the 07.18 hrs Paddington to Paignton electric train heating stock was hauled by D1046 from Westbury on the Downward journey and later returned with the corresponding working, the 1400 hrs return, with the same stock.

Western 1010 was noted at Cardiff on 11th July and 1025 was in the Wheel turning shop at Canton Depot on the 4th August. The previous day, D1001 and D1052 had both worked into Cardiff on passenger trains. Other Westerns seen in the South Wales area during the same period included D1034 and D1056 working through Newport within minutes of each other on 5th August and D1057 and D1070 on Severn Tunnel Junction on the same day.

On August 6th Western 1013/21/26/69 were noted around the Bristol area, the latter two both being parked on Bath Road Depot.

Ex Works Western no1010 was noted at Westbury on 15th August being involved in an accident.

Western 1056 took only 30 minutes to reach Reading from Paddington whilst working a Cardiff train on September 16th. Other Westerns noted around the same area that day were 1022/40/3/6/58/9/63/7. On the 4th October, Western 1030 worked a Paddington to Birmingham train.

On 20th August, Western 1001 found itself amongst a quartet of locos enroute to Exeter, the others being 46010, 47056 and 47637. A similar occurrence happened on 7th September when a cavalcade of engines left Plymouth Laira enroute to Swindon, headed by 47501 pulling 08414 and Westerns D1006/50. At Taunton, the Brush 47 and shunter departed to the depot and another Western D1004 came off the depot and towed the other two Westerns to Swindon.

The three Hymeks scheduled for preservation are 7017 by the Great Western Society (presently stabled at Taunton Depot) 7018 by the Slough Model Railway Engineering Society (presently located at Didcot) and 7029 is to be privately preserved (this is also presently located near Didcot). Warshop 821 is also owned by Slough Model Railway Engineers and can be seen at Reading Gas Works in maroon livery in an ex works condition.

Dawlish Warr n has always been a great place for loco spotting and the period 16th to 23rd August produced the following foreign locos as well as the usual ones :- 31126, 33050/110, 45002/6/10/1/3/4/7/24/9/31/8/42/43/56/66/145, 46039, 47002/15/34/43/108/9, 47089/262/7/333/67/439/75/489, a fine mixture of engines for a weeks spotting.

Westerns are not the only class of locos to suffer failures on the W.R. During September and October the following failures all occurred. On September 22nd, 50016, failed at Exeter whilst working a train to Paignton and she failed again on October 3rd at Newton Abbot whilst working a Paignton to Paddington train. On the latter occasion she was replaced by D1064. Another Class 50, 50026 failed at Westbury on a Paignton to Paddington run on 24th September and previous to this she also failed at Cowley Bridge Junction, a mile from Exeter, causing a 60 min delay. The train was assisted into St. Davids by 33011.

On 2nd October 50048 failed at Reading whilst working the down Golden Hind, the replacement engine being 47142. Lastly on 13th October, a Liverpool to Plymouth train failed near Exeter. The train ran onto Exeter with 25080/158 pulling the derelict peak 45016 all three being replaced by 50039.

Ex works Haymarket engine 47274 was a visitor to Old Oak Common depot on 3rd August. Also present were Westerns 1022/58/64/72 and Bescot engines 47472 and 47473.

On October 30th PWM653 was noted at Oxford. It has recently been painted at Cardiff Canton.

As usual, foreign locos have been in abundance through Exeter. Engines seen working the Severn Tunnel Junction to Exeter Riverside freight during September and October have been 25022/73/112/3/20/30/44/242 and 31190. Others of note on various workings have included 31238, 33036/49/52/8, 37191, 47002/9/204/17/312/412.

An interesting working was that of steam locos, 4588 and 6412 from Paignton to (cont)

W.R. Rail News (Cont)

to Kingswear hauling B.R. coaches. A train arrived at Paignton behind 50033, and instead of changing to PVR Stouk, as is the normal practice, the steam locos just took over the whole train.

Three BRCW's noted at Reading on 2nd August were 33011/12/28.

On 4th August, ex BR shunter 3000 and 25282/88 were both on Canton Depot, whilst on the same day 47266 and 47365 worked the 1600 Paddington to Cardiff train. The following day, 37169 worked a freight to Severn Tunnel Junction and 47555 worked a Cardiff freightliner, whilst on the 6th August 47351 was noted through Newport on parcels.

EEC Class 37 No 37143 was finally recovered after laying idle in a ditch, for 8 months near Marine Colliery, Cwm, just south of Ebbw Vale. It was recovered using winching gear loaned by the North Sea Gas Co.

SCOTTISH REGION RAIL NEWS

The vast majority of stored Claytons have finally departed from Glasgow area. J. Cashmore of Great Bridge, Birmingham, have bought D8504/42/46/48/50/51/63, R. A. King of Norwich have purchased D8507/8/16/25/29/31/36/52/74/80 whilst J. McWilliams of Shettleston have acquired D8557/73, D8607/8/13/16. They are all scrap merchants who have bought the engines.

The situation of stored locomotives in Scotland during September was as follows. Cadder Yards held 24008/12/16/18/65/73/95/101 and D8613, Eastfield was host to 24006/104 and D8539 and Polmadie had 24003/71/96 and 27012. Further locos to be put into storage were 24102/3/32 on Inverness and 24106/8/9/11 on Haymarket.

Engines condemned are 24001/2/4/7/10/11/13/14/17/19/72/105/48, 26106 and 27039.

The depot at Motherwell is being rebuilt as a diesel, light repair and fueling point. This is planned to replace Polmadie, which is now being rebuilt as carriage and high speed diesel maintenance depot.

The locos involved in the Newspaper collision at Carstairs on August 24th were 25231 and 47207.

The 17.10pm Edinburgh to Newcastle train still provides interesting motive power. Noted on this turn during September have been 26012, 40154, 46021, 47093, 47313, and 55002.

On 23rd August, 40171/92, 46005/45, 47413/55/86, 47518/41 were all on Haymarket Depot. On the same date, Eastfield was visited by 25163 and 40119. Earlier in the month, on 13th August, Haymarket engine 40159 was seen on Eastfield in a damaged condition. Another visitor to Eastfield depot during August was 25008 off Tinsley.

At Polmadie on 23rd August were 40191 and 47087.

Longsight engine 40116 and 47174 from Tinsley were notable visitors to the granite city of Aberdeen on 13th August.

(cont)

FAREWELL TO THE 'WAVERLEY ROUTE' - 5th JANUARY 1969

For those too young to remember the 'Waverley Route' was the North British Railway route from Carlisle to Edinburgh Waverley. This was an extremely curvaceous route, passing through some excellent scenery, serving small towns such as Longtown, New-castleton, Hawick, and Melrose. If you have a pre-grouping Atlas the route can be easily followed. The line was opened in 1849 and during the last years it was gradually run down by B.R. until it was decided to close the line to all traffic on 5th January 1969. This decision by B.R. caused much protest and bitterness between them and the lines users, particularly the residents of Hawick, the largest town enroute, who said that a town of Hawicks size should not be cut off from the railway. They also put forward that the bus service was not as convenient as the train and not as quick if they wanted to go to Carlisle or Edinburgh. Despite these protests and a petition to the government the line was closed by B.R. on that day. To mark this occasion, R.C.T.S. (Railway Correspondence & Travel Society) organised a special 'last day' train. The journey was very good and an account of the days events follows.

At platform 9 of Leeds City Station on 5th January 1969, we were patiently awaiting the arrival of the 07.50 Manchester - Leeds (late of course!) before our train, the R.C.T.S special (1228) could leave for Carlisle on the first stage of our journey to Edinburgh. We were told that we would leave approx. 15 minutes late (0945), so we took this opportunity to photograph the locomotive --- an impressive 'Deltic' D9007 'Pinza' specially polished for the occasion, complete with white rimmed wheels.

When everyone was safely aboard, we were given the right of way and the familiar 'croak' of the Deltics horn was heard and we moved slowly out of the dingy station into the daylight, 15 minutes late. The load consisted of the then latest air-braked stock, 5 Mk11a open seconds, 2 Mk11a second/brakes and 2 restaurant cars. After the usual slow acceleration with a Deltic we were soon speeding northwards. Shipley Leeds Junction was passed only 7 minutes down at 10.00. Another fifteen minutes quickly passed and we were at Skipton picking up passengers. After a two minute stop here we continued through Hellifield and Settle Junction. At Settle we were brought to a dead stand for half a minute for some obscure reason. D9007 was now faced with the most gruelling climb on this stretch of line, the 13 mile ascent of lin 100 ('The Long Drag') up to Ais Gill Summit. 'Pinza' was opened up and the roar of the powerful 3.300 hp engine was terrific. After a couple of minutes we were thundering up the 1 in 100, the Deltic taking it in its stride. Blea Moor was passed only one minute late, and another $\frac{3}{4}$ minute was made up by the time we reached Ais Gill Summit. Just beyond this point the weather suddenly changed from sunshine to a heavy snowstorm, quite an incredible sight. We soon ran out of the snow, and between Crosby Garrett and Ormside we were again halted for $\frac{1}{2}$ minute, this time due to engineering works. From here we had a crew change for the next stage of the journey to Edinburgh, via the famous Waverley Route. We left Carlisle 7 minutes late at 11.49 we cautiously negotiated the junctions at Port Carlisle, near Kingmoor, and joined the North British Line.

Three photographic stops had been arranged, the first of which was at the lonely outpost of Riccarton Junction high in the hills of Roxburghshire. Here the sun was shining brightly and there was a layer of freshly fallen snow on the ground, giving a perfect setting for photography. About 15 minutes was spent here at we left at 12.50 --- well attempted to leave!! About two or three hundred yards outside the station on a long right hand curve on a gradient of 1 in 75 D9007 suddenly lost adhesion and started slipping!! The driver fought to keep the train moving 'opening up' in short bursts emitting clouds of blue-white exhaust, but we slowed right down to funeral march pace, (most fitting for the occasion). The driver kept up this incredibly slow movement, despite the engine roaring away. At one point the second man climbed out of the cab and plucked what looked like a rabbit from the path of the loco, (it could have been a large piece of rag),..... cont.

Farewell to the Waverley Route (Continued)

at this moment he appeared to be pulling the Deltic up the 1 in 75, at this there was a cheer from the passengers looking out of the windows. After persevering up this steep incline the Deltic got to grips with the rails and we slowly gathered speed Whitrope Summit. As we passed under a footbridge, we saw a 5 gallon oil drum on it and rapidly came to the conclusion that some person or persons, who were against the lines closure and/or wanted to stop our train proceeding, had coated the already frosty rails with oil. It almost worked!! From Riccarton Junc., to Whitrope Summit it took fifteen minutes to do about three miles. The next photographic stop was at Hawick. We again piled out and swarmed over the Station and surmounted Hawick south signal box steps to obtain an aerial view of 'Pinza' in the station. At the end of the station in the goods yard was Clayton type D8606 (ex Barrow Hill) in blue livery. On the platform amid protest placards was a black coffin and a placard on which was a B.R. Emblem and a slogan 'Its quicker by Hearse' on the coffin itself was written 'Waverley Route, born 1849, killed 1969 after 120 years'. Hawick was left at 13.27, St. Boswells and Galashiels were passed after 12 and 19 minutes respectively. The last photographic stop was at Fountainhall, and the driver positioned the engine beautifully under the footbridge astride the level crossing. Whilst we were there we had a look inside the signal box - it was in immaculate condition. On the platform was a relic of North British Days, a brass tap set in the wall with NBR keep the platform dry, set in stone around it, this was receiving a lot of attention, many photographs were taken of it. We departed from Fountainhall at 14.12 and sped towards Edinburgh. We joined the ECML at Monktonhall Junction, and passed under the Portabello East signal box four minutes early, the driver eased off and brought the train to a halt in Edinburgh Waverley exactly on time (14.50). We had just over an hour there, and as we left the platform a porter, in a broad Scottish accent said, "Platform 10 for going back". So we went over to No.10 and watched a shunter D3879 move some parcels vans about and a carriage cleaner clean a Royal Mail Coach E843W, in thick snow. Time was moving on, but there was no sign of our train, and the same porter came running up us and quite a few other people and said the train could not be turned round and it was at the same platform (No.19) So we rushed over to No 19 and boarded the train. We left Edinburgh 6 $\frac{1}{2}$ mins late and returned via the same route. On the return we were stopped at Kershopefoot and our coach was exactly on the Scotland/Englad border. After a Crew change at Carlisle we left at a tremendous pace and an RCTS chap opposite wondered if we were 'having a go' at the record for the time from Carlisle to Ais Gill. But this came to a rapid, air-braked halt between Langworthy and Culgaith, where we were stopped for 1 $\frac{3}{4}$ mins. After an uninterrupted run to Leeds, we arrived exactly on time (20.48). A perfect ending to a perfect day, except for the fact that the Waverley route had now closed. On return to Chesterfield from Leeds on the normal service train we came to a dead stand for 57 mins, at Calder Bridge Junc., near Normanton, because of frozen points and a fitter had to be sent for to free them. After changing at Sheffield we arrived at Chesterfield 1 hour 5 minutes late.

PETER CRAWLEY

Fot Rail News and articles in this edition we are indebted to Messrs:- Atkinson, Bröwning, Crawley, Doogan, Garner, George, Gleadhill, Gobbitas, Godley, Green, Howarth, Laws, Lewis, Morris, Pell, Reid, Smith, Whitley, Widdopp, Wylie, and Young.

cont.

.....(if it could have been a large piece of rag)

THE BEIGHTON FREIGHT LINES

On the outskirts of Sheffield about 3 miles west of Tinsley, ie 4 freight lines, There are no passenger services on these lines, FOR TWO OF THE lines lead to Tinsley Shed and the other two lines are the major freight lines from the North, which lead to the South & West.

Every night at 8 o'clock, the O.C.L. comes through at top speed, to Southampton, Unusual sightings on this turn recently have called up the engines 47246/256/128 47009/030 all shedded at Cardiff. Also 47538 'Python' worked a motorail through to Swansea.

Beighton has its fair share of class 40's noted seen working double headed on mixed freight on May 21st were 40002 and 40029 'Saxonia' working through to Tinsley. Also on the same day 47087 'Cyclops' worked light engine to Tinsley marshalling yard. On May 19th Eastfield Class 37 No.37151 worked a mixed petroleum tank train to Wigan. Other unusual Class 37's seen recently include 37305, 37213, 37043, and 37054.

In April this year, 46055 was seen pulling 3 ex steam locos to York preservation Museum, These were 4468 (60022) 'Mallard', 32 'Boxhill' and 737 (317377). Recent 'Peaks' seen on Motorail trains to Dover have included 46017, 46039, 46002, and on May 19th this year 45024 broke down on the motorail and Tinsley Brush 4, 47174 hauled the freight to Dover.

In July of this year, the Queens Train roared through Beighton, hauled by a class 47, 47042 in ex works condition. Here are some of the rare locomotives noted through Beighton recently:- April 29th 25263, 25286, 46013, May 7th 40095, 40196, May 9th 31118 & 31223.

Probably the 4 most unusual locos I have seen all came coupled together, working through to Crewe, light engine, these being 37239, 46001, 47421, and 47537 on July 16th.

In time to come Beighton may become electrified or at least passenger services may run on this line.

STEHEN ATKINSON

MY LAST BRUSH 47

In search of my last Class 47 I arrived at Doncaster, November 14th at 09.59. At 10.10 the announcer said 'I regret to announce to passengers awaiting the 10.20 to Edinburgh calling at York, Darlington, Durham, Newcastle, and Berwick is running 90 minutes late' This train is the 15.16 0800 from Kings Cross where there was a severe power failure. When 10.55 arrived a Brush 2 Class31 crawled into Platform 5 with eight coaches under the code of 1516. From the driver I learned that this was a special relief train from Grantham and that 31238 was the only main line locomotive available. This 31 came off and 47209 took over, eventually leaving at 11.16. As 47209 pulled away a 47 sped through with empty car train, I later found out that it was 47273 (HA) with the 4C03. I turned round and grabbed my binoculars as 08401 brought partially out of the North of the Works Yards, 55004. At 12.03 my 47370 came into platform of tanks. At 12.04 the 1516 arrived behind 55012, 104 minutes late. I arrived back in sheffield in time for the 1E87 Manchester Piccadilly to Harwich Parkestone Quay when I noticed the Barnsley train. This comprised of a Cravens unit SC51122. Quite an eventfull day, don't you think.

PETER WYLIE

TOURS PROGRAMME

WILL MEMBERS PLEASE NOTE THAT ALL VISITS TO DEPOTS ADVERTISED ARE SUBJECT TO THE PERMITS BEING AVAILABLE. WHEN A COACH IS RETURNING LATE, PARENTS CAN CONTACT P. HOWELLS FOR INFORMATION, PHONE NUMBER IN FRONT COVER.

Sunday 11th January

Tour No 76.01

SOUTH YORKSHIRE

This tour will include visits to depots at Bradford, Leeds/Holbeck, Healey Mills, Knottingley, Hull and Goole, plus as many stabling points as time permits.

Coach will depart as follows :	Returns	
Barnoldswick 6.30am	10.00pm	
Manchester 8.00am	8.30pm	Cost will be £2.50
Sheffield 9.30am	7.00pm	<u>Minimum Deposit £1.00</u>

Saturday/Sunday 24th/25th January

Tour No 76.02

LONDON & EAST MIDLANDS

An overnight tour to London via depots at Worksop, Peterborough, March, Cambridge. Depots in London to be visited will include, Willesden, Cricklewood, Stratford, Finsbury Park, Hither Green, Stewarts Lane, Old Oak Common, plus as many other stabling points as time permits.

Coach will depart as follows :	Returns	
Barnoldswick 6.00pm Saturday	10.00pm Sunday	
Manchester 7.30pm	8.30pm	Cost will be £4.50
Sheffield 9.00pm	7.00pm	<u>Minimum Deposit £2.00</u>

Sunday 8th February

Tour No 76.03

LINCOLNSHIRE DAY TRIP

This tour will include visits to depots at Tinsley, Wath, Doncaster (Depot & Works) Froddingham, Immingham, Lincoln, Shirebrook plus as many stabling points as time permits.

Coach will depart as follows :	Returns	
Barnoldswick 6.30am Sunday	10.00pm	
Manchester 8.00am	8.30pm	Cost will be £2.50
Sheffield 9.30am	7.00pm	<u>Minimum Deposit £1.00</u>

Saturday/Sunday 21st/22nd February

Tour No 76.04

OVERNIGHT MIDLANDS

This overnight tour will visit depots at Bletchley, Saltley, Tyseley, Bescot, Leicester, Wellingborough, Toton, Derby Works, (subject to permit being available) also as many other stabling points in the Midlands area as time permits.

Coach will depart as follows :	Returns	
Barnoldswick 6.00pm Saturday	10.00pm	
Manchester 7.30pm	8.30pm	Cost will be £4.00
Sheffield 9.00pm	7.00pm	<u>Minimum Deposit £2.00</u>

Information will only be available from Mrs. Howells if the tour is going to be over an hour late. The officials will not notify her in any other circumstances.

TOURS PROGRAMME (Continued)

Sunday 7th March

Tour No 76.05

STOKE CREWE & LIVERPOOL

This day tour will be another of our now famous 'Allerton Box' bashes (see Rail News L.M.R.) depots will include Cockshute, Crewe, Nortwich, Chester, Birkenhead, Allerton, Warrington, plus as many of the Liverpool stabling points as we can visit in the time allowed.

Coach will depart as follows :		Returning	
Chesterfield Stn	6.30am	9.30pm	
Sheffield	7.30am	8.30pm	Cost will be £2.00
Manchester	9.00am	7.00pm	<u>Minimum Deposit £1.00</u>

Saturday/Sunday 27th/28th March

Tour No 76.06

PLYMOUTH & CARDIFF

This overnight tour will again visit Plymouth for Westerns, other depots will include Exeter, Newton Abbot, Cardiff, Newport, Severn Tunnel Junction, plus any South Wales stabling points we have time for.

Coach will depart as follows :		Returns	
Chesterfield	5.30pm Saturday	9.30pm Sunday	
Sheffield	6.30pm	8.30pm	Cost will be £4.50
Manchester	8.00pm	7.00pm	<u>Minimum Deposit £2.00</u>

Saturday 10th April

Tour No 76.07

CREWE WORKS ONLY

Members should make their own way to the works for the 2.30pm visit, on this occasion it will not be necessary to book in advance, you may pay at the gate.

Friday 16th April to Monday 19th April (Easter Weekend)

Tour No 76.08

GRAND SCOTTISH

Due to the unavoidable cancellation of this tour over the bank holiday period, last year, it was proposed to run this tour over the Easter period 1976. As before it is intended to visit all the major depots and stabling points in Scotland. The cost will be £12.50 which includes two nights bed & breakfast accomodation at the same hotel for both nights. Of this amount, a deposit of £5.00 MUST be paid before 13th March to ensure that we have accomodation.

The coach will depart as follows :

Barnoldswick	12.30pm FRIDAY	10.30pm Monday
Sheffield	3.00pm "	7.30pm "
Manchester	4.30pm "	9.00pm "

Saturday/Sunday 1st/2nd May

Tour No 76.09

EASTLEIGH & RYDE

On this tour it is proposed to visit the only B.R. depot the N.C.T.S. has never visited ie Ryde I.O.W. Also other depots on the Southern region including Eastleigh
FULL DETAILS IN NEXT MAGAZINE ----- However you can book now.

Cost will be £4.50
Minimum deposit £2.00

RAIL NEWS EASTERN REGION

Details of firms who have purchased Claytons from B.R. for Scrap, can be found in SCR Region notes. The following Claytons have already been seen on route to their various destinations. On 7th September, D8507/8/16/25/29/31/36/52/74 were noted at Doncaster, on 10th September 25130 was seen hauling D8542/48/50/51 through Chesterfield and the following day 40019 pulled D8504/46/63 through Chesterfield.

Two of the Knottingley based Class 47's 47277/373, are now fitted with Automatic control and flashing lights. On September 5th, eight of Knottingleys allocation of Class 47's were on depot, plus three shunters.

Locos noted at March of late have been 40005 on 26th July, 40176 and 47463 on 28th July, 40037/62 and 47473 on 30th July and on 24th August 25042/212/302, 40053/83 were all on depot.

Bescot engine 25272 was a visitor to Kings Lynn on 29th August. Other visitors to East Anglia around that time were 25087 at Norwich on 26th August and 40175 at Peterborough on 28th August.

Class 40, 40044 was at Hall on 28th July.

Owing to flooding in the London Area during August, relief trains were run from Finsbury Park and Peterborough. One such relief, in the hands of 31214, worked through to Newcastle and then on to Edinburgh by 26001.

Brush 47's 47193/255 were on Stratford on 27th July and on 9th August 47443 was present.

On 28th July, Finsbury Park held foreign visitors 40095/130, 47143/339 whilst a few days later, on 1st August, Bescot loco 47143 worked into Kings Cross, and the following day Longsight engine 40115 was also at Kings Cross.

Class 31, No 31101 worked in and out of Mansfield Sidings on 26th August.

Unusual sightings around Barrow Hill in October included 08106 in the middle of a train on the 'th, 25254 towing 37243 on the 9th and on the 28th Bescot loco 25325 was on the shed, whilst peak 45002 was being used for Crew training.

Shunters 08075 and 08287 were both on Shirebrook shed on 4th October, having being damaged in a derailment at Worksop earlier that week. They were awaiting removal to Doncaster Works.

During September, engines 31205 and 37237 were seen at Doncaster with the two dot type route indicators, like deltics are equipped with.

On Sunday 20th July, 6233 'Duchess of Sutherland' was in steam at Bressingham Steam Museum for the first time since September 1974.

LNER A4 4498 'Sir Nigel Gresley' made a welcome return to the East Coast Main Line on 7th September, when it worked a special train from Newcastle to York and return

On 31st August, special trains to Shildon for the Steam Cavalcade were worked by the following locos, with the originating place of the specials in brackets:-

46030, 47408/522 (Kings Cross), 47174 (St. Pancras), 40032 (Euston), 40058, 47156 (Ipswich), 47149 (Leicester), 40119 (Manchester), 47255 (Leeds), 47284 (Chesterfield) 47220 (Grantham), 46021 (Sheffield), 47042 (Doncaster), 47047 (Huddersfield) and 46005/9 (Plymouth).

Extensive work is being carried out at Retford on the ECML. The Southbound Platform has been extended at the Northern end and a new parcels lift from the lower level station to the High Level Station has been built and a new embankment is being constructed.

On 14th September, 4472 'Flying Scotsman' hauled a special from Sheffield to Newcastle, on 21st September 4771 'Green Arrow' started off to do the same but unfortunately failed at Church Fenton and had to be rescued by Flying Scotsman which took the train to Newcastle and on 28th September 4498 'Sir Nigel Gresley' took a special from Sheffield to York where 'Flying Scotsman' again continued with the special to Newcastle.

Steam locos to call at Chesterfield Goods Yard during July and August whilst on their way to the Darlington area for the 150th Anniversary of Railways, to replenish their

cont.

coal & Water supplies, included 35028 'Clan Line' 6201 'Princess Elizabeth' 600 'Gordon' 75029 'The Green Knight' 7808 'Cookham Manor', 8233, 43106 and GWR Panier Tank 7752. On 1st September, they were all noted at various intervals during the day returning home from whence they came.

Other foreign locos to pass through Chesterfield have been 20200 with 31216 on 4th August with a train of Balast empties, 47085 on 8th August on a Bristol to Newcastle train, 40121 on 28th August with a Southbound oil tank train and on 3rd September 31167 was an unusual performer on the Harwich to Manchester Boat Train. On the 5th September shunter 03145 was noted in the middle of a Tinsley to Toton train worked by 24077 and 25095 and on 17th September 40054 worked a Portsmouth to Newcastle holiday train through Chesterfield and 37044 was on the Harwich Boat Train.

On 3rd October 20025 failed whilst working a ballast train and was seen through Chesterfield 40 mins late being towed by 20060 and on 14th October, Peak 45002 was unusually employed on a Ballast empties train.

Other unusual workings through Chesterfield during October included double headed Peaks 45077 and 46046 on the 20th and 20213 with 31276 on a ballast empties train on the 23rd. On 25th October Peak 45106 caused some disruption to services when its crankcase fell to bits at Chesterfield. After an hours delay, 45030 towed the loco and train through to Sheffield.

Specials through Chesterfield on the same date were hauled by 45058/109/27, 47035 47168/73/74/451/524. Other 47's passing through were 47007/118/43/282/329/31/77 448/89/536/42.

Hymek 7011 is still intact at Attercliffe Common, this was on the 3rd August.

THE CAMBRIAN COAST RAILWAY

One of the most beautiful railway lines in Britain is the Cambrian Coast Line. The fifty-seven-and-a-half-mile, single track route from Pwllheli to Machynlleth clings to the coast for most of the time, with the magnificent views of Cardigan Bay on one side, and the hills of Snowdonia on the other. Of the thirty-one stations and halts on the line, only about half a dozen are staffed.

At Morfa Mawddach (formerly Barmouth Junction) the line once divided for through trains to Birmingham and Liverpool via Bala and Ruabon. This line was closed to passenger traffic, however, in December 1964. At Dovey Junction, the line divides. One goes to Borth and Aberystwyth, the other along the coast to Barmouth and Pwllheli. On the Barmouth to Pwllheli section there are six trains a day to Pwllheli, and six back. There are a couple more on the Barmouth to Machynlleth stretch. On summer Saturdays there are through trains from Barmouth to Birmingham New Street and vice versa. There is also Saturday 0940 train from London (Euston) to Aberystwyth, and the 1007 from Aberystwyth to London. Both are diesel hauled. There are many day excursions run to Aberystwyth and Barmouth from Manchester, Birmingham, and Gloucester.

On most weekdays there is a diesel-hauled (Class 24) goods train from Shrewsbury (Coton Hill) to Pwllheli Locomotives spotted on the line during August 1975 included 24040/045/050/058/059/064/075/078/134/137/140/142/145.

All the diesel units on the line are based at either Chester or occasionally, at Tyseley.

There is an action group, without whom the line would not remain open, because the line was in great danger of closing. Why not pay it a visit?

R. D. GEORGE

(continued)

Rail News L.M.R.

On the Society's Liverpool and Manchester tour on Sunday 12th October 1975, all the Allerton shunters were noted during the day except 08290/1 and 08464, an excellent record.

On 8th September, the 06.50 train from London St. Pancras to Manchester Piccadilly was hauled by Cricklewood engines 25295/313 instead of the usual class 45 loco. Earlier in the year on the 30th August, 40145 was noted at Manchester Victoria and 25199 was on Newton Heath Depot.

Unusual locos seen through Eccles due to the accident at Preston Brook have included in multiple, 47535 and 87006, 47266 and 86037, 47531 and 86021, 47491 and 86227, 50022 and 87010, 50031 and 87030. Other engines were 45009, 46044, 47052/85/93 and 47204.

Foreign class 25's seen at Cockshute depot recently have been 25307/27 on 16th August and 25019/114/301 on 21st September.

During the summer, the Saturdays only Leicester-Skegness and Derby-Skegness workings have been class 20 hauled. Noted on August 9th were 20167 with 20198 and 20143 with 20176, in multiple.

Unusual combination to work through Nottingham in late July were 24023 pulling Peak 45148.

Class 24 engines stored in Kingmoor Yard during September were 24001/4/6/7/10/11/13/14/15/17/19/66/69/70/72/90/94/97 24099/100. By October 18th 24015/69/70/94/99/100 had departed and 24105/25148 had taken their place.

Engines in store at LMR depots during September were 24025/26/29/31/33/34/38/42/45/48/50/61 at Crewe Diesel Depot, 24005/20/21/22/24/27 at Reddish Electric Depot and 20001/4/5/6/50 at Derby.

Interesting Locos seen at Bletchley recently have included 37138/42/269/95/97/99 on Amey Roadstones trains and 25099/193. These were all noted during August and September.

On 8th July, 85039 failed at Scout Green on the ascent of Shap, whilst working the 'Royal Highlander' (Euston to Inverness). After being stranded for about an hour a following freightliner train was to push the failed train, but as it buffered up it gave the failure an almighty bump which caused the electric to start. Arrival in Inverness was only 10 mins late.

Locos on show at Derby Open Day on 30th August were 6203 'Princess Margaret Rose' 0-6-0T No 1708, 09021, 24083, 45075 and the Advanced Passenger Train.

Work has recommenced on 45071 (125) the only loco on B.R. still to be renumbered. When rebuilt, she will appear with twin head lights, similar to the Inverness/Haymarket Class 24's. The route indicators have already been removed.

Western 1041, was seen at Bedford Yard just south of the Station on 16th September.

On 18th October, a Sheffield to London Express hauled by Peak 45106, failed at Little Bowden Junction just outside Market Harborough, with a suspected generator fire. Assistance was afforded in the rear by another Peak 45119, which propelled the failed train and its own coaches to Kettering, where the failed loco was taken off and substituted with 45133. The train then continued on her journey, arriving in the capital 65 mins late.

Noted on Nuneaton stabling point on September 7th were 08461/7, 25076/251/8 and 40105.

Locos stabled at Rugby on August 22nd included 08085/684, 25173/93/236.

Specials seen passing through Leamington Spa during late August, with their destinations in Brackets, were 47488 (Yarmouth), 47441 (Scarborough), 24085/143 (Barmouth), 47351 (Paignton), 47108 (Yorks Races) and 47368 (Skegness). Westerns were also around, mainly dominant on Birmingham expresses such as D1013/55/63.

Unusual workings through Birmingham recently have included 31260, 37027/94/132/224.

(continued)

On 21st August, 37296 worked a DMU Shuttle service between Crewe and Cardiff. Interesting workings along the North Wales Coast towards the latter end of August were 25327, 46051, 47327, and 24057 coupled with 47187 on a Holyhead to Euston express.

A special to Aberystwith on 21st September, arrived behind 24056/146. The steam locos were hard at work on the Vale of Rheidol Railway, trains being in the hands of Nos 7 and 8 whilst No 9 was standing spare in the shed.

Locomotives are no longer stabled at Garston Docks, Instead they are kept on or near the old Speke Junction steam depot. Noted here on 12th October were 08679/838 57/916/7/23, 40009/18/79/130, 81019 and 85029.

On 4th October, G.W.R. Castle 7029 'Clun Castle' together with a G.W.R. Saloon left Tyseley MPD for Saltley where it took over the Dinting Railway 'Cathedrals Express' (Leeds-Hereford) for the steam section to Didcot. The train made excellent progress often reaching the permitted 60 mph limit imposed by B.R.

GRAND STEAM CAVALCADE

As many of you will know, the highlight of the 150th Anniversary of Railways was the Grand Steam Cavalcade from Shildon to Heighton on Sunday, 31st August 1975. Since early that morning, enthusiasts from all over the country, and indeed the world were converging on Shildon to witness this historic event.

We arrived at about 11.30, the road traffic being lighter than we had anticipated but already Shildon, usually a sleepy little industrial town, was alive with thousands of people buzzing with excitement. In Shildon Waggon Works Yard, it was an absolutely incredible sight, over thirty immaculate steam locos, smoke drifting across the yard, the drivers and firemen working hard giving their steeds a final polish ----- a sight long to remember. At about 11.50 the locos started moving about to get into the correct order for the Cavalcade. Every move was captured on film by the hundreds of camera carrying enthusiasts.

After watching these movements we made our way to the 50p enclosure and tried to find a good vantage point to view the cavalcade. Although crowded, we managed to find a reasonable place. By now the time was about 12.30, and we had to wait for the cavalcade to start at about 14.00 hrs. We were entertained by a couple of singing groups arranged by B.B.C. Radio Cleveland who were broadcasting live from Shildon. The time soon passed and at 14.00 hrs the cavalcade commenced. The locos, looking magnificent in the glorious sunshine, paraded, slowly and proudly past the crowds, estimated at 350,000, whistling and with the crews waving, acknowledging the crowds applause and waves.

In all the cavalcade took an hour and a half to pass. The locomotives in order of appearance were:- Replica of Locomotion; NCB J94 Type Tank; LMS Black 54767 'George Stvenson'; LNER Q6 2238 (63395); LNER P2 2392 (65894); LNER K1 2005 (62005) Caledonian Rly 419 (55189); LNER D49 246 'Morayshire' (62712); GWR Pannier Tank 7752; GWR 7808 'Cookham Manor'; GWR 6960 'Ravensingham Hall'; LNER V2 4771 'Green Arrow' (60800); LNER B1 1306 'Mayflower' (61306); LMS 8F 8233 (48773); WD 600 'Gordon' towing London Transport Electric No 12 'Sarah Siddons'; LNER A4 4498 'Sir Nigel Gresley' (60007) towing GNR No 1 'Stirling Single'; LNWR 790 'Hardwicke'; MR Compound 1000 (41000); LMS 'Jubilee' 5690 'Leander' (45690); LMS 6201 'Princess Elizabeth (46021); Wantage Tramway No 5 'Shannon'; L & Y 'Pug' 51218; LB & SCR AIX 32636 'Fenchurch' with coal in bunker painted white!!; SR S15 841 'Greene King' (30841); SR Merchant Navy 35028 'Clan Line'; IVATT 2-6-2T 41241; IVATT 2-6-0 43106; BR Standard 4MT 75029 'The Green Knight'; BR 9F 92220 'Evening Star'; the steam locos were followed by the APT 252 001 (W43000/01) which seemed completely out of place with the rest of the exhibits. So that was it, 3 years planning was gone, but greatly enjoyed and (cont)

(continuation)

appreciated by the massive crowds, in 1½ hours. Most of the locos continued to Darlington where they were exhibited to the public for the rest of the afternoon. They later returned to their home bases in ones, twos and threes.

PETER CRAWLEY

RAIL NEWS SOUTHERN REGION

On September the 19th Tinsley loco 47312 worked the 13.00 hrs Waterloo to Exeter as far as Salisbury and then worked the 17.55 hrs train back to Waterloo.

News of note on the S.R. during October, was the transfer of all Bournemouths allocation of 03 shunters to the ER, their replacement locos being 07010/2/3.

BRCW 33039 worked a Wolverhampton - Hastings special through Tonbridge on 13th July, diesel hauled passenger trains being a rare sight in this part of the country. Later the same month on 15th July, 33019 worked a Cambridge to Folkestone troop train through the same place.

Unusual locos to visit Southampton recently have been 47006 and 47294 on 4th August and 40128 and 47034 on 1st September. The latter loco had failed at Bambury and the Class 40 was the only loco available to take the train forward.

Eastleigh MPD boasted 47438 on 3rd August and 46006, 47468/539 the following day, On 18th October, withdrawn Southampton Dock shunters 2992/8 were still lying idle on Eastleigh Depot.

On the same day, the Isle of Wight shunter, 05001, was stabled in Sandown Yard, with its RY stickers missing.

A tour of the SR during the first week in August revealed the following Brush 47 locos, 47265 at Folkestone on 3rd August, 47078 at Fratton the same day 47015/112 503 at Weymouth on the 6th, 47478 at Poole the same day, 47523 at Norwood junction on the 7th and 47049 at East Croydon on the following day.

WORKSHOPS

EASTLEIGH (25-10-75)

35007, 33009, 33044, 33053, 33110, 73132, 73139, 74007.

ST ROLLOX (18-11-75)

08853, 08938, 20083, 20118, 20179, 20222, 25234, 26005, 26021, 26045,
27002, 27006, 27009, 27012, 27034, 27039, 27109, 27114, 27212.

SCRAP LINES

D3045, 24003, 24008, 24012, 24016, 24071, 24095, 24098.

STRATFORD (28-9-75)

08231, 08493, 08494, 08531, 31177, 37134, 40067, 40155, 47005, 47160,
DB968002.

DONCASTER (9-11-75)

03073, 08003, 08006, 08081, 08092, 08101, 08138, 08243, 08256, 08420, 08530,
08543, 08671, 08813, 08859, 08872, 31002, 31005, 31011, 31017, 31136, 31142
31144, 31148, 31185, 31207, 31244, 31282, 31296, 31403, 31423, 37001, 37002
37026, 37030, 37041, 37115, 37143, 37164, 37184, 37218, 37258, 37267, 55001
55004, 55007, 55009, 55021, 84001, 84008.

DONCASTER SCRAP LINES

03014, 03055, 03058, 03091, 03104, 03109, 03155, 03167, 02173, 03001,
03021.

DERBY (9-11-75)

08008, 08077, 08091, 08098, 08106, 08195, 08263, 08303, 08379, 08383,
08534, 08611, 08634, 08647, 08680, 08704, 08739, 08747, 08758, 08759,
08849, 08893, 08906, 08920, 08928, 09005, 09017, 20003, 20021, 24042,
24048, 25017, 25052, 25064, 25066, 25074, 25121, 25250, 25313, 45008,
45014, 45021, 45025, 45034, 45036, 45040, 45047, 45051, 45065, 45071,
45074, 45110, 45114, 45116, 45123, 45129, 46024, 46026, 46031, 46035,
46038, 46043.

SCRAP LINES

08074, 08179, 08236, 25045.

DEPOT (Ex Works)

08841, 08914, 08925.

SALES LIST An S.A.E. or a Stamp should be enclosed with all orders

N.C.T.S. Allocation Book incorporating names of all named locos	20p	
N.C.T.S. Depot Order Allocation Book	20p	
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N.C.T.S. DMU/EMU Book	15p	
N.C.T.S. Stabling Point book incorporating Directions	20p	
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