

pletely new frames and cylinders. . . . Exmouth Junction Pacific No. 34016 was on Norwood Junction shed on February 9. . . . Baynards station, on the Guildford-Horsham branch, was the location for a B.B.C. TV film unit on February 17, and for their purposes two Guildford engines, "T9" No. 30310 and "M7" No. 30026, were re-numbered 10 and 26 and had their B.R. crests covered up; special permission had to be obtained for the "T9" to travel this branch. . . . An unusual visitor to Guildford on February 14 was standard Class "4" 4-6-0 No. 75077.

(For S.R. information we are indebted to Messrs. D. Page, J. Richards, R. D. Condon, R. Jones, B. R. Elphick, M. J. Foster, D. J. Bubier, R. R. May, M. J. Whybro and B. R. Whitty.)

SCOTTISH REGION

The rumour reported last month was correct—Swindon practice has reached the Highlands. On February 11 W.R. pannier tank No. 1646 paused at St. Margaret's Edinburgh, on its way north; it was seen shunting at Inverness on February 16 and has since been transferred to Helmsdale for use on the Dornoch branch. Also on February 16, Inverness shed was host to two English Class "5" 4-6-0s, Nos. 45230 (11A) and 44951 (25F).

For the Wales-Scotland Rugby international at Murrayfield on February 2, special trains began arriving as early as January 30 and brought numerous unusual visitors to the capital's Princes Street station and to Dalry Road shed. Crewe engines predominated, but rarer birds included: on January 31, Nos. 45733 (3B) on the 6.58 p.m. from Swansea (Victoria), 45686 (1A) on the 7.20 p.m. from Treherbert, 46132 (8A) on the 7.50 p.m. from Cardiff and 45644 (9A) on the 8.27 p.m. from Neath; on February 1, Nos. 45672 (1B) on the 5.37 p.m. from Swansea (Victoria), and 44800 (6B) on the 7.10 p.m. from Newport; and on February 2, Nos. 45000 (2A), 45065 (3D), and 45569 (55A). On the Saturday the booked engine for the 4.23 p.m. Princes Street-Perth failed and 2-6-4 tank No. 42268 (64C) was turned out instead, working right through and then reportedly carrying on to Dundee.

Our Aberdeen correspondent writes that one of the Gresley "V4" 2-6-2s, No. 61700, has been withdrawn from Ferryhill shed; it is believed that this resulted from the need to manufacture new spares to effect repairs. At the end of January, Haymarket loaned an "A3," No. 60101, to Ferryhill to replace an "A2" at works; usually an "A2" is sent in such cases. On January 28 and 30, Polmadie did not have a "Clan" Pacific available for the 5.55 p.m. Dumfries-Aberdeen fast freight and they borrowed

Newton Heath "Jubilee" Nos. 45661 and 45706 (respectively), which worked right through to Aberdeen. Both engines returned south with the next day's 10.10 p.m. return train to Dumfries, which they worked as far as Glasgow. On February 22 Polmadie used one of their "Scots," No. 46107, on the Dumfries-Aberdeen train.

An "N2" 0-6-2 tank, No. 69510, has been transferred to Hawick for a recently introduced 6.15 p.m. Hawick-Newcastleton hosiery workers' train. Class "5" 4-6-0 No. 44700 was unusual power for the 5.45 p.m. Edinburgh-Hawick relief on February 23.

(For Scottish information we are indebted to Messrs. J. King, J. F. Seidler, C. J. Galloway, W. G. Laing, I. S. Paterson, D. W. Smith and R. Barbour.)

LOCOMOTIVE STOCK CHANGES

"N.Y.A." denotes "not yet allocated" (on official lists received). This list is correct to the following dates: L.M.R.—January 26, 1957; E. & N.E.R. February 16, 1957; S.C.R.—January 19, 1957; W.R.—December 29, 1956.

NEW ENGINES

Diesel Mechanical 0-6-0: 11163-32B; 11185-40A; Diesel Electric 0-6-0: 13297-55B; 13334/5-41A; Class "5" 4-6-0: 73145-N.Y.A.; 73160/1-52A; 73162-50A; Class "4" 4-6-0: 75053/4-6A; 75055-15D; Class "9F" 2-10-0: 92094-36A; 92119-18B.

ENGINES WITHDRAWN

361/76, 3018, 40414/8, 41064/85, 41108/51, 43891, 43959, 44024, 49035/68, 49189, 49316, 51447, 52196, 52418, 54440, 55053, 55125, 57460, 58142, 62265, 62397, 62430, 62609, 64312/27/30, 64432/48, 65537, 67199, 67346, 67451, 68232, 68351, 68412, 68503/95, 69331/48/65/9, 69503.

ENGINES REALLOCATED

London Midland Region: 8406-21C; 13117-18A; 13248/9-14A; 40143-9A; 40202-6D; 41089-21B; 41211-10D; 41220-6H; 42120-9B; 42375-5D; 42404-12A; 42445-8E; 42747-1A; 42786-9A; 42937-5B; 43025/6-12C; 43028/9/35-11D; 43995-15A; 44133, 44217-18C; 44175-15A; 44241-27E; 44292-2B; 44459-5D; 44491-2E; 44492-3D; 44663-14A; 45003-5A; 45077-24E; 45221-15D; 45257-3E; 45274-14A; 45304-10C; 45390-5A; 45429-3E; 45441-6G; 45546/53-5A; 45561-17E; 45623-10B; 46432-12C; 46440-17A; 47201-27E; 47530-8E; 47627-6C; 47658-5F; 48056-17D; 48125-18A; 48280-21A; 48623-15C; 48727-3A; 49025-10A; 51397-6E; 56027-M. & E.E. Crewe Works; 68598-6E; 73004-17E; 73138-15C; 73140-6J; 78057-6K; 80092-6H.

Eastern Region: 11113-32D; 11124-40B; 11141-32B; 11179-40F; 11507-30A; 13159-40B; 15004-35A; 60108-34A; 61001/5/83-35C; 61111, 61311-30A; 61546/9-31A; 61801-31B; 61812/29-36A; 61957-32A; 63652/70/87, 63780, 63879-31B; 63775-39A; 63944-36E; 64913-32A; 65361, 65467-A; 67398-35A; 69284-40E; 69319-34E; 69616/7/9/20-31A; 69721/7/33-30E; 90066-38E; 90298-30A; 90383-40B; 90498-30A; 90674-40B; 92010/31/43-38B.

North Eastern Region: 41251-56G; 43054-51D; 61019, 61100, 61238-52C; 65675-52C; 65870-51K; 67246, 67329-54A; 68731-52A; 69434-56C; 90457-50D.

Scottish Region: 42247, 42740-66D; 44196-66C; 55200-63C; 55211-67B; 55220-63D.

Western Region: 2835/67-81D; 2848/82-84K; 3835-81D; 4110-84H; 4939-81E; 4981-87J; 4990-83G; 5003, 5336-83D; 5378-83E; 5647-81E; 5916-86A; 5959-83C; 5981-82B; 6856-83B; 6871-83F; 6942-83E; 6967-82F; 7029, 7812/24-83D; 8730-84K; 9311-83F; 9642-88E; 46506-82B; 46526-89A; 70015/6/7/8/9/20/2/4-86C.

SOCIETY COLUMN

THE ELECTRIC RAILWAY SOCIETY

ON February 6 members heard Mr. R. A. Nash speak on the tickets of the Metropolitan Railway. After emphasising that the first tickets used on the "Met." were of Great Western origin, he showed many samples, including the very gaily coloured special tickets then issued. Finally he surveyed the many joint tickets, in which the Metropolitan Railway was one partner. Colour films on North American Rapid Transit will be shown by Mr. H. Luff at the next meeting on Wednesday, April 3, at 7.15 p.m., in Fred Tallant Hall, 153 Drummond Street, London, N.W.1. Interested readers are invited to attend; they may care to enquire further of the Hon. Sec., E.R.S., 4 Sandhurst Road, Sidcup, Kent.

THE GLOUCESTERSHIRE RAILWAY SOCIETY

THIS year's Rail Tour, on which readers are especially welcome, will be a trip over the S. & M.J.R., on Saturday, May 11, 1957. Leaving Gloucester Eastgate at 9.45 a.m., the route will be: Cheltenham Lansdown (to pick up passengers), Evesham, Stratford-on-Avon to Woodford Halse, where there will be a break to enable participants to have lunch and for a limited number to visit Woodford M.P.D. From Woodford Halse the S.M.J. line will be regained, travelling to Blisworth and thence on the main line to Wolverton, where there will be a visit to the Works. The return trip will be over the branch from Blechley to Banbury, and it is hoped that the return journey can be made over the line from Kings Sutton to Kingham, thence Cheltenham and Gloucester. Unfortunately British Railways cannot guarantee the Kings Sutton to Kingham section, as there may be a possibility that the line will be closed completely before the date of the trip, owing to the state of some of the bridges. In this event the return will be made via Oxford Road Junction, Yarn-ton Junction and Kingham. The fare for this tour will be 30s., and early application for tickets, which are limited, is advisable. Further details of this trip or of membership of the society, can be obtained from the Hon. Secretary, G.R.S., Mr. P. J. Edwards, 83 Merevale Road, Gloucester, upon receipt of a stamped addressed envelope.

SOUTHERN COUNTIES RAILWAY SOCIETY

THE Executive Committee have continued to arrange meetings and visits as varied and interesting as possible, meetings being held mainly in Southampton, Eastleigh and Winchester. They have included talks on such subjects as South Coast railway steamer services, Travelling Post Offices on British Railways, Reading as a railway centre, and a rather unusual subject, "Railways on Records." Speakers throughout the year have included Messrs. H. A. Allen, G. A. Jacobs, A. R. Sansbury, W. A. Stearn and M. W. Earley. Visits have been made as far afield as Blackpool and Plymouth (making use of through excursion trains), to study the general pattern of railways in those areas. Other places visited have included Eastleigh East and West boxes, some West Hants branch lines, and Dorchester South station and box. Full details of membership, etc., can be obtained from the Hon. Secretary, Mr. W. A. Stearn, 11 Luccombe Place, Shirley, Southampton.

BRANCH LINE SOCIETY

THE Branch Line Society is now able to announce full details of an attractive 150-mile tour of closed lines in Yorkshire. The special train—"The Yorkshireman"—will cover the following route: York-Alne-Fasingwold Railway-Pilmoor-Gilling (closed)-Kirby Moorside (closed)-Malton (closed)-Driffield (closed)-Selby-Church Fenton-Gascoigne Wood Junction-Sherburn in Elmet-Tor. The tour will take place on Sunday, June 2, and the fare, inclusive of itinerary, will be 24s. The special train will consist of open stock and a buffet car and will be hauled by a Class "D20" 4-4-0. The train over the Easingwold

Railway will be hauled by a Class "J71" or "J72" 0-6-0 tank. Bookings for the tour should be made, enclosing foolscap stamped addressed envelope, to Mr. G. C. Lewthwaite, 11 Armlay Grange Avenue, Leeds 12, remittances being payable to the Branch Line Society. A special train will also be run from Kings Cross on May 26. The route will be: Kings Cross-Hertford-Huntingdon North-Huntingdon East-Somersham-Ramsey East (completely closed)-St. Ives-Ely-Sutton-Ely-Denver-Stoke Ferry (closed)-Thetford-Bury St. Edmunds (closed)-Liverpool Street (via Cambridge). Special motive power including a Class "B12" 4-6-0, Class "J15" 0-6-0 and Class "D16" 4-4-0 will be used. The fare will be announced later. Full details of this tour, when available, will be sent on receipt of a stamped addressed envelope to Mr. I. Hurst, 25 Hillary Mount, Billericay, Essex, to whom all enquiries about the Society and its many other activities should be addressed.

THE RAILWAY CORRESPONDENCE AND TRAVEL SOCIETY

INDOOR meetings continue to be the predominant feature of the Society's winter activities, and branch meetings are being held regularly in many centres. By means of these, members living in practically any part of the country are able to join in activities of the Society. The annual "L.S.W.R. Night" is now a popular feature of the South of England branch, and this year was again full of information and recollection of the major constituent company of the Southern Railway. New ground was broken at a recent London branch meeting when the Editor of Cook's Continental Timetables, Mr. J. H. Price, spoke on "Passenger Services on the Continent." With the aid of illustrations, he took members on an imaginary journey from London to Hanover, and then paid lightning visits to various other countries, where varying railway practices were illustrated. Both the Northampton and Merseyside branches have had film shows provided by the B.T.C. At the former, members saw the organisation of a large French marshalling yard in "Railroad," and also had more technical fare in the form of "Absolute Block Signalling." More foreign topics were dealt with in "602 Must Go Through," depicting the efforts made in the Norwegian winter to keep the trains running. "Vintage Photography" was the subject taken by Mr. J. P. Wilson for a recent lecture to the East Midlands branch. Starting with the famous photographs of the Crampton engine *Folkstone* at the Great Exhibition in 1851, he traced the development of railway photography over the years.

GLASGOW UNIVERSITY RAILWAY SOCIETY

THE Glasgow University Railway Society has arranged an excursion over the North British Aluminium Company's narrow gauge railway between Fort William and Loch Treig on May 27. Though accommodation is limited, applications from persons outside the Society are invited. Those desirous of further information are requested to write immediately to the Hon. Secretary, c/o University Students' Union, University Ave., Glasgow, W.2, enclosing a stamped, addressed envelope.

THE RAILWAY CLUB

THE Annual General Meeting of the Railway Club was held on February 1 with the President, Mr. Kenneth Brown, in the Chair. The Annual Report showed another year of expansion and a strengthened financial position. The question of improved premises for the Club rooms has been receiving close attention and it is hoped to make an announcement concerning removal in the near future. The following elections were made for the coming year: *Honorary Secretary*: Mr. B. D. J. Walsh; *Honorary Treasurer*: Mr. A. Roose; *Honorary Librarian*: Mr. K. G. Carr; *Honorary Steward*: Mr. H. A. Vallance; *Committee*: Messrs. H. V. Borley, D. Cullum, J. E. Norris and R. C. Riley. Monthly visits have been continuing as usual and recent visits have included the London Transport branch to Aldwych, Potters Bar signalbox, Bishopsgate goods station and Durnsford Road power station and electrical repair shops. In addition to the regular monthly meetings, a series of additional information meetings has been held.