

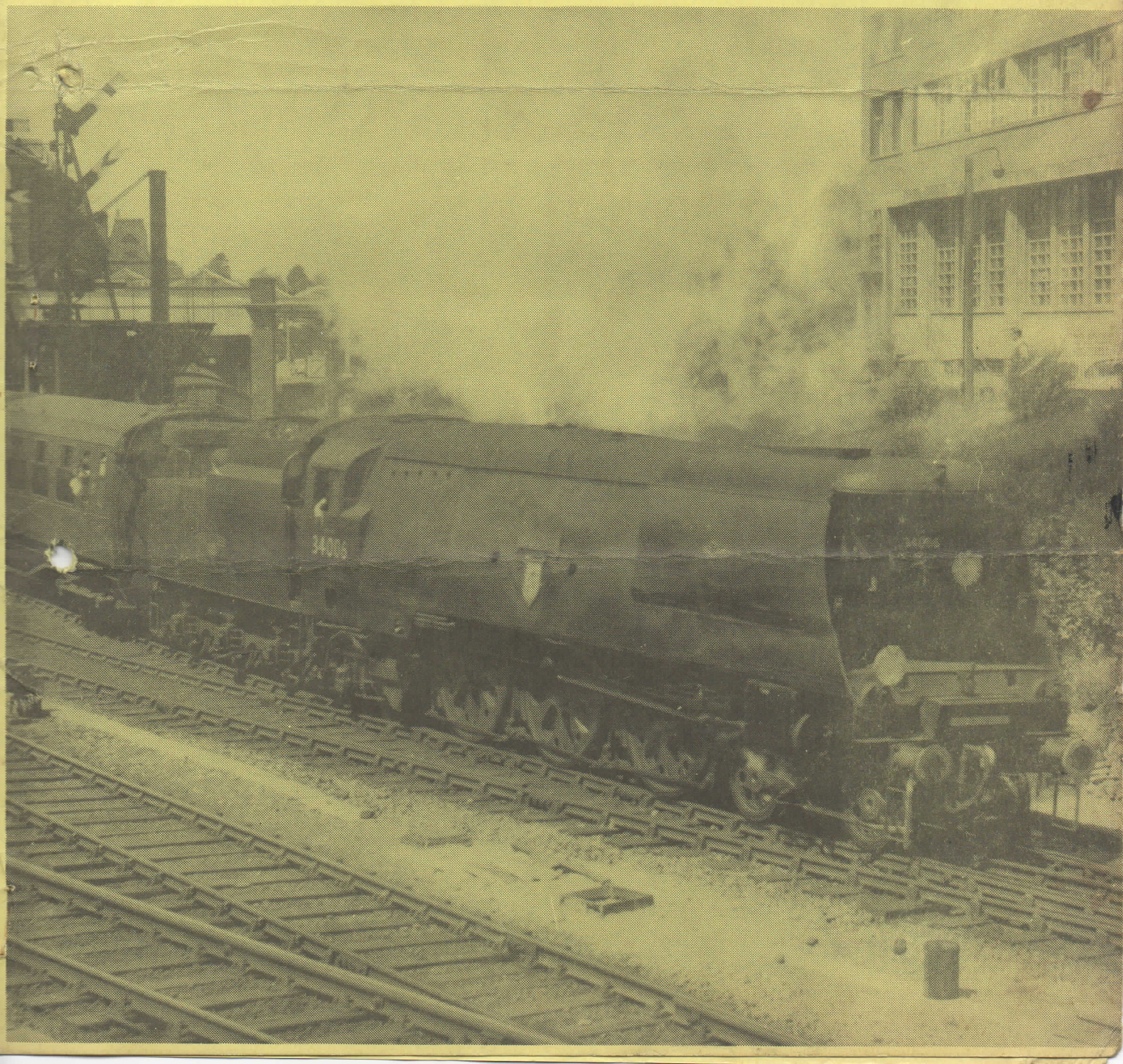
BUCKLEY WELLS
TRANSPORT ENTHUSIASTS
(Railway Section)

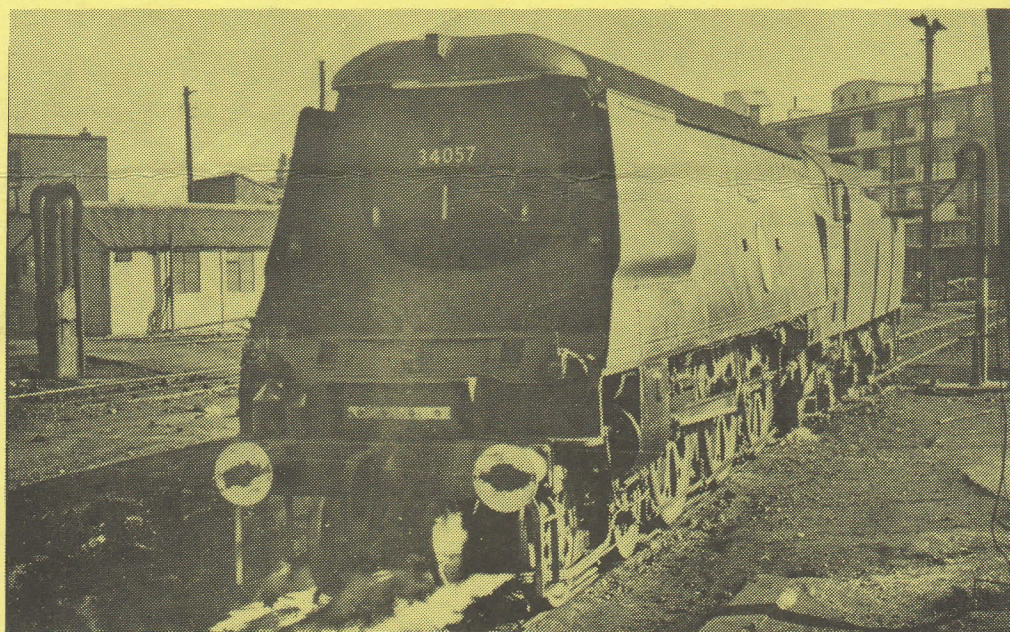
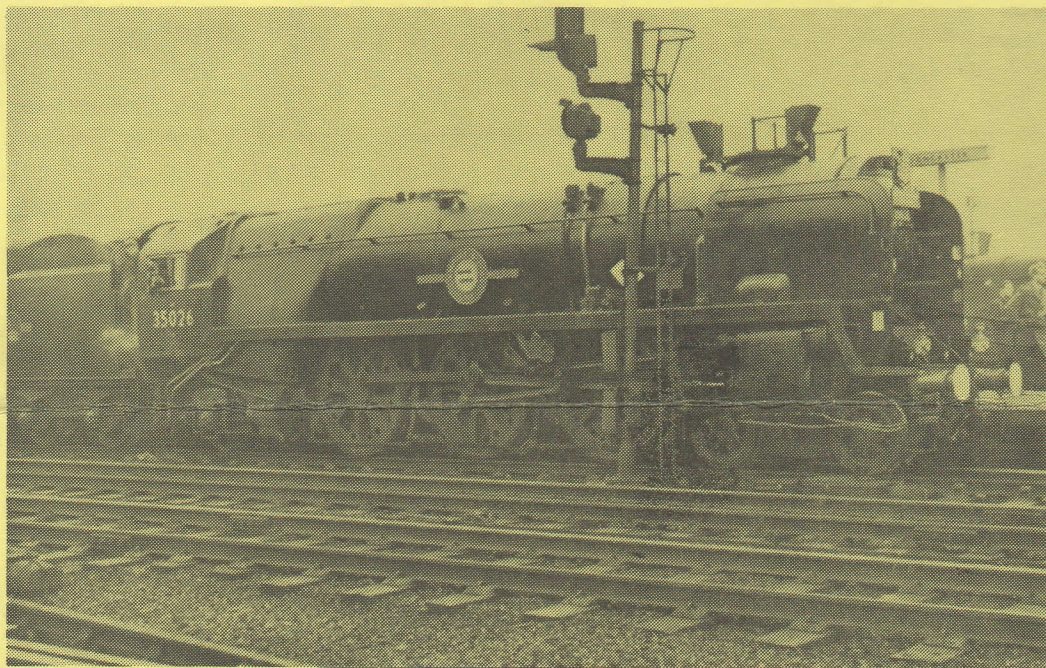
General Secretary:

D. FELTON

76 Heywood Street,
Bury, Lancs.

Telephone 061-764 4230





BUCKLEY WELLS RAILWAY ENTHUSIASTS

Magazine Number 16: April, May and June, 1969.

Bookings Secretary.
J. C. Bowles,
10, Buckley Drive,
ROMILEY,
Stockport, Cheshire.

General Secretary.
D. Felton,
76, Heywood Street,
BURY, Lancashire.
Tel. (061) 764 4230.

Tours Planner.
W. J. Frisby,
60, Kings Road,
Fairfield,
BUXTON, Derbyshire.

Publicity Officer.
A. Fawcett,
30, Lower West Ave.,
BARNOLD SWICK,
Via Colne,
Lancashire.

Sales Officer.
S. Willis,
210, Southport Road,
SCARISBRICK,
Nr. Southport, Lancs.
Tel. Scarisbrick 524.

Membership Secretary.
B. M. Harrop,
10, Baddeley Close,
Bridge Hall Estate,
Adswold,
STOCKPORT, Cheshire.

Rail-News Editor.
D. Lewis,
72, Lansbury Road,
ECKINGTON,
Nr. Sheffield,
Yorkshire.

Officials.
R. Heys.
C. Priestley.

Publications Officer.
B. J. Towey,
25, Calder Crescent,
WHITEFIELD,
Manchester.
Tel. (061) 766 6772.

Area Representatives:-

Scotland: G. Gilmour, "Lilybank", 27, Townhill Road, Dunfermline, Fife.
N. East: R. Hopper, 8, Sanderson Road, Horworth-on-Tees, Darlington, Co Durham.
Altrincham: M. Garrity, 37, Mainwood Road, Timperley, Altrincham, Cheshire.
Sheffield: D. L. Holt, 35, Windyhouse Lane, Sheffield, 2, Yorkshire.
N. Midlands: S. Joseph, 7, Church Road, Blurton, Stoke-on-Trent, Staffordshire.

We are in need of area representatives in many other areas, so, if you are interested and over 15 years of age please contact our Publicity Officer (address above) for further details.

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NOTES FROM THE GENERAL SECRETARY

It is with deepest sympathy that I have to announce the death on Wednesday 26th February, 1969, in Manchester Royal Infirmary of Andrew Gavin, of Hazel Grove, Cheshire. This followed a very short but serious illness. Andy, as he was known to most members, was a regular attender on our tours, and was well known for his brilliant humour and famous B.R. hat he often wore. Interment took place at Stockport Cemetery on Saturday 1st March, 1969. His parents would like copies of any photographs which members may have of him, and I would be obliged if you would kindly lend me the negatives for a short period of time as soon as ever possible.

It is also with regret that I have to announce that Dan Bramall was admitted to Sheffield Royal Infirmary on Thursday 20th February, 1969, with a broken femur, following a road accident near his home. If anyone would like to write to him, he will be pleased to hear from you at his new temporary address:- c/o. Ward 5, Sheffield Royal Infirmary, Sheffield, 6, Yorkshire, or if anyone would like to go and see him sometime please contact his parents 1, Kirkedge Drive, Worrall, Near Sheffield, telephone Dughtibridge (STD Code 0741 6) 2586. As he will be resident here for about three months, I am sure even a few lines would adhere his boredom a little.

As you may have seen from the previous page, our Treasurer, Mr. Bryan Schofield has had to resign his position due to business commitments, and for the time being at least I shall be carrying out his duties. We have however appointed a new Official, who many of you will already know - Barrie Towey. He has already done considerable amounts of work for the Society, in the various publications we have produced, and we have now put him in charge of compiling at regular intervals Depot allocation lists, Loco shed Books, List of preserved locos etc., which will be introduced in the very near future.

As you will have realised by now, the format of this magazine has been changed somewhat, if members have any other ideas on how we could improve the magazine, or any new items which we could include, would they please contact me in due course. Any sensible ideas will be considered.

Over the past few months since the end of steam, membership has been on the decline, and for this reason, over the next couple of months we shall be holding an intense membership campaign. We herewith enclose a poster advertising the Society, which I hope you can get displayed in some predominant position, e.g. your local shop window, or school notice board. Further supplies of these posters and/or application of membership forms, can be obtained either from the Membership Secretary or Publicity Officer, on request. Please try and help us in the campaign and get as many new members as ever possible, supplies of Hand-out literature about the Society can be obtained from the Publicity Officer. Remember, more members we have and cheaper we can keep our tours, so this is for your own benefit in the long run.

Connected with the above membership campaign, we are also in need of area representatives to canvass for members in their local area, and supply us with local area Rail-News, anyone over 15 years of age who is interested in this should contact the Publicity Officer as soon as ever possible.

cont.....

NOTES FROM THE GENERAL SECRETARY CONT.

Once again I must remind all members about telephone calls, due to a slight alteration in our weekly programme. The General Secretary will not be at home on Tuesdays, Wednesdays and Friday evenings, so it is a complete waste of your time and money ringing on these evenings. If you want to phone up for some reason or other ring on either a Monday or Thursday evening, between 7-00pm and 9-00pm. Remember this is for your benefit, and not mine so it is your own interest to take note of this.

There are still a limited number of places available on our 10 days tour, 1st - 10th August, 1969, this as been brought about by one or two cancellations. Full details of this tour can be found in magazine number 15, with which was sent a special booking form, or can be obtained upon request from the General Secretary. We have extended the closing date for applications upto 10th April, 1969, BUT please note this will definitely be the last date on which you can book, so if you are still interested in going - BOOK AT ONCE.

Our Information and Records Service, is proving quite popular amongst members, and if you require details of any particular locomotive, either depot of allocation, or where most frequently seen etc., please do not hesitate to contact Mr. Hyde. However, we are always in constant need of information from members of locomotive movements in their particular area, so if you go for a day out "train spotting", where ever it may be, please do not hesitate to send a copy of the numbers you have seen to Mr. Hyde. Please note that as and from 1st April, 1969, Mr Hyde's new address will be 33, Beeton Ave., LITTLE LEVER, Near Bolton, Lancashire.

One final word, on behalf of the Society I would like to send our congratulations to Mr. Allan Baldwin of Colne, a long standing member of both the B.W.R.E. and Salford Loco Society, who was married in Colne on Saturday 15th March, 1969.

R A I L - T O U R

MANCHESTER - LONDON, BEHIND 4472 FLYING SCOTSMAN, SUNDAY 22nd JUNE, 1969.
(Run in association with and by kind permission of Williams Deacon's Bank)

4472, Flying Scotsman, will haul a special train from Manchester to London St. Pancras on Sunday 22nd June, 1969. The train will depart from Manchester Piccadilly at approx 8-00am behind a Bo-Bo electric, calling at Dinting at 8-20am arrive/8-50am depart (approx) to view "Bahamas" and other locomotives in steam and then onto Sheffield Victoria to depart at approx 9-20am behind Flying Scotsman for London St. Pancras, via Darnall and Leicester etc. The return journey will depart from St. Pancras at approx 5-00pm, and return via the same route, "Flying Scotsman" being exchanged for a Bo-Bo electric at Sheffield at approx 9-00pm and due to arrive back in Manchester for approx 10-00pm. Tickets for this tour, which will be one of "Flying Scotsman's" last before going over to the U.S.A. in early August, will cost £6-10-0d each with a very limited number of reduced tickets for juveniles under 14 years of age at £4-0-0d each. For further information see enclosed booking form and/or contact G.C. Davies, Esq., Williams Deacon's Bank Limited, 572, Stockport Road, Longsight, MANCHESTER, 12.

COMPETITION PAGE

The competition in this edition of our magazine is all about British Railways Steam Locomotives in the 1960's. There are a possible 100 marks for this competition, and the two members with the highest scores will both receive a voucher to the value of 10/0d towards any future coach tour. Copy your answers on to a plain piece of paper and send them to our Publicity Officer:- Mr. A. Fawcett, 30, Lower West Ave., BARNOLDSWICK, Via Colne, Lancashire, to arrive on or before 30th April, 1969. Please remember to state your name, address and membership number of your entry. Both winners will be notified and their names will appear in the next edition along with the answers. The judges decision shall be final.

N.B. This competition is not as hard as it at first looks, so don't be frightened by it, have-a-go, and see how far you can get!!! (The number in brackets after each question shows the possible number of marks for that question)

1. How many steam locomotives were in service at 1st January, 1960?
A. 17500; B. 15000; C. 12500; D. 10000. (2)
2. Which wheel arrangement remained most numerous in the 60's? (2)
3. How many different tank wheel arrangements were in existence at 1st January, 1960? (2)
4. Six tank wheel arrangements became extinct between 1960-2 in which the Southern Region accounted for 5. Identify other type & Builder (5)
5. Which wheel arrangements survived at 1st January, 1968, excluding narrow gauge locomotives. (6)
6. In what year was the greatest number of steam locomotives withdrawn and approx how many? (4)
7. How many Bulleid Pacifics were not modified? (2)
8. In what year was the last L.N.E.R. class V1 tanks rebuilt to V3's and what were their numbers? (5)
9. What was the last Franco-Crosti Boilered 2-10-0 to be converted and in what year did this take place? (4)
10. How many new steam locos were built in 1960, and what were their Nos (6)
11. Which three locomotives were withdrawn by the Scottish Region and then reinstated by the London Midland Region in 1963. (5)
12. Which was the last L.N.E.R. class to remain intact? (2)
13. Which was the last ex L.M.S.R. class to remain intact? (2)
14. Which was the last ex G.W.R. class to remain intact? (2)
15. Which was the last ex S.R. class to remain intact? (2)
16. Which was the last B.R. class the remain intact? (2)
17. Last major pre-grouping company to become extinct? (2)
18. What was the last Eastern Region Steam Locomotive to be withdrawn? (2)
19. What was the last ex L.M.S.R. tanks to be withdrawn, and what where their duties and location? (10)
20. 32 ex G.W.R. type locomotives survived at 1st January, 1966 of which Panniertanks accounted for 30, Which were the other two? (5)
21. Identify the last class of pre-grouping tanks to remain on passenger duties and state their location? (5)
22. Which was the first B.R. Standard Locomotives to be withdrawn? (3)
23. Which was the last compound locomotive to be withdrawn? (3)
24. Which was the first Stanier Class 5 (4-6-0) to be withdrawn? (2)
25. Which ex L.N.E.R. locomotives survived to the very end of B.R. steam (10)
26. How did the last "Terrier" to be withdrawn return home and identify the locomotive concerned? (5)

WINNERS OF COMPETITION IN MAGAZINE NUMBER 15: Were; John A. Platt; (550) of Kearsley, near Bolton, Lancashire and B. Roberts (1001) of Firswood, Manchester, 16. Both have already received vouchers to the value of 10/0d each towards any future B.W.R.E. coach tours.

ANSWERS TO COMPETITION IN MAGAZINE NUMBER 15. 1. Liverpool; 2. Greenock; 3. Bournemouth; 4. Bath; 5. Dundee; 6. Sheffield; 7. Glasgow; 8. Lancaster; 9. Birmingham; 10. Gloucester; 11. Swansea; 12. Sheffield; 13. Leeds; 14. Cardiff; 15. Plymouth; 16. London; 17. Leeds; 18. Glasgow; 19. Wigan; 20. Wembly, London; 21. Oldham; 22. Warrington; 23. Carlisle; 24. Peterborough; 25. Hull; 26. Staveley; 27. Aberdeen; 28. Lincoln; 29. Bow, London; 30. Northgate; 31. Yarmouth; 32. Salford; 33. Warrington; 34. Hull; 35. Rotherham; 36. Cheltenham; 37. Carlisle; 38. Glasgow; 39. Newport; 40. Bristol; 41. Edinburgh; 42. Sheffield; 43. Aberdeen; 44. Carlisle; 45. Eccles; 46. Liverpool; 47. Heaton, Newcastle-upon-Tyne, 48. Gloucester; 49. Neath; 50. Manchester.

SERVICES AND SALES

PHOTOGRAPHIC DEVELOPMENT AND PRINTING: This is carried out by two officials of the Society for any members, at very reasonable charges, and with very good results, much better than a chemist can ever produce. For further details please write to either Mr. R. Heys, 4, Caldbeck Road, Lancaster, or Mr. C. Priestley, 22, Kinross Drive, Deane, Bolton, Lancashire.

MOTIVE POWER DEPOT ALLOCATION LISTS A re-print of this very popular book will take place in the next few weeks, and will be available to members shortly after Easter, from either the Sales Officer or on any Coach tour at 2/0d each (2/6d to non-members)

LOCOMOTIVE ALLOCATION LISTS: We are shortly hoping to introduce a new booklet, something on the lines of Ian Allan Loco shed books, giving each individual allocation of a locomotive. This will be much more upto date than any other publication and room will be left for code alteration. These will again be available shortly after Easter. from either the Sales Officer or on any B.W.R.E. tour at 2/0d each. (2/6d to non members).

NAMED LOCOMOTIVE LISTS: This booklet gives you a full list of all named steam locomotives which entered B.R. service in 1948, and/or introduced by them after that date. These can be obtained from the Sales Officer at 2/0d each (2/6d to non members).

BRITANNIA BOOKS This book gives you the complete history of the Britannia Locomotive, with many illustrations and photographs available from the Sales Officer at 3/6d each.

CLUB BADGES: We regret that these are now out of stock, and further supplies will not be available for 6/8 weeks.

PRINTING AND DUPLICATING: The Society will undertake to do any printing or duplicating for members at very cheap rates. Full details from the General Secretary.

ADVERTISING:- If you want to sell anything in the Railway field, we will be only too pleased to advertise it for you in this magazine, which as a circulation of just under 1,000 copies. Full details of costs for trade adverts, adverts from members etc., are available from the General Secretary upon request.

TOURS PROGRAMME

Friday, Saturday, Sunday and Monday, 4th, 5th, 6th and 7th April, 1969.

GRAND EASTER TOUR TO THE SOUTH WEST AND SOUTH WALES. Tour Number 69/126V.

Motive Power Depots to be visited will include :- 82A Bristol Bath Road; 83A Newton Abbott; 83B Taunton; 84A Plymouth Laira; 86A Cardiff Canton; 86B Newport Ebbw Junction; 86E Severn Tunnel Junction; 87B Margam; 87E Landore, and as many as possible of the Welsh Valley Stabling Points, also Barry Island and other South Wales Scrap Yards. It is also hoped to visit depots in the Birmingham area on the return journey home, subject to permits being available. Coach will depart Good Friday 4th April, 1969, and return on Easter Monday 7th April 1969 (Bank Holiday) as follows:-

Cost will be £7-10-0d Bury at 1-30pm due back at 9-15pm
Minimum deposit £3-0-0d. Manchester at 2-00pm due back at 9-00pm

The cost is inclusive of two nights Hotel accomodation on Saturday and Sunday evenings in Cardiff, along with Breakfast the following morning. Friday night will be spent travelling to Penzance.

THERE ARE STILL A LIMITED NUMBER OF PLACES LEFT ON THIS TOUR, SO IF YOU WANT TO GO SEND YOUR MONEY AT ONCE. ALL DEPOSIT MUST BE PAID UP NO LATER THAN 26th MARCH, 1969.

Sunday 20th April, 1969. CARLISLE AND NEWCASTLE Tour Number 69/127N

Motive Power Depots to be visited will include :- 10A Carnforth; 12A Carlisle Kingmoor; 12C Barrow; 12D Workington; 52A Gateshead; 52F Blyth Cambois; 52G Sunderland; 52H Tyne Dock; 51C West Hartlepool and 51L Thornaby. Coach will depart Saturday evening as follows:-

Cost will be £2-5-0d Bury at 6-30pm due back at 9-15pm
Minimum deposit 15/0d. Manchester at 7-00pm due back at 9-00pm
Bolton at 7-30pm PICKING UP ONLY

Sunday 4th May, 1969. LONDON Tour Number 69/128L

Motive Power Depots to be visited during this tour will include:- 14A Cricklewood 30A Stratford; 34G Finsbury Park; 34D Hitchin; 81A Old Oak Common; 70B Feltham; 73C Hither Green and other Stabling points in the Greater London area. Coach will depart Saturday evening as follows:-

Cost will be £2-5-0d Bury at 6-30pm due back at 9-15pm
Minimum deposit 15/0d. Manchester at 7-00pm due back at 9-00pm
Sheffield at 8-30pm due back at 7-30pm

Sunday 18th May, 1969. NORTH MIDLANDS Tour Number 69/129K

Motive Power Depots to be visited will include :- 2A Tysley; 2E Saltley; 2F Bescot; 16A Toton; 16C Derby and Derby Locomotive Works. Coach will depart Sunday morning as follows:-

Colne at 6-55am PICKING UP ONLY
Burnley at 7-15am PICKING UP ONLY
Cost will be £1-5-0d Bury at 8-00am due back at 9-15pm
Minimum deposit 10/0d. Bolton at 8-15am PICKING UP ONLY
Manchester at 8-45am due back at 9-00pm
Stockport at 9-05am PICKING UP ONLY.

TOURS PROGRAMME CONT.Sunday 1st June, 1969.SOUTH WALESTour Number 69/130W.

Motive Power Depots to be visited will include:- 86A Cardiff Canton; 86B Newport Ebbw Junction; 86E Severn Tunnel Junction; 87B Margam; 87E Landore; and 82A Bristol Bath Road. Also Barry Island and other South Wales Scrap yards and Welsh Valley Stabling points. Coach will depart Saturday evening as follows:-

Cost will be £2-5-0d
Minimum deposit 15/0d.

Bury at 6-30pm due back at 9-15pm
Manchester at 7-00pm due back at 9-00pm
Altrincham at 7-25pm due back at 8-45pm

Sunday 15th June, 1969.EAST SCOTLANDTour Number 69/131S

Motive Power Depots to be visited will include:- 62A Thornton; 62B Dundee; 62C Dunfermline; 63A Perth; 64B Haymarket; 12A Carlisle Kingmoor etc. Coach will depart Saturday evening as follows:-

Cost will be £2-5-0d
Minimum deposit 15/0d.

Manchester at 6-30pm due back at 9-00pm
Bury at 7-00pm due back at 9-15pm
Burnley at 7-40pm PICKING UP ONLY
Colne at 8-00pm PICKING UP ONLY

Sunday 29th June, 1969.CREWE AND LIVERPOOLTour Number 69/132C

Motive Power Depots to be visited will include:- 5A Crewe d.m.d.; 5D Cockshute; 6A Chester West and various depots in the Liverpool area. Coach will depart Sunday morning as follows:-

Cost will be £1-5-0d
Minimum deposit 10/0d.

Colne at 6-55am PICKING UP ONLY
Burnley at 7-15am PICKING UP ONLY
Bury at 8-00am due back at 9-15pm
Bolton at 8-15am due back at 8-30pm
Manchester at 8-45am due back at 9-00pm

Sunday 20th July, 1969.HULL AND IMMINGHAMTour Number 69/133H

Motive Power Depots to be visited will include:- 36A Doncaster; 36C Frodingham 40A Lincoln; 41A Tinsley; 50B Hull Dairycoates; 50C Hull Botanic Gardens; 50D Goole; 55A Leeds Holbeck; 55B York; 55C Healey Mills and 55G Knottingley. Coach will depart Saturday evening as follows:-

Cost will be £2-5-0d
Minimum deposit 15/0d.

Bury at 6-30pm due back at 9-15pm
Manchester at 7-00pm due back at 9-00pm
Sheffield at 8-30pm due back at 7-30pm

COACH PICKING UP AND MEETING PLACES

Altrincham - Station Forecourt	Stockport - Town Hall
Bolton - Trinity St. Station	Colne - Railway Station
Bury - Art Cinema (Bingo Hall)	Hyde - Market Place
Chorley - Opposite Odean Cinema	Nelson - Nelson Centre
Hazel Grove - Rising Sun	Buxton - Market Place
Burnley - Bus Station	Farnworth - Black Horse
Sheffield - Midland Railway Station	Swinton - Windmill Hotel
Manchester - Victoria Railway Station adjacent to 19 bus stop.	

BOOK REVIEW, By S. Willis.

L.N.E.R. Steam, O.S. Nock 45/0d, Available in June, 1969. After the grouping, the L.N.E.R. steam went forward to new triumphs mainly due to steams great exponent, Sir Nigel Gresley. While the suburban services ambled on, the main line steam held public imagination, and the L.N.E.R. became an enthusiasts paradise.

Railway Junction Diagrams 1915, 105/-, Available April, 1969. This works shows ownership and boundries at the junctions of the numerous companies in Britain and Ireland before the grouping, and includes 158 maps in 7 colours.

North East England, K. Hoole, 42/0d. From the "Railway History in Pictures" series, this book gives the long and fascinating history of the regions railways, from the workshops at Darlington to the crack East Coast expresses, from the factories to the farm sidings, showing the areas dependancy on railways.

Lancashire and Yorkshire Vol. 1. John Marshall 55/0d. About the great railway built between Liverpool and Fleetwood in the West and Goole in the East. A Railway with more population per mile of route then any other major railway in this country. Volume 1 deals with each different area's history, and engineers such as Gooch and Hawkshaw.

Life in a Railway factory, Alfred Williams, 63/0d, Available May, 1969. Published in 1915, this book gives an account of life in the G.W.R. works. The author himself was a hammerman in these works for over half of his life, and the book reflects the atrocious working conditions and attitudes of the day.

The Garrett Locomotives, A. E. Durrant, 50/0d, Available May, 1969. The whole story of the Garrett from the first inspiration to the present day, from a tiny engine in Tasmania to the giants of the E.A.R. This book mainly concerned with operational aspects, but does not neglect technical details.

Any book can be purchased through the Society, with a reduction of between 5% and 15% from that in your local book shop. For further details, please contact our Sales Officer

LOCOMOTIVES ON STAMPS

There are now available various "Locomotive Stamps" from Europe and America. Some of which have been cancelled with special railway handstamps. For further details, please write to the Sales Officer, remembering S.A.E. please.

WE ARE HOPING TO PURCHASE A SUPPLY OF THE LATEST IAN ALLEN BOOKS, E.G. LOCO SHED BOOK AND COMBINED VOLUME IN THE NEXT FEW WEEKS, AVAILABLE FOR DIRECT SALE TO MEMBERS AT A SLIGHTLY REDUCED RATE ON OUR TOURS, ~~OR AT LIST PRICE DIRECT FROM~~ OUR SALES OFFICER. AT PRESENT THESE HAVE NOT YET BEEN PUBLISHED BUT IT IS ANTICIPATED THAT THEY WILL BE AVAILABLE AT THE END OF MARCH, 1969.

Printed and Published by Buckley Wells Transport Enthusiasts (Publications Division), 76, Heywood Street, Bury, Lancashire.

Magazine Number 16: April, May and June, 1969. Published 24th March, 1969.

NOTICES

POSTAL ORDERS: Once again we must remind all members that all postal orders and cheques for that matter to, must be crossed account payee only, and made payable to the "Buckley Wells Railway Enthusiasts" and NOT any Society Official or individual. If the Bank refuses to accept any postal orders, they will be returned to the sender and their booking will be forfeited. If you are not sure on how to fill a postal order is correctly, please ask someone, E.g. your parents or Society Official etc., because we are receiving a increasing number of P.O.'s not filled in correctly.

STAMPED ADDRESSED ENVELOPES: Here again we MUST remind all members that when they write to a Society Official and reply is required they MUST always send a stamped addressed envelope. Failure to observe this rule correctly will result in no reply being given.

CHANGES OF ADDRESS: These must be notified to the Membership Secretary (address inside front cover page 3) as soon as ever possible.

MEMBERSHIP NUMBERS: These are allocated to members to help us keep some kind of records. It is therefore essential that all members state their membership number on all correspondence to any Society Official. Recently quite a large number of members have been failing to do so.

ATTENDANCE ON TOURS: Any member who fails to appear for a tour, will in the future have all payments forfeited, unless medical evidence can be produced. If you want to cancel a place on a tour for some reason or other, this must reach the Bookings Secretary at least 7 days before hand, and your deposit it likely to be forfeited unless someone else fills your place.

BOOKING FOR TOURS: All bookings for tours MUST be sent to the Bookings Secretary (Address page 3). If you pay a deposit for a tour, the remaining balance MUST be paid up in full at least 7 days before the intended tour, unless otherwise stated, otherwise your place will be thrown open to other members who may wish to attend that tour.

TELEPHONE BOOKINGS: These are not permitted under any circumstances, but if you wish to find out if a tour is full, you may enquire the position from the General Secretary. All bookings MUST be sent in writing as per special instructions issued with every membership card.

APPLICATION FOR MEMBERSHIP FORMS: Supplies of these for your friends to join the Society, can be obtained either from the Membership Secretary, or Publicity Officer (Address page 3).

APPLICATION FOR TOURS FORMS: Further supplies of these can be obtained upon request or with your booking from the Bookings Secretary, or Membership Secretary, although a supply as been herewith enclosed.

TELEPHONE NUMBERS: We are trying to compile a list of members telephone numbers, in case we ever have to cancel a tour, or we have to contact you for other reasons. So please will you either drop the General Secretary a line stating your telephone number or enclose a seperate slip when sending a booking for a tour.

ADVERTS: Adverts will be included in all future magazines, for details and rates etc., will you please contact the General Secretary.

LOCOMOTIVE INFORMATION AND RAIL NEWS: All items of Rail-News for inclusion in the next edition of this magazine should be sent to D. Lewis (address page 3) to arrive no later than 10th June, 1969.

ARTICLES: Any feature articles or other items for insertion in the next edition of this magazine must be sent to the General Secretary, to arrive no later than 1st June, 1969.

COMPETITION. Closing date for competition entries in this magazine will be 30th April, 1969, so send your entry as soon as possible to Publicity Officer.

MOTIVE POWER ALTERATIONS

W/E 9th November, 1968. Allocations: 216(D05); 232/4/5 (D09); 296/7 (D10); 326/7/8/9/30/3/4 (D09); 338 (D08); 447 (D05); 1631 (D16); 5063/4/5/6 (D05); 5186/7/8/9/90/1/2 (D10); 7616 (D16); 5134/5/6/7/8/9/42/5/6 (D05); 5194 (D08); 5204/5 (D08); 5272 (D01); 805 (84A); 5288/9/90/1/2 (D08); 854 (83A); 1583/7 (81A); 1596 (87E); 1650/79 (81A); 6336/46 (81A); 3524 (84A) 3597 (30A); 3822 (86A); 3936 (81A); 7569 (D08) 7587 (D16); 7615 (D02); 7617/8/9/20/1/2 (D16); 7626 (D02); 7652/4 (D16). Stored: 6351.

W/E 16th November, 1968. Allocations: 448 (D05); 3412 (10D); 4112/57 (6A); 3946 (41J); 6820/27 (51L); 6951/2 (52A); 1011 (84A); 1012 (82A); 1015/26/55 (87E). Condemned:- 3637.

W/E 30th November, 1968. Allocations (*Denotes Stored*) 805 (83A); 854 (81A); 1010/26 (84A); 1612/48 (82A); 5535 (81A); 2125 (82C*); 2184 (82A*); 2185 (85A*) 2190 (82A*); 2192 (82C*); 2193 (82A*); 3761/2 (81A); 3954/72 (81A). Condemned: 6329/41/51; 9526.

W/E 7th December, 1968. Allocations: 1624/5/6/7 (D16); 2088; 2129/89 (41E); 2389 (41E); 3006 (5A); 3007 (9A); 3462 (5A); 4109 (75C); 4132/3 (2E); 4157 (5A); 5225/6/7 (D16); 12084 (5A); 7656/7/8/9 (D16); 7662/3/4/5 (D02); 1545/6 (LM); 1833 (41A); 1836 (40B); 2045 (41E); 3365 (55C); 3527 (31B); 3916 (55H); 1009 (84A); 1069 (87E); 1596 (87E). Condemned: 3481; 3640. Stored: 9535.

W/E 14th December, 1968. Allocations: 2047 (55C); 2073 (55B); 2095 (55A); 2247 (55B); 2248 (55H); 2267 (55B); 6331 (82A); 4179 (86A) 449 (D05); 4114 (5A); 1545/6 (D16); 1833 (41A); 1836 (40B); 4112 (5A). Condemned: 3443/88. Stored: 6357.

W/E 21st December, 1968. Allocations: 1543/7/8 (D05); 1801/2/3 (41A); 1594 (81A); 1925/6 (86A); 2157 (50D); 3342 (31B); Condemned: 12072; 8510/2/27/9/32; 3630; 6306/42/57; 9535; 3485; 3491.

W/E 28th December, 1968. Allocations: 1008 (84A); 1061 (87E); 5530/39 (81A); 1833 (40B); 2156 (52A); 3309/11 (30A); 3312 (40B); 3661 (31B); 5547 (34C); 5602 (34G); 6787 (52A); 6829 (51L); Condemned: 2123/5/84/5/90; 2245/98; 3440; 2401/5/9; 3615/33/5; 8213/23; 8591/5/6; 12120; 2394; 811; 2252; 15213; 12119/24/37/38; 8553/70/75/84/85.

W/E 4th January, 1969. Allocations: 1540/3/4/7/8 (D05); 5540 (15A o/1); 5377 (41A o/L); 1756/7 (82A); 3006/7 (10D); 3217 (5A); 3221 (2E); 4112 (8J); 4114 (70B); 4132/3 (1A); 1676/7 (30A); 3207 (31B); 3342 (31B); 3387 (40A); 3528 (31B); 3532/5 (36A); 6910/2/24 (86A); 6941/3/4 (87E) Condemned: 5000; 5900/03; 3444; 12133.

W/E 11th January, 1969. Allocations: 2049 (52A); 1623 (D16); 3053/5/66 (1E); 3797; 3859; 12045/6/9 (1E); 12071 (6A); 12088/90/99 (1E); 7560 (D02) 7609/10 (D02). Condemned: 2310; 2407; 12033/8/45/6/7/8/57/9/67/96. W.R. Allocations: (*Denotes Stored*): 837/8/56 (81A); 1007 (84A); 1025 (87E); 1040 (82A); 6354 (83A); 2132 (82C); 2136 (82A); 2192 (82C*); 2193 (82A*); 4017 (83A).

W/E 25th January, 1969. Allocations: 1102 (52A); 1582 (51L); 2267 (50D); 5583; 5660 (40B); 6720/2 (30A); 6964/5 (31B); 5270/1; 7513 (D02); 3008 (8J); 7545 (D10); 7627/8/9/30/1 (D02); 8042/3/4; 8138/9/40/1 (D16). Condemned: 12117; 5001/5/10/9. Stored: 5002/7/11/2/7.

W/E 1st February, 1969. Allocations: 3221 (5A); 4108 (70D); 1101 (52A); 1579 (51L); 3207; 3542 (31B); 3281 (36C); 3533 (40A); 3537 (36A); 3042/7 (75C); 3094 (70D); 6552/5 (70D); 2443 (64H); 3182 (65F); 3278 (67C); 3279 (65F); 3411 (63A); 3891 (62A); 3903 (67C); 4096 (64H); Condemned: 2403/4/18/32; 8566/9; 2251; E20001/2; 6576; 15234/6.

W/E 8th February, 1969. Allocations: 4040/1 (34G); 4079 (36A); 3308/10 (41A); Condemned: 2215; 3614/22; 8243;

MOTIVE POWER STOCK ALTERATIONS

W/E 15th February, 1969. Allocations: 3523 (30A); 6818 (52A); 6819 (30A); 1636; 1650; 1757; 9538 (87E); 1805/8/9/22/3 (D16); 3007 (9A).

Condemned: 3613/9. Stored 9524/8; 1/2/3/4/5/6/7/8/9/10.

W/E 22nd February, 1969. Allocations: 1788/9 (51L); 5538/40 (40B); 5622 (34G); 1983/4 (81A); 5568 (34G); 1785 (51L); 1982 (41A); 3177 (8F); 146 (82A); 1568 (41A); 1706 (32A); 1568; 3308/10 (41A); 4040/1 (34G);

Condemned: 12100; 3623; 8233. Returned to Service D1/2/3/4/5/6/7/8/9/10.

W/E 8th March, 1969. Allocations: 146/150/5 (82A); 8071/91; 8111/4/5/25 (D16); 5405/6/9/13 (65A).

W/E 15th March, 1969. Allocations: 142/3 (82A); 1998/9 (30A); 5543; 5697 (41A).

We regret that owing to shortages of staff on B.R. we can not give you all the allocations over the past few weeks, as they are not to hand as yet. We expect to receive them in the next week or so and will publish them in the next edition of this magazine.

SCRAP SALESOctober, 1968.

G. H. Campbell, Airdrie, 2756/8/60/9/70/9. J. Cashmore, Newport, 6347.

G. Cohen, Kettering, 2131. T. W. Wards, Beighton, 44690; 45092; 45156; 45350/97; 45447; 48062; 48167/91; 48247/53; 48278/94; 48340/8/93; 48476;

48665/6; 48715/23/65/75. Drapers, Hull, 44942; 45149; 48293; 48529;

48612/20/78. C. Cohen, Cargo Fleet, Middlesborough, 45206/68; 45394.

November, 1968.

J. Cashmore, Newport, 2143; 6302/4/5/13/6. G. Cohen, Kettering, 44777;

44878/99; 45353; 48467. T. W. Ward, Beighton, 48519; 48727/30. Drapers Hull, 45382; 48323/84.

Re-Sale

The following withdrawn locomotives have been re-sold for further use as follows:-

Lampton (N.C.B.) Co. Durham, 9504/25/40. Earles Cement, Chinley 9505.

Stewarts & Lloyds, Caisdorpe Sidings/Harleston Quarries, Grantham 9503/41/48. Stewart & Lloyds, Corby, Kettering, 9507/16/32/3/4/7/9/42/7/9/51/3/4.

Stewart & Lloyds, Glendon Sidings, Kettering, 9520/3. Stewart

& Lloyds, Stainby Sidings/Highdyke Quarries, Buckminster, 9510/2/5/44.

Manvers Main (N.C.B.) 2238 & 2373. Steetley Colliery (N.C.B.) 2607.

Coal Merchants, Dock Street, Newport, 2138/9. Caerphilly Tar Co. (N.C.B.)

2182. Coal Depot (N.C.B.) Norwich, 2325. Cadeby (N.C.B.) Mexborough

2513. Hatfield (N.C.B.) Doncaster 2518 and 2616.

THE DINTING RAILWAY CENTRE

The above museum is where 5596 "Bahamas" is kept, along with a small petrol engine "Jacob" and an a small tank engine from

Earles Cement Works at Hope is expected to arrive shortly. Also due

to arrive in the middle of May will be 46115 "Scots Guardsman" from

the Keighley & Worth Valley Railway, whos owner a Mr. Bill has

entrusted the Society to look after and restore in the next few years.

Visitors to the Dinting Railway Centre will be very welcome over the

Easter Weekend, when 5596 "Bahamas" will be in steam.

RAIL - NEWS

Stratford. The position of stored locomotives is as follows :- 3445/77; 4071; 8202/5/6/8/12/7/9/38; 8400/1/2/3/5/6/7/8/9; 12137; 2216; 8227/35/6/40; 3443; 8213; 12138. 8234, which has been used as Liverpool Street Station pilot since the demise of steam, but will be replaced by 8030 in due course.

Bury. The position of locomotives stored here on 20th March, was as follows:- 26000; 27000/1/2/3/4/5/6; E3024/6/30/2/3/4/6/7/8/9/40/1/2/4/5/55/98. E3029, which has been stored on Bury m.p.d. for quite sometime as now been moved back to Longsight

Cardiff Canton. Locomotives recently stored here include :- 9508/9/19/26/8/30/5. All being condemned

Toton: Recently noted here on route for C & F. Booth of Rotherham were: 3442/50/73/5/82/93/5/8

Lostock Hall Steam Locomotive recently noted here included:- 45073; 48493; 44950; 45388; 45269; 73069; 44894; 44874; 45386; 45444; 45318; 45017 & 44713. Diesel locomotives are also stored in the old steam shed as well as the north end of Preston Station

Lakeside Railway Locomotives aquired for use on this line are: 46441; 42073/85; 44767; 44806/71; 44932; 45231; 45407

Tyseley The new E/E type 4's (DP2's) are now being sent here for wheel turning recently noted ones being 416/24.

Tapton Junction, Chesterfield. Noted here on 11th February were several Southern Region electric units also diesels: 2230; 3439/80/84.

Rotherham. Noted here recently have been: 3473; 3493; 3474; 3627; 4086; 3482 3632; 9550; 9543; 9546; 2273; 2316 and 2958, the latter being used by G. C. Booths

Stoke. Noted here on 1st March, 1969, was E/E type 3, No. 6953(41A) working a special coke train (8273) from Treeton to Eturia, Tinsley crewe, conducted from Derby by Derby driver.

Rotherwood. Trials took place with (Bo-Bo) electrics 26008/10 in multiple on a test train of 43 loose coupled wagons (1,232 tons) between Rotherwood - Tinsley Yard - Sheffield Victoria - Penistone on 28th February, 1969.

Stockport. Noted at Edgeley Sta. bling point on 13th February was 5550 (40B) Worksop and 4472. 4472 Flying Scotsman was noted on a special from St. Pancras to King's Cross approx 1½ hours late, she then took the main line to Cleethorpes The same evening 4472 was noted on Immingham m.p.d. having failed. The following day a special due to have been hauled from Kings Cross to Leicester was diesel hauled.

Exeter. Further diesel electric locos seen here recently have included: 55; 103/7; 1595; 1606/88; 1713/68; 6518/23; 6537/40/52/5/9/61/8/83/5/7/8/94.

Somerset & Dorset. Diesels still stabled in the old Radstock steam shed have noted recently and have included 4021/25.

Derby Works. Noted on Derby Works during February have been :- 14; 5084; 121; 78; 164; 5170; 92; 7655; 5049; 54; 16; 97; 26; 172; 5004; 105; 143; 5166; 175; 7646; 7616; 142; 5053; 5408; 7556; 5299; 5025; 5005; 3177; 3567; 3997; 3113; 3362; 4142; 9; 2506; 12072; 12096; 3541

Doncaster Works. Noted on Doncaster Works on 8th March, 1969 were the following (*Denotes Blue livery and + denotes dual brakes). 3535*; 5616; 5500*; 6905; 6703; 5640; 5615; 5907; 5906; 6774; 5679; 5607; 2014; 5831*; 6874+; 6984; 3334; 6977+; 5825+; 5536*+; 5549+; 5627+; 5673+; 9012*; 6798; 2151*; 3071; 2111*; 2161; 9003*; 6999; 6717; 3313; 5521; 6745.

Central Division. 6557 hauled 42500 on the first stage of the journey to Bessingham on 7th December, and two weeks later 70000 was noted on Redhill shed awaiting inspection by a purchaser in East Anglia, and it is thought that this loco also may be preserved at Bressingham Hall.

RAIL - NEWS

Tinsley Noted here on 1st March were:- 1512; 1522; 1511; 1877; 1802; 1704; 6716; 5238; 5823; 6953; 4500/1/2; 5832; 1510; 1898; 1524; 5820; 1656; 1515; 272; 7601; 3254; 3310; 3293; 4034; 3253; 3702; 4044; 3308; 185; 5696; 5683; 5630; 1624; 79; 64; 1768; 1575; 5231; 1788(51L); 6810; 6815; 3169(12A); 1531; 1518; 5678; 6714; 6719; 6809; 8300; 8304; 1999; 1561; 1535; 1875; 1522; 1532; 1533; 1521; 1981; 1978; 151; 1783; 5848; 5828; 1512; 4028; 3330; 3336; 6705; 396; 7619; 7599; 6805.

Crewe South. noted here on 16th March, 1969 were: 209; 1582; 2233; 3098; 3217; 3245; 3247; 3262; 3271; 3290; 3291; 3861; 4143; 5001; 5033; 5084; 7671; 12039/40/7/52/5/66/9/82/91/2/3.

Crewe D.M.D. 208; 216; 307/13/23; 400/5/6/9/15/21/2/7/36/7/49; 1544; 1714; 1741; 1816; 1848; 1858; 1958; 1963; 3105; 3763; 3870; 5008; 5015; 5039; 5043; 5052/7/80/1/8.

Crewe Works noted here on 16th March, were : 217/40/6/52/8/9/73/4/6/82; 318/28; 330/50/2/83; 1531/82/4/91/2/3; 1600/5/13/7/8/36; 1717/9/21/48/68/75/91/3; 1849; 1862; 1875; 1914/48; 1953/85/96/7/9; 2386/7; 3068; 5227/82/39; 6582; 6980/6; 7551/7; 7645; 8006; 12062; E3047/73/166; E6004/10/6/42; E6104; 26024/07/25/30; Also stored outside works 26016 and 26038. Stored inside works 1702.

Crewe North Yard : 225; 410/7/23/4/8/35/41/2/5/7.

G.N. Main Line: 4472 Flying Scotsman should have emerged from Hunslet engine Co. on 8th February, 1969 and depart from Leeds City on a trail run to Grantham if a success she was to have entered Doncaster Works for a complete repaint. The trail however had to be cancelled due to the heavy snowfall and bad delays on British Railways. It is also now known that 60532 Blue Peter will also enter works shortly for a repaint.

H.S.4000, KESTRAL. This locomotive is now allowed to work freight into Tinsley Yard, via Attercliffe Junction providing the locomotive keeps to all main lines, and adheres to all speed restrictions etc. After further trails from Shirebrook to March this locomotive is expected to go into passenger earning revenue in early April this year. It is expected that it will haul East Coast Main line express from Kings Cross - Newcastle - Edinburgh, on its entail runs at least. This follows 12 months of trails on freight trains and tests at Derby.

Worksop Noted here on 16th March were 1542; 6802 and 5185, were seen in tandem on (E00) working into Tinsley Yard

Detail Alterations - Indicators Brush type 4's are appearing with black numbers on a white background instead of the usual practice, 1962, is believed to be the first one to be fitted.

G.N. Section. 9514/44 were towed up the main line from Hull to Grantham on the 2nd November, 1969, enroute to Stewarts and Lloyds at Corby.

Toton Further E/E type 4's noted here in recent weeks for tyre turning have been 405/19/21/6/8/9/35.

Colwick. Noted here on 19th November, 1969 was 7056 hauling a car train.

Stourbridge. All locomotives now stabled at the downside yard, and noted here on 11th February, 1969 were: 3364; 5294; 7651/5; 8137/41.

Longsight: Extensive repairs were being carried out to the depot during February, 1969.

Derby. Noted here on 15th March, 1969 were 6570 (73C); 3782 (10D); 2506; 12067; 12072; 12096 (Withdrawn) and 2253.

Toton Noted here on 15th March were 61 locos but only included D6 & D8 out of the first 10 peaks. D8 appeared to be still stored, all the other first 10 peaks now having been returned to service after being in store for between two to three weeks early in February.

RAIL - NEWS

Hornsey. For many years now this depot has been used as a stabling point for Finsbury Park (34G) diesel locomotive. On 16th March, no locomotive whatsoever were present on the depot. It has been completely taken over by multiple units. It was reported however that more locomotives than usual were noted on Finsbury Park depot itself and that the d.m.u. depot adjacent to this depot was no longer in use.

Stonebridge Park. This is a stabling point for Willesden locomotives adjacent to the North Circular Road. On recent occasion numerous locomotives have been noted at this point, and we shall visit this on future London tours.

Southern Region. The Southern Region have now started issuing various permits for certain depots once again. It is now hoped that we shall be able to include some of these on tours in the very near future.

Darlington. Work by contractors has been started on the removal of the track on the former Stockton and Darlington Railway, from the crossover near the main line to the Fighting Cocks rail modernisation depot. Closure of the Darlington and Richmond branch line took place on 3rd March, 1969, and involved the closure of Croft Station (the last country halt between Kings Cross and Edinburgh), Moulton, Scarton, Catterick Ridge and Richmond. The line which was opened on 10th September, 1846, was worked by various forms of steam traction but in later year by a d.m.u. service. The last train was due to be worked by 4472 Flying Scotsman, but owing to the repairs being carried out on this locomotive the tour had to be cancelled, and a d.m.u. substituted. The cleanliness of the diesel units in this area have been in a somewhat shocking condition in the past few weeks, owing to the breakdown of the cleaning plant at Gateshead some 4 weeks ago.

Saltley. Visitors to this depot on 15th March, 1969, were two Hymeks, 7095 and 7098, and an E/E type 3 6977. Also noted passing Saltley on this date was 1028 on a passenger train.

Ashburys. Diesel Class 40; No. 305 was noted hauling 44878; 45353; 44899 and 44777 recently all bound for Cohens at Kettering.

South Manchester. A regular Class 50 can be seen on the 19-05 hrs Longsight to Galashiels (Glasgow) liner train (3S-59) and noted recently have been 404/9/27/44 after returning back to Manchester the following day the loco often works the 12-18 Stockport - Manchester Victoria Parcels and return during the afternoon. The 20-30 hrs Northwich - Mayfield parcels train is now been operated by a parcels van. The Wavertree - Mayfield parcels which is usually worked by a class 47 loco, was hauled by D400 on 10th March, 1969.

Doncaster. Noted on the sheds on 23rd March, 1969, was 3549 ex 62A, and presumably on transfer, although no official confirmation yet to hand,

Tinsley. Noted here since 14th March, 1969, has been 3520 (87B) labelled for Immingham m.p.d.

EASTLEIGH. It is believed that Eastleigh works are now to concentrate on the repair of third rail stock, and the 65XX class are to be overhauled at Derby, and the E6XXX's at Crewe, of which no fewer than 8 were noted there during February.

Departmental. At the end of January D5705 was transferred from Capital stock to Departmental stock and has been re-numbered S15705. It has been noted hauling test trains in the Derby area over recent weeks.

For information in the above sections we are indebted to: Messrs. M Garritty; J. S. Allott; N. Cappelle; R. Brauns; B. J. Towey; K. Howarth; P. D. Cottham; B. M. Harrop; B. Macey; M. Parsons; R. Hopper; D. Felton and D. Lewis (Brush) the Editor of Rail-News Section.

