

BUCKLEY WELLS
TRANSPORT ENTHUSIASTS
(Railway Section)

General Secretary:-

D. FELTON,
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TEL. BURY 4230

MAGAZINE NUMBER 13: JULY, AUGUST AND SEPTEMBER, 1968.



KINGS

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Chairman: S. Fitton, 123, Manchester Old Road, Middleton, Manchester.

Officials : R. Heys; D. Lewis; C. Priestley; D. Robinson; M. Leigh.

Area Representatives : Scotland - G. Gilmour; North West - P. Walton; West Lancs -
Abbott; St. Helens - D. Eccleston; South Lancashire - B. Wharmby; North Cheshire -
Harrop; North Wales - C. Pownall; Chester - M. Leigh; North Midlands - S. Joseph;
South Yorkshire - D. L. Holt; Altrincham - M. Garrity; Wakefield - M. Bull.

If you wish to become an area representative in your area, and you are over 15 years
of age, please contact the Publicity Officer for further details.

COACH PICKING UP AND MEETING POINTS :-

Altrincham - Station Forecourt
Bolton - Trinity St. Station
Bury - Art Cinema (Bingo Hall)
Chorley - Opposite Odean Cinema
Hazel Grove - Rising Sun
Burnley - Bus Station
Sheffield - Midland Station
Nelson - Nelson Centre

Stockport - Town Hall
Swinton - Windmill Hotel
Buxton - Market Place
Kearsley - Moss Rose
Rawtenstall - Town Centre
Colne - Railway Station
Oldham - Pleasureway's Union St.
Barnoldswick - Railway Hotel

Members may also be picked up at any other points if this is on the direct route
of the coach tour. E.g. Brierfield when both Colne and Burnley times are given
Barnworth when both Bolton and Manchester times are given etc but these MUST be
re-arranged with the bookings Secretary.

Members joining the coach at Manchester should meet under the Lancashire and
Yorkshire Railway Map at Victoria Station (opposite 19 bus stop).

NOTICES

STAMPED ADDRESSED ENVELOPES - As usual we must remind all members that when they
write to any club official, what ever the reason and a reply is required they and
YOU MUST always enclose a stamped addressed envelope. No. S.A.E. no reply.

POSTAL ORDERS Here again we must once again remind all members that all postal
orders cheques etc., must be made payable to B.W. R.E. in the position marked 'PAY'
and nothing else to appear anywhere on the P.O. If for any reason the Bank or
Post Office will not accept a P.O. this will be returned to the member concerned
and booking declared void until correct postal order is received.

CLUB BADGES - These are on sale at 3/0d each on all coach tours, or by post from
the General Secretary (Address above), not forgetting Stamped Addressed envelope.

Front Cover: 35028 "Clan Line at Waterloo. Other Photos: Page
Number 9 42152 and 45562 "Alberta" at Holbeck. Pg. 10 45734 at Shap.

NOTICES

ATTENDANCE ON TOURS AND JOINING COACH If for some reason you find you are unable to attend a tour, even at the very last moment, will you please contact the General Secretary. It is advisable to be in plenty of time when making your way to joining a coach, as under no circumstances will a coach wait more than 5 minutes after the scheduled departure time. ALL members MUST join the coach at the point they have stated on their application form (which of course is stated on your membership card). If you wish to change your booking to joining the coach at another point you should inform the Bookings Secretary and NOT please note the General Secretary, unless under 24 hours before a tour.

TELEPHONE BOOKINGS Under no circumstances will the General Secretary, nor any other official accept any bookings for tours over the phone. Remember also that only a deposit will secure you a seat on a tour, and not verbal bookings. All bookings must be received at least 7 days before the intended tour, as so as all deposits must be paid up. This is to relieve work on both officials and members, and enables us to book a coach to the correct size. During the currency of the last magazine quite a number of members have been disappointed when they have left their book for a tour too late for a tour, only to find it was fully booked - FOR YOUR OWN SAKE IF YOU WANT TO GO ON A TOUR BOOK EARLY

FILMS AND PHOTOGRAPHIC DEVELOPMENT - Any type of film may be purchased from our Treasurer, Mr. B. Schofield, 270, Greenside Lane, Droylsden, Manchester, and these will work out approx 20% cheaper than those in the shops. Development of members films is carried out by two officials of the society, at very reasonable price:- For further details of developing service write either to:- Mr. R. Hey, 36, Rothwell Ave., Accrington, Lancashire or Mr. C. Priestley, 22, Kinross Drive, Deane, Bolton, Lancashire. Please remember to enclose a stamped addressed envelope when writing to any of the above officials.

MOTIVE POWER DEPOT ALLOCATION LIST These are at present available giving a full detailed list of depot by depot allocations as at the 1st April, 1968. It is hoped to revise this list at approx 6 monthly period, depending on demand; price 2/0d each (2/6d to non members)

NAMED LOCOMOTIVE LISTS - There are still a limited number of this publication still available at 2/0d each (2/6d each to non members).

APPLICATION OF MEMBERSHIP FORMS - If any member want any application of membership forms for their friends to join the society, they should contact either the membership Secretary or General Secretary during a coach tour.

APPLICATION FOR TOURS - BOOKING FORMS -

If any members want a further supply of booking forms for tours, these can be obtained when either booking for a tour (from Bookings Secretary) or from any club official during a coach tour.

ANSWERS TO COMPETITION IN MAGAZINE NUMBER 12 - 1. Reddish; 2. Landore; 3. Barry; 4. Keith; 5. Aintree; 6. Lincoln; 7. Boston; 8. Penzance; 9. Rose Grove; 10. Brunswick; 11. Reading; 12. Holyhead; 13. Crewe; 14. Stoke; 15. Derby; 16. Tonbridge; 17. Stratford; 18. Canton; 19. Hereford; 20. Coventry; 21. Stockport; 22. Brighton; 23. Motherwell; 24. Kings Cross; 25. Hatfield; 26. Wellington; 27. Nine Elms; 28. Hull Botanic Gardens; 29. Newport Pagnell; 30. Skipton; 31. Barrow; 32. Barrow Road (Barrow Hill also accepted); 33. Bricklayer Arms; 34. Haymarket; 35. Carlisle Canal; 36. Dundee; 37. Salisbury; 38. Perth; 39. Wick; 40. Nuneaton; 41. Rugby; 42. Lees; 43. Banbury; 44. Oxford; 45. Cambridge; 46. Stockton; 47. Feltham; 48. Speke; 49. Bathgate; 50. Ayr; 51. Worcester; 52. Bromsgrove; 53. Bath; 54. Bury; 55. Plymouth Friary; 56. Three Bridges; 57. Belle Vue; 58. Bourneville; 59. Wakefield; 60. Northallerton.

NOTES FROM THE GENERAL SECRETARY

All coach tours over the past three months have been very well attended, and in actual fact most of them have been full for weeks before the actual tour. So I would respectfully remind all members that if they wish to go on a tour to book early. We have once again a quite varied tours programme (see pages 6 & 7), and reasonable suggestions for future should be sent in writings to W. J. Frisby, (address inside front cover). You will see that we have at long last managed to organise a tour to Inverness, this will be the first time that our Society have been north of Aberdeen and should prove very interesting. We have arranged this for August Bank Holiday weekend so that as many members as possible will be able to attend on this tour. Departure from Manchester will be at 7-00pm on Friday evening, and is due back there for approx 9-00pm Monday evening. This will entail some 1,200 miles of travelling, and include two nights Hotel accomodation has been arranged.

I have been asked by our Bookings Secretary, Mr. Bowles, to point out to ALL members, that when they pay a deposit for a tour, the balance still outstanding MUST be apid up at least 7 days before that tour. During the past two months one or two members have persisted in not paying the remainder until the actual tour. In future our rule on this will be strictly enforced, and any member still owing money towards a tour 7 days prior to that date will have his deposit returned, booking rejected, and their placed offered to some once else.

We must also point out to members that the summer holiday period is nearly upon us, and that members may meet with some delay in replying to correspondence whilst officials are away on holiday. At the time of going to press officials concerned with members correspondence have booked the following holidays, during which period NO REPLIES WHAT SOEVER CAN BE ACCEPTED. J. C. Bowles - Saturday 30th June to Saturday 6th July and Saturday 7th September to Saturday 14th September. D. Felton - Saturday 3rd August to Saturday 10th August and Saturday 21st September to Saturday 28th September. A. Fawcett - Saturday 3rd August - Saturday 10th August. During these weeks, Mr. Felton will also be unable to accept any telephone calls. I would also like to take this oppurtunity to remind all members that it is a complete waste of time any member ringing me up on either a Monday or Wednesday evening as I am always out, this can also be added to most Friday evenings after 7-30pm. Remember this is for your benefit to save your time and money.

The Society offers various services to members, photographic developing, purchase of films etc (as per list on page number 3). Besides this if any members wishes to find out information about any particular engine or subject we will only be too pleased the help them in anyway possible. The Society will also undertake to do any duplicating or printing for members at cost prices, as well as supplying paper at less than wholesale rates, full details of anything in this line can be obtained from the General Secretary.

Owing to circumstances beyond the control of the Stockport (Bahamas) Locomotive Society, their rail tour to Blackpool planned for Sunday 7th July, 1968, as had to be cancelled, although there is still places left on the one to Carnforth on Sunday 30th June, 1968, see enclosed booking form for full details.

Before I close, I would like to take this oppurtunity of welcoming all new members who have joined us during the past three months, and if we have not already had the pleasure of their company on one of our tours, look forward to meeting them soon.

STOCKPORT (BAHAMAS) LOCOMOTIVE SOCIETY

As by now most members will be aware, 5596 "Bahamas" is now stored in the old steam shed at Bury. Minor defects which occurred in the running in journey back from Hunslets to Stockport back in March, have now been rectified. A light engine run from Longsight to Buxton was arranged with British Railway, arriving at Bury a few days later. She will remain at Bury until negotiations have been finally completed with the British Railways board for the purchase of Dinting. Any B.W.R.E. members are welcomed to come upto Bury m.p.d. any Sunday afternoon to see her in splendid L.M.S. livery.

On Sunday 16th June, 1968, B.R. allowed us to steam "Bahamas" and for most of the day she was running up and down the shed yard at Bury. Although nothing further as yet been agreed, it is hoped to do the same again shortly, and the General Secretary will try to notify as many members as possible when this is to take place.

Over the past few weeks talks with the British Railways Board have once again been taking place, with regards to the future running of "Bahamas" and other privately owned steam locomotives on B.R. metals, but at the time of going to press nothing definite as been decided, with B.R. still saying "NO" to private locomotives. Various arguments for running private locos have been put to the B.R.B., who have refused point blankly to answer them, a copy of these arguments can be obtained from the General Secretary, free of charge, by enclosing a stamped addressed envelope, (may we add they make a very good reading for 10 minutes or so) as they are too long to include in this magazine. Whilst Alan Pegler can run his Flying Scotsman, with virtually no restrictions, because he was lucky enough to sign a contract with B.R. before numerous other societies jumped onto the band wagon, the British Railways Board have really no soon basis on which they can ban private locos.

The publications department of the Society have just printed a new book called "THE BRITANNIA PACIFICS - AN APPRECIATION", and is on sale on all B.W.R.E. tours or direct from the General Secretary at 3/6d each. A very low cost for such a magnificent book containing numerous pictures of Britannias in actions over the past few years, as well as giving them their full life's history during their development and running days.

We have also organised three more films shows from now until the end of this year, they are as follows:- Sunday 11th August, 1968, at the Davenport Cinema, Buxton Road (A6) Great Moor, Stockport, and will include the "Titfield Thunderbolt" and full supporting programme on railway subjects. Show starts 7-00pm. Tickets: From Circle 7/6d; Rear Circle 6/6d, bookable in advance (tickets from B. S. Bryant, Esq., 23, Malton Road, Heaton Moor, Stockport, Cheshire) and Stall tickets at 5/6d each available only on the night of the show. The other two films shows will be held once again at the Reynold Thearte, Sackville Street, Manchester, commencing at 7-30pm, on Friday 6th September, 1968 and Thursday 12th December, 1968, tickets will be 5/0d each available from D. Felton, who also be pleased to supply any further information with regards to any othese films shows.

In order still to raise cash for the £10,000 cost of having "Bahamas" restored, members of all various railway society's have been asked to collect as many "Green Shield" Stamps as possible. If any B.W.R.E. members have any please forward them to the General Secretary.

TOURS PROGRAMME

Sunday 23rd June, 1968.HULL AND IMMINGHAMTour Number 68/106H

Motive Power Depots to be visited will include:- 36A Doncaster; 36C Frodingham; 40A Lincoln; 50B Hull Dairycoates; 55A Leeds Holbeck; 55B York; 55C Healey Mills; 55E Normanton; etc. Coach will depart Saturday evening as follows :-

Cost will be £2-0-0d

Minimum deposit 10/0d.

Bury at 7-00pm due back at 9-15pm

Manchester at 7-30pm due back at 9-00pm

Sheffield at 8-45pm due back at 7-45pm

Saturday 29th June, 1968.ISLE OF MAN TOURJoint Tour (D.R.C.)

Full details of our Isle of Man tour can be found in the enclosed leaflet. This will include a full tour of the Manx Steam Railway system, along with a ride on the Manx Electric Railway from Douglas to Ramsey. Members should meet Liverpool Lime Street Station at 11-00pm Friday evening, and travel by 1-00am boat. Due back in Liverpool for 8-00pm Saturday evening, allowing connections for most parts of the country. Cost will be £2-0-0d adults and £1-14-0d children under 14 years.

Sunday 30th June, 1968.CARNFORTHRail Tour

Special Train from Stockport depart 10-00am and Manchester Victoria, depart 10-30 am approx, to Carnforth, via Bolton, Blackburn and Hellifield. Due back in Manchester for approx 9-00pm and Stockport at 9-30pm. Cost will be £2-0-0d per head adults and £1-10-0d per head children under 14 years of age. For further details of this tour, please see the enclosed leaflet.

Sunday 14th July, 1968.SOUTH WALESTour Number 68/107W

We are sorry to announce that this tour is now fully booked to the numbers permitted by British Railways, and can therefore not accept any further bookings.

Sunday 28th July, 1968.CARLISLE AND NEWCASTLETour Number 68/108N

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

Cost will be £2-0-0d

Minimum deposit 10/0d.

Manchester at 7-00pm due back at 9-00pm

Bury at 7-30pm due back at 9-30pm

Burnley at 8-15pm PICKING UP ONLY

Sunday 11th August, 1968.LONDONTour Number 68/109L

Motive Power Depots to be visited will include :- 14A Cricklewood East; 30A Stratford; 34G Finsbury Park; 81A Old Oak Common; 81B Southall and 70B Feltham etc.

Coach will depart Saturday evening as follows :-

Cost will be £2-0-0d

Minimum deposit 10/0d.

Bury at 7-00pm due back at 9-15pm

Manchester at 7-30pm due back at 9-00pm

Sheffield at 8-45pm due back at 7-45pm

Saturday 29th June, 1968. ISLE OF MAN TOUR, Joint tour with Dalescroft Railfans, ALL BOOKINGS FOR THIS TOUR MUST BE SENT TO D. W. FICKES, ESQ., 3, CRANBOURNE ROAD, CHELOW DEAN, BRADFORD, YORKSHIRE.

Sunday 30th June, 1968. CARNFORTH RAIL TOUR. (G.C. Enterprises). ALL BOOKINGS FOR THIS TOUR TO BE SENT TO G.C. DAVIES, DO NOT SEND MEMBERSHIP CARDS FOR EITHER OF THESE TWO TOURS - JUST ENCLOSED BOOKINGS FORMS.

T O U R S P R O G R A M M E C O N T .Sunday 18th August, 1968.SOUTH YORKSHIRETour Number 68/110F

Motive Power Depots to be visited will include :- 55A Leeds Holbeck; 55C Healey Mills; 55D Royston; 55E Normanton; 55F Bradford Hammerton Street; 55G Knottingley 55H Leeds Neville Hill and 36A Doncaster etc. Coach will depart Sunday morning as follows:-

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

Barnoldswick at 6-30am PICKING UP ONLY
Colne at 6-55am due back at 10-30pm
Burnley at 7-15am due back at 10-15pm
Bury at 8-00am due back at 9-45pm
Bolton at 8-15am due back at 9-30pm
Manchester at 8-45am due back at 9-00pm
Oldham at 9-15am PICKING UP ONLY

Saturday, Sunday and Monday, 31st August, 1st and 2nd September, 1968.August Bank Holiday Tour of ScotlandTour Number 68/111S

Motive Power Depots to be visited during this tour will include all depots in Scotland south of Inverness, along with as many stabling points as possible. Two nights hotel accomodation will be included during the tour. Coach will depart Friday evening as follows, and due back Monday evening :-

Cost will be £6-10-0d
Minimum deposit £2-10-0d.

Bury at 6-30pm due back at 9-15pm
Manchester at 7-00pm due back at 9-00pm
Bolton at 7-30pm PICKING UP ONLY
Chorley at 8-00pm PICKING UP ONLY

All bookings for this tour MUST be received no later than Saturday 17th August, 1968, and all deposits and outstanding monies must be paid up no later than 21st August, 1968.

Sunday 15th September, 1968.CREWE AND LIVERPOOLTour Number 68/112C

Motive Power Depots to be visited will include :- 5B Crewe South; 6A Chester West; 6E Croes Newydd and various depots in the Liverpool area. Coach will depart Sunday Morning as follows:-

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

Barnoldswick at 6-30am PICKING UP ONLY
Colne at 6-55am due back at 10-30pm
Burnley at 7-15am due back at 10-15pm
Bury at 8-00am due back at 9-45pm
Bolton at 8-15am due back at 9-30pm
Manchester at 8-45am due back at 9-00pm
Altrincham at 9-15am PICKING UP ONLY

Sunday 29th September, 1968.SWINDON AND BRISTOLTour Number 68/113V

Motive Power Depots to be visited will include : 82A Bristol Bath Road; 82C Swindon; 85A Worcester; 85B Gloucester; 81D Reading and 1F Rugby etc., also Swindon Locomotive Works. Coach will depart Saturday evening as follows:-

Cost will be £2-0-0
Minimum deposit 10/0d.

Bury at 7-00pm due back at 9-15pm
Manchester at 7-30pm due back at 9-00pm
Altrincham at 7-55pm due back at 8-45pm

Sunday 13th October, 1968.EAST ANGLIATour Number 68/114P

Full details of this tour will be given in our next magazine, although bookings will be accepted from now, Cost £2-0-0d, Minimum deposit 10/0d. Coach will depart Bury at 6-30pm; Manchester at 7-00pm and Sheffield at 8-15pm (Saturday).

A SOUTHERN MEMORY - By B. J. Green.

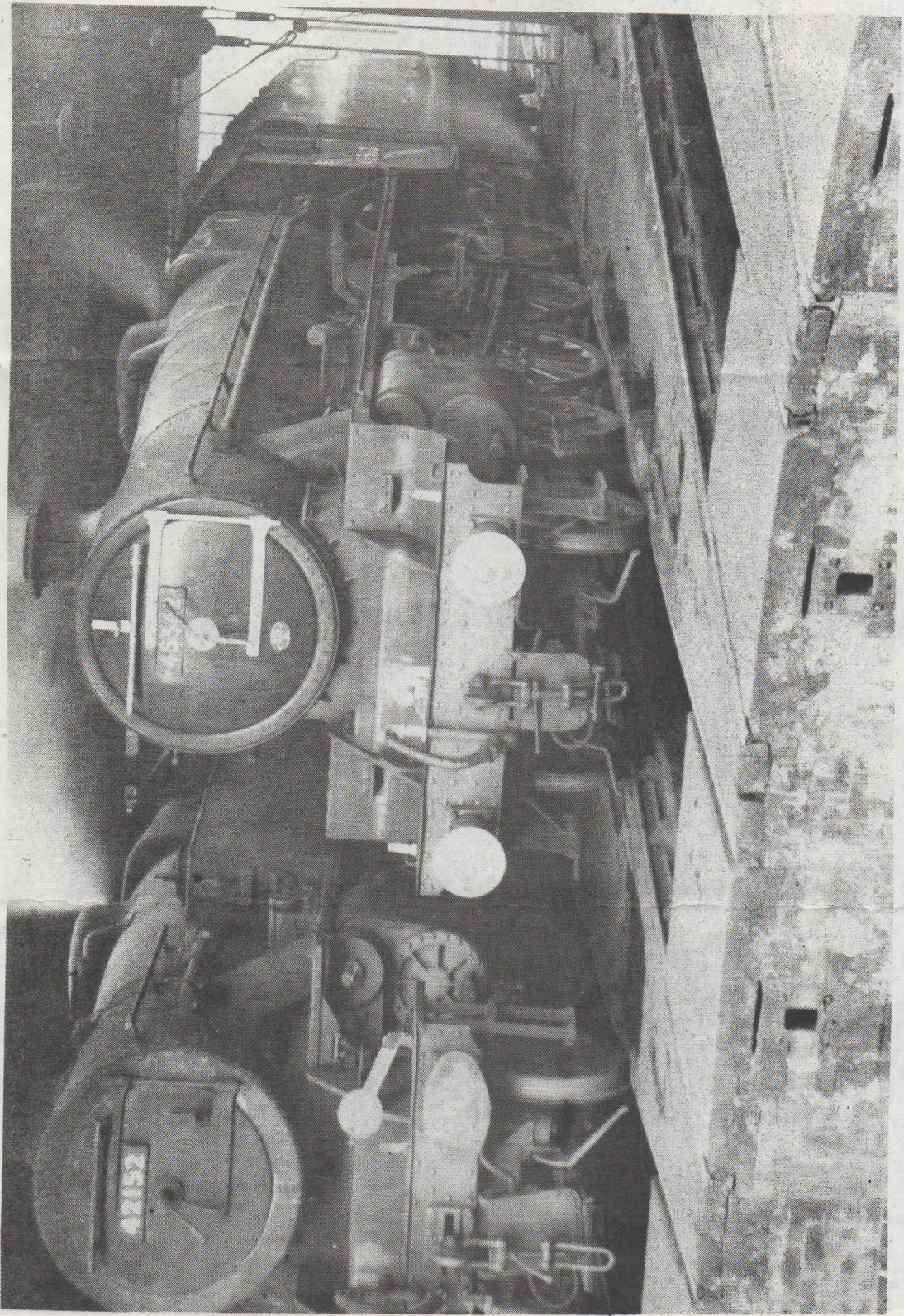
Twelve months ago on the 10th July, 1967, the Southern Region introduced new time tables and, as promised, brought steam traction within the region to an abrupt and absolute end. Despite months of complete chaos none of the steam locomotives were ever seen in steam again. The last survivors have now been rounded up and sent to the cutting torches of South Wales, and the enthusiasts are left with only memories of steam on the Southern. It is one such memory that I would like to relate now, a journey behind a Merchant Navy class during the last glorious week of steam.

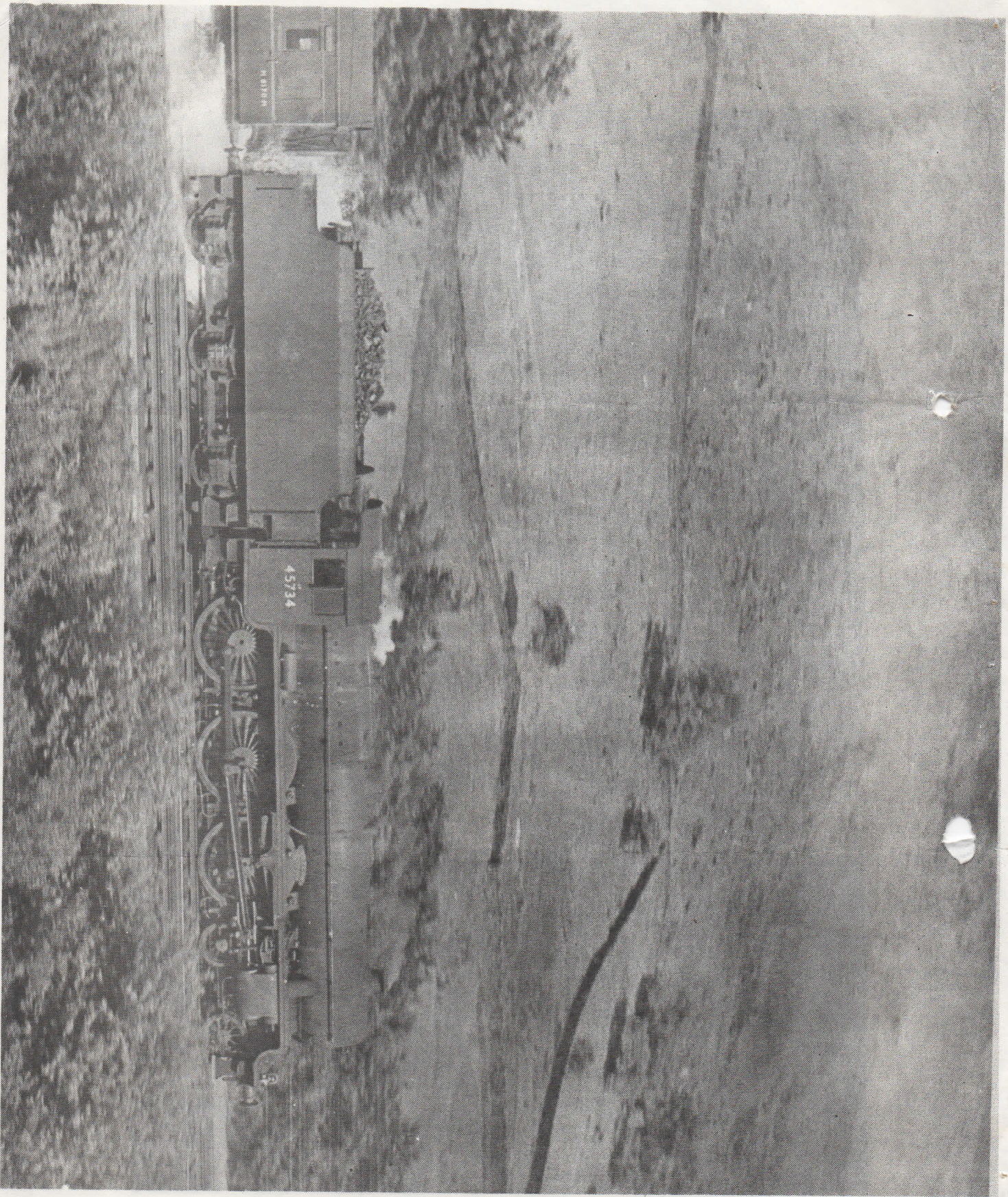
In the closing months the steam fan had to be most careful in selecting a journey, less he ended up by being brought home behind a diesel. The 8-35am Waterloo to Weymouth was a good "starter" for the day giving several alternatives for a return journey. One of which was going as far as Poole, having a 15 minutes wait (either nip out for a stick of Rock or watch from the platform the amada of small boats bobbing about in Poole harbour) and then pick up the ex 11-25am Weymouth to Waterloo. This was a four coach train and the loco only worked as far as Bournemouth where it was replaced and another 7 coaches added to make up the 12-30pm Southampton to Waterloo only. If you add the short journey behind the Bournemouth station pilot during marshalling process of adding the extra coaches one could, for a modest 30/0d or so travel 228 miles behind a variety of 4 different steam engines.

This then was the plan for Wednesday 5th July, 1968, I climbed aboard the 8-35am at Woking. The first coach, which had long since become an "enthusiasts only coach" (bonafide travellers having given up and taken to travelling in other parts of the train) was packed out as usual and great state of excitement reigned. The Nine Elms crew had announced at Waterloo that they would try to do the "ton" down the favourable grade between Micheldever and Winchester.

The engine was 35007 Aberdeen Commonwealth and it soon proved that it was in very good order with a spanking climb upto MP 31 with a speed at the post of 69 mph and only $6\frac{3}{4}$ miles from Woking! Arrival at Basingstoke was delayed $1\frac{1}{2}$ minutes by an obstinate approach signal, never the less we came to a stand in the station no less than 3 minutes early. Water was unusually taken but not suprising in view of the riotous proceedings so far and the promised fireworks yet to come. So with enthusiasm reaching fever pitch we departed 2 minutes late and set off for Worting Junction, Micheldever tunnels and the magical 100 mph. Worting was passed at 47 mph. Speed was allowed to increase and we shot out of the last tunnel and through Micheldever station at 76mph, just right for the dip down into Winchester. Stop watches were gripped in sweaty palms, note books and pencils poised in readiness, eyes flicked at the scrumying mile posts, them - wallop - we screamed to a sudden stop. A red! A bloody red! Yes red it was and red it stayed for $16\frac{1}{2}$ minutes, after which time we were allowed as far as the next signal, where we waited for 4 minutes and so onto the next, and as we discovered the failed signal. The cause of the hold up was now being attended by a hand signalman who after a further 5 minutes wait let us by with a long verbal instruction to the driver.

We arrived at Southampton Central 39 minutes late to the sound of the of the station announcer re-assuring would be passengers that "this train IS the 8-35 from Waterloo". After yet another 2 signal checks Bournemouth was reached 41 minutes late. No time to follow the now dispirited engine crew, over to the up platform and join the already hopelessly late 12-30pm to Waterloo. Perhaps it would have been a better if the 100 mph had been attained, but never-to-be forgotten journey.





BLUE LIVERY :- Below is a full list of all locomotives in Blue Livery with the exception of E3XXX's, at the time of going to press. This will be the last time a full list of these locomotives will be given owing to shortage of space. In future only additions will be listed in our magazines:-

D4/11/3/5/7/8/9/21/2/4/7/9/32/3/4/5/6/7/40/3/4/7/50/1/2/3/5/6/7/8/9/60/1/2/4/5
67/8/9/71/3/9/80/1/2/3/5/6/7/8/9/90/1/2/4/6 D101/5/6/9/13/4/6/8/20/3/6/9/33/5
136/7/9/40/1/2/3/4/5/8/9/50/1/2/3/6/58/9/60/1/2/4/5/7/9/70/1/2/3/4/5/7/8/9/80/1
183/4/5/6/7/90/1/2. D202/6/7/37/8/40/5/8/51/70/1/80/ D356 D400-22.
802/3/4/7/13/4/6/8/9/20/1/2/6/7/30/1/41/3/6/7/9/53/7/9/60/3/4/8. D1000/4/5/6/11
1017/8/20/1/2/3/4/6/9/30/2/3/6/7/43/7/8/9/50/1/2/3/6/7/8/60/1/4/5/8/9/71/2/3.
D1528/31/2/6/47/50/58/75. D1733 D1953-61. D2047/8/52/3/6/61/2/5/9/76/84.
D2101/3/4/7/9/48/9/50/9/75. D2200/9/11/39/58/93/5. D2388/97. D2423 D3045/90.
D3112/6/38/69/75/8/9/97/8/9. D3202/4/13/4/20/47/50/72/4. D3345/50/1/70/90/2.
D3461/2/3/4/71. D3877/9/82/4/93/4/5/9. D3907/17/9. D4003/18. D4100/2/61/7.
D5021/6/7/34/62/8/78/80/99. D5106/7/31/46/60/1/5/8/95. D5202/18/23/6/31/83.
D5302/4/5/7/9/10/1/3/4/5/20/5/7/8/31/6/40/1/2/3/5/89. D5529/32/3/8/50. D5626/8
5636/41/3/8/9/66/96. D5701 D5830/1/2/6/7/8/9/40/1/4/5/6/7/8/9/50/2/3/4/5/6/7/8
5859/60/1. D5909. D6100/7/8/9/24/9/37. D6300/2/3/8/14/8/22/5/7/8/9/32/3/4/6/7
6339/40/2/3/54. D6506/11/3/4/6/7/9/20/1/5/7/8/9/31/2/3/5/6/8/80. D6753
D6937/45/92. D7004/7/10/2/27/33/4/5/6/7/8/40/1/2/3/4/7/8/9/51/2/3/5/6/7/8/9/61
7062/3/4/5/7/9/70/3/9/81/3/8. D7537/71. D7640/2/3/60-77. D8001/8/10/46/8/9/73
8077/83/4/8/9/93/5/7/8/9. D8103/6/7/10/2/9/78-99 D8300-27. D8500/1/2/3/7/10/20
8522/3/5/6/7/9/32/4/5/8/40/3/5/50/1/7/63/4/5/6/7/8/73/4/7/80/2/3/5. D9000/2/3/4
9007/8/9/10/2/3/6/9/20/21. 12038/49/62/9/79/84 15212 E5004/20 E6005/7-49.
20001. 26001/2/6/9/13/4/5/8/9/20/1/2/3/5/6/8/9/32/3/4/7/44/6/8/50/3.
27001/2/4/6. D8011. D835/6. D4006. D3047. D4099. D6522. D6524. D5150. D6587.
D3051. D7022. D7066. D851. D1059. D4026. D4004. D5552. D2070. D5545. D5564.
D5658. D5639. D5506. D850. D4182. D1063. D1013. D1066. D.062. D2121. D4103.
D2398. D3669. D837.

LOCOMOTIVES WITHDRAWN :- 43006/8/33. 44665/72/83. 44761. 44800/4/7/38/51.
44903/6/26/40/65. 45001 45101/31/50. 45253/8/79/94. 45316/76/95. 45424/6/36.
48012/36/60/3. 48077/81/90. 48107/11/17/53/92/7. 48201/24/72/92. 48304/7/8/17/
35/44/5. 48433/7/41/2/53/65/8. 48503/7/32/44/53. 48617/32. 48700/40/4/9/63.
73000/34/53/67. 73126/32/5/6. 92004/9. 92165. 92223. D2200/1/19/24/6/7/30/2.
2234/5/40/55. D2592. D2703/56/8/60/4/8/9/70/3/5/9/80. D3148. D3447. D3489/97.
D3636. D8217/41. D9503/4/5/6/7/10/1/2/3/5/6/20/3/5/9/32/3/4/7/9/40/1/2/3/4/5/6.
9547/8/9/50/1/2/3/4. 43019/27. 44663. 44711. 44836/55. 44864/68. 45027. 45190.
45282/84. 45381/92. 48045/56. 48124/82. 48206/52. 48322/25/29/65. 48445/51.
48551. 48702/45. 92054/69/94. 92218/49. D5715/18. 48533. 44664. 44829. 48390.
48722. 73040. 73128. 73157. D2176. D2373/4/5/6/7/9/80/4/90/95/96. 15215.
D6109/10/26. D3147. D6316. D6347. D9501.

RE ALLOCATIONS :- 24th February, 1968. D5210/11 (9A);
2nd March, D3365 (55H); D3406 D3503 (51L); D6710 (55C); D6947 (30A); D412 (WL);
D3345/90 (16C); D3364/97 (2F); D5223/4/5 (D14); D5226/9/30/1/2 (D16); D5240 (ML);
D5385/7/8/9/90 D5408/9 (ML); D7500/1/3/4/5/7/8 (ML);
9th March, D3332 D3443 (30A); D5619 D5573 (40B); D5589/92 (41A); D2299 (40B);
D4056 (40B); D6817/8 (30A);
16th March, D407 (WL); D1728/9/30/1/2/3 (ML); D1808/9/10/1/2/3 (WL).
18th March, D3401 (51L); D7569 (1M); D7593 (55A); D368 (52A);
23rd March, D408/9/10/11 (WL); D369 (9A); D3390 (16A); D7513 (9A); D6700 (64B);
30th March, D406 (WL); 48197 (9F); 48340 (9K); 48392 (9K); D3340 (16C);
D8526/7/8/9/30/1/2 (12A);
1st April, D3401 (51L).
6th April, D5514 (30A); D8058 (41E); D8016/7 (16A); D8059/60/1/2/3/4/5/6/7/8/9
(16A); D8310/1/2/3/4 (50B); D8599 (51L); D8600/3 (51L); D131/2/3/4/5 (ML);

cont. on following page

RE ALLOCATIONS CONT. 6th April, D206/7/8/9 (8J); D287 (8J); D226 (9A); D378/80 (9A); D2386/7 (CW); D2384/95 (5A); D3345 (16A); D5144/5 (9A); D5052/3/4/5 (9A); D415/7 (WL);

13th April, D240/73 (55B); D6794/5 (51L); D3478 (41A); D3727 (40A); D8230 (30A); D418 (WL); 45073 (9K); 73040/69 (9H); D3340 (16A).

20th April, 44806 44950 (10D); D2373/89/91 (9D).

22nd April, D368 (64B); D3405 (ER).

23rd April, D3253 D3333 D3660 (Sc.R.); D3918/20 (41A); D3926 (41C); D6700 (30A).

29th April, D3405 (51L).

4th May, D5836/7/8 (40B); D6713/4/5/6/7/8/9/20 (41A); D3936 (41C); D1520/1/2/3/4/5/6 (41A); D1545/58/9/60/1/2 (41A).

Additions. January/February/March/April, 1968.

D7073/6 (86A); D836/7/8/9/51 (83A); D3114 (82C); D3195 (82A); D3268 (87E); D3823 (87E); D4120 (85A); D6348 (84A); D7028 (82A); D9506/13 (85A stored); D2197 (70F); D3094 (70B); 15221 (70D); 15231 (73F); D8319 (64B); D8326/7 (66A); D2425/6 (65A); D3554 (66C); D3561 (67C); D3733/4 (62A); D3898 (67A); D8089/96/8 (66A); D8320/1 (65A); D2427 (66A); D3278 (62C); D3279 (65A); D2435/43 (64B); D3896 (60A); D3920/1 (66A); D8323/3 (65A); D9012 (64B); D3605/6 (87E); D3961/3 (81A); D6316 (82A stored); E6101/4/5 (70D); D6522 (73C); D6579 (70D); D2434 (67C); D3886/7 (63A); D3893 (62B); D5065/6 (65A); D8562/3 (66A);

11th May, 44777 (9H); 44781 44871 (9K); 44877 (10A); 44888 (9K); 45046 (9K); 45055 45156 45187 (9H); 45200 (9D); 45231 (10A); 45269 (9K); 45287 (9H); 45305 (10D); 45312 (9K); 45386 45388 45407 (10D); 48115 (10F); 48168 (9K); 48170 (9H); 48191 (10F); 48267 (9H); 48278 (10F); 48293/4 (10D); 48319 (9K); 48356 (9D); 48374 48467 (9H); 48493 (10F); 48529 (9D); 48546 (10D); 48549 (9H); 48665 48687 (9D); 48692 (9K); 48715 (10F); 48720 (9K); 48723 (10D); 48746 (9D); 48752 (10F); 48765 (10D); 92091 92160 (10A); D228 (9A); D245 D246 D288 D291/2 (8J); D293/4 (9A);

D115/6 (WL); D2117 D2198 (8J); D2209 D2221 D2253 D2274 D2300 D2396 D2850 D2851/2/3/4/5/6/7 D2860 D2867 D3019 (8J); D3023/4 (1E); D3033 (8J); D3039 (16A); D3089 (8F); D3109 D3187 D3197 D3352/3/4/9/60/70/98/99 (8J); D3490 (16A); D3546/78/79 (8J); D3793/4 D3836/7/55/6/7/8/70 D3950 D4146/7/8/52/3/4/5 (8J); D5065/6 D5198/9 D5200 (9A); D5204/5 (D05); D5248/9/50/1/2/3/4/5/6/7/8/9/60/1/2 D5283 (8J); D5285/6 (12A); D7546/7/8/51/2 (8J); D7569 (D05); D7573 (9A); D7586 (ER); D7587 D7652 (D05); D7674/5/6/7 (9A); D8533/4 (12A); 12034/5/61/2 (8J); 12065 (8F); 12094 (8J); D3504 (51L); D3916 (55C); D7570/3 (1M); D7586 D7596 (55A); D2260/1 (56F); D3377 (55C); D97/8/9 (ML); D120/1/2/3/4/5 (D16); D130/6/7 (ML); D2189 D2208(5A); D2214 D2225/8 (8F); D2301 D2383/5 (1E); D2386/7 (5A); D2389/91 (8F); D2392 (8J); D3007 (10A); D3068 (5A); D3228 (1E); D5151/2/3/4/5/6 (9A); D5242/4 D5263/4/5 D7570 (8F); D7596 (ER); D7638 (8F); 12040/7 (5A); 12057 (8J); 12062 (5A); 12073 (8F); 12074 (8F); D1758/9/68/70 (41A); D1795/6/8/9 (30A); D3727 (41J); D3920 (41A); D3936 (41C); HS4000 (41A); D1570/1 (30A); D3182 D3297 D3321 (SCR); D3504 D3913 (51L); D3916 (55C); D3926 (52A); D7570/3 (1M); D7586/96 (55A); D1570/1 (30A); D3660 (SCR); D3920 (41A); D3936 (41C); D5543 D5659 (30A);

Additions D1830 (ML); D5056 (9A); D5396 (D16); D5407/8 (D14); D5412 (D16); D7516/17/18/19/20/21/22/23 (ML);

11th May, D166/7 (55A); D237/8/9/85/6 (52A); D1103/4/6/7/8 D6792/3 (51L); D6871/2 (52A); D3913 (51L)

March, D1011 (87E); D2177 (83B); D6349 (81A); D6316 D9501 (85A); (STORED)

April, D839/51 (81A); D1002/13/14/41/43/71 (87E); D3114 (85B); D4162 (82C); D6349 (82A); D7028/9/30 (81A); D7056/7/9/60/3/4/7 (86A); D6936/7; D6904/5/19 (WR-SCR);

March, D2239 (70D); D2341 (73F); D2399 (70F); D3668 (73C); D4103/30 (75A); E6106/7 (70D);

April, D2426/30/7/9/40 (62A); D3396 (67A); D3887 (60A); D3910 (67C); D3922 (64A); D8095/6 (66A); D8325/6 (65A).

R A I L - N E W S

H. S. 4000 "KESTRAL" Livery of this locomotive is yellow body above the waist-line and a chocolate brown below, grey roof, bogies, tanks etc. below the body are black. The locomotive has had various trails on the Eastern Region from Marylebone, and finally arrived at Tinsley Motive Power Depot on 14th May, 1968. Although officially allocated to Tinsley it can usually be found and works from Shirebrook on coal trains. It was noted on Shirebrook on the Societies recent visit on our North Midlands tour on Sunday 16th June, 1968.

CARNFORTH : 70013 "Oliver Cromwell" is now kept here for use on special duties only. It is to be used on the last steam train on 4th August, 1968, although if requires any major repairs it will have to be withdrawn owing to shortage of spare parts. It is a possibility that 15 more Claytons may be transferred from the Scottish region to the L.M.R., and that Carnforth will receive these. Crew training of Carnforth men still continues on D8512/19.

SHAP Contrary to earlier reports that steam banking continues, the type 1's (Claytons) took over at the of January, and steam facilities withdrawn.

EDGE HILL - Sunday 16th June, 1968, D9012 Crepello, was noted on this depot after having worked a Newcastle - Liverpool train. It later returned on the 7-20 Lime Street - Newcastle.

PRESTON - COAST : Loco performance still remains interesting. 45017 (10A) ran the 13½ miles to Lytham in 18 minutes 56 seconds, reaching 67 m.p.h. at Salwick and 62 m.p.h. at Moss Side with the 12-44pm to Blackpool South.

BLACKPOOL : Dismantling of the Marton line has continued using an 8F or 43008, and when no locomotive was present a bulldozer pushed the wagons.

OXENHOLME : Steam bankers remained until the end of March.

WITHDRAWN LOCOS : The 5 N.B.L. D6XX's withdrawn at the end of December are stored in two lines on the site of the old steam shed at Laira. It is believed that B.R. are trying to find a buyer for these locos, possibly an overseas railway.

WARSHIPS The following locos have been fitted for multiple working in readiness for the new summer workings :- D823/4/5/6/7/8/9/31/2/57/62/4/6/7/8/9/70. On January 3rd D813 caught fire at the now closed Oakley station whilst working the 15.00 Waterloo - Exeter. The local fire brigade was summoned and dealt with the outbreak, meanwhile, D1921 was produced, and pushed the train to Andover, where it removed D813 and worked the train forward. Departure from Andover was 103 minutes late.

READING : Noted here was D71 on 27th March appearing on the 10-08 York-Poole express, returning on the 16-29 Poole-Birmingham. A Saltley driver was provided by the L.M.R. piloted by the booked Reading driver.

BRISTOL : Brush type 2's now penetrate this area and have been noted on goods trains at Stoke Gifford, and have included D5526 on 7th March and D5524/8 during the following week. All returned light.

CHELTENHAM : Here again Brush type 2's have penetrated a new area on the Manvers Main to Riverside (7V58) train. Noted in recent weeks have been D5558 and D5856; D5812/32 and D5578 and D5686.

SHREWSBURY : The first steam locomotive seen working in Shrewsbury for four months arrived unheralded on 13th March, 1968, when 4498 "Sir Nigel Gresley" arrived from Crewe. She went and took water on the shed. On board were the directors of the A4 society, who spent 2 hours with members of Shrewsbury Town Council and other interested authorities interested in the continuation of running steam enthusiasts specials.

WORCESTER : The "Warship" locomotives noted on the Worcester-Paddington workings originate from 81A, not as previously published.

SCRAP SALES

January. Birds Motors (Long Marston) 75002/6/13/46/7/52/71; 92120: J. Cashmore (Great Bridge) 42066; 42145; 42283; 43076/84; 44828; 44912; 42138/69/89; 42574; 43044; 43125; 45075; 48622; 44909; 48218; 48506/50: J. Cashmore (Newport) 34036/52/93/5; 73020/92; 44822; 45111; 44835; 45239; 48350; 44866; 44927; 48313; 73048; 44913; 45015; 45107; 45373; 45225; 45261; 48464; 48731/68; 45263; 48377; 48359; 73014/25/45/71/94; 73139/40/1/4/58: J. Buttigieg (Newport) 45067; 48332; 48669; 46485; 48505; 48045; 48382; 48741; 48108; 48171; 48456/95; 48164; 48166; 48534; 48271; 48347; 48699; 48618; 73039; 76075; 92050: J. McWilliam (Shettleston) 44667; 45072; 92126; 44825; 45321; 45455; 70010/5/28/39; 70016*/38* (* not to Motherwell as previously reported) G. H. Campbell (Airdrie) 43122; 70025: Motherwell Scrap Co. (Inshaw) 92093; 75039; 43139; 44669/75; 44727/92; 45437; 92132: Woodham Bros. (Barry) 73096; 73129/56; 76077/9/80/4: Birds Motors (Risca) 75068; 77014; 80011 (not to Barry as previously reported) Drapers (Hull) 42072; 42141/52; 42689; 48158; 48399; 90047; 90160; 90404; 90620; 92135; 92205: T. W. Ward (Killamarsh) 44694; 44826; 44943/83; 45080; 45208/19/73.

February. J. Buttigieg (Newport) 44837; 48017; 48268; 48371; 48450; 92008; 47289; 68012; 48024; 48211; 48100; 48363; 48408; 48735; 48395; 48425; 48673; 48675; 48714: J. Cashmore (Newport) 44679; 44772; 44907; 45415; 73004; 45440; 73073; 73127/59: J. Cashmore (Great Bridge) 10000; 10201/2/3; 44697; 44725; 44840/76; 44917; 45198; 45307/68; 44852/96; 44934; 45323; 48279; 73011; 73160: G. Cohen (Kettering) 44678: T. W. Ward (Beighton) 92045/8; 92111/23/31; 92227: C & S Booth (Rotherham) 12008: Drapers (Hull) 44682; 45048; 44916; 45043; 45288; 45449; 48214; 48381; 48470: T. J. Thompson (Stockton-On-Tees) 92156: Arnott Young (Carmyle) 46522: G. H. Campbell (Airdrie) 92011/21/9/70/3; 92108/22; 92234; 92109: J. McWilliam (Shettleston) 44770/5; 44872; 44902/11; 45135; 45363; 45481; 70029/32; 92012/58; 92208/24; 70037* (* not to Airdrie) Motherwell Scrap Co. (Inshaw) 43017/46; 43028/9; 43121; 44759; 44886; 45039/61; 45425; 75010; 92051/6/71:

March. G. Cohen (Kettering) 44773; 44834; 45071. J. Cashmore (Great Bridge) 12024; 44658; 44776; 45267; 44730; J. Cashmore 44844/59; 45130; 45232/80/92; 44964; 45349; J. Cashmore (Newport) 30071; 34087; 73043; 73118; 34036/52; 73020; 76009; 44913; 45417; 48509: J. Buttigieg (Newport) 48054; 48125; 48676; 48724; 48375; 48438; 48729; 92014/20/46; 92101/13: Britton Ferry Steel Co. D2956 (ex Dep. 81) (for use in works) C. & S. Booth (Rotherham) D2500/9/14/5: Arnott-Young (Parkgate) 61262: T. W. Ward (Beighton) 44962; 45221/46; 48758; 70023; 45196; 45295; 48362; 48696; 70045; 92204: T. W. Ward (Killamarsh) 44858; 4385; 70012; 44988; 48190; 48205; 48402; 48697; 48436; 48674; 92055; 92117. Drapers (Hull) 44734; 44861/93; 45083; 48074; 44819/31/73; 44920; 45281; 45331; 45431; 45377; 48559; 48764; 92151: Arnott-Young (Carmyle) 43047; 75043/58; 92017; 92125: T. W. Ward (Inverkeithing) 44674; 45236; 70004/14/22/35: J. McWilliam (Shettleston) 44677; 44993; 70011/31/49/51: G. H. Campbell (Airdrie) 92002/22/3/4/5/6/47/79/82/4/6; 92101/12/52/62/3/6:

April. Birds (Long Marston) 75024: Cashmores (Great Bridge) 48287: G. Cohen (Kettering) 44715; 44842: J. Buttigieg (Newport) 44736; 48010; 48351; 48510; 48626; Woodham Bros (Barry) 92212: T. W. Ward (Killamarsh) 45034; 45133; 45296; 70024; C. & F. Booth (Rotherham) D2999: Drapers Ltd (Hull) 44728; 48046; 48200; 45493; 48119; 48609: G. H. Campbell (Airdrie) 43002; 43010; 43023.

BOLTON MODEL RAILWAY CIRCLE: These friends will be holding a one day Model Railway Exhibition, on Saturday 21st September, 1968, at All Saints School, Devon Street, Farnworth, near Bolton between 10-00am and 9-00pm. Admission will be adults 2/0d; children 1/0d and Family tickets at 5/0d. All B.W.R.E. members warmly welcomed. Only two/three minutes walk from Moses Gate Station, Further details from General Secretary, on request.

Toton - From information received the "Peak" Class Nos. D1-10 were due for withdrawal during May, but on the Society visit on 16th June, most of the members of this batch were still present in active service. D2 is scheduled for preservation in the Science Museum, Kensington, London.

BIRMINGHAM A most unusual working into the rebuilt New Street station is the Yarmouth - New Street which is now worked throughout by a Brush Type 2. D5580 (32A) being noted on 28th March, 1968. Noted at Tyseley on 15th April were 45562; 45697; 45593 and 7029. All these locomotive are owned by P.B. Whitehouse, and after he has restored 45593, the remaining two Jubilee which he purchased for spare parts will be sold to Cashmores at Great Bridge.

BEDFORD After a period of approx 6 weeks in Bedford shed J17 No. 1217E (65567) was towed away towards the London area on 16th March, 1968.

D. C. ELECTRIC E26000/1/2/3/4 and E27000-6 were officially withdrawn from service on 2nd March, and were all destined to be stored at Stafford originally but with a last minute change of mind, all except E26001/2/3/4, were sent into store at Bury with A. C. Electrics E3036-42/4/5, which have been having rectifier changed, and for possible conversation for multiple working. E26001-4, were temporarily at Reddish, and reentered service at the beginning of June. It is so thought possible that some of the CO-CO's stored at Bury may also be into very shortly.

The following engines were stored on this depot on 21st April, 1968 for disposal. 45075; 48169; 48622; 43125; 42085; 42189; 43044; 61306 and

PARK (BRIGHTON) The following locomotive have now been moved here :-
January: 45000 and 92220. 12th February 30245 and 30850. 21st February 1008 and 120. 26th/27th February, 30587 and 70000. 5th March, 1968, 83001; 42500. These will join the locomotives already stored there and it is noted that certain other moves will take place over the next couple of months to store ALL British Railways locomotive scheduled for preservation at one storage point. Former U. S. A. D-6-OT's DS237 "Maunsell and DS238 "Light" were hauled from Ashford to Tonbridge on 23rd March and were still there over a week later.

60532 "Blue Peter" was noted on this depots on our recent Scottish tour on Sunday 2nd June.

On the Society visit on Sunday 2nd June D422 was noted on the shed D4097 ex Foot William.

AND NORTH VALLEY: This privately owned Railway has now been granted a licence by order, for the purpose of running a regular passenger service, and for the purpose of transport.

The shed was closed at the beginning of May, and on the Society visit on 16th June Nos D5534 and D2285 were present. The shed contained only one loco under going repairs.

AT THE TIME OF GOING TO PRESS

D3025/6/34 (16A) D7653 (9A); D7541 (9A)
D1769 (41A) D3307 (Colchester); D123/4/5 (ML); D3021(16A)
D8030/1/3 (D16).
D290/1/2; D372/3/4/5/6/9 (9A); D5406 (D14); D7592/4/5/7,
D632 (8F); D7654 (D05).

On Monday 17th June, 1968, all London Midland Region locos are now allocated to a division instead of an actual shed. The divisions are as follows:- D01 - (remained) London Division; D14 - (ceased to exist); D08 Liverpool Division; D09 - (ceased to exist) 10 Preston Division. Allocations to Midland and Western Region will also be listed. Full detailed list of all L.M.R. type 1 - 4's will be on a following page. (Page 16)

Two vouchers to the value of 10/0d each, will be given for the first two fully correct enteries, to be drawn out of a hat on 31st August, 1968. Copy your answers onto a plain piece of paper and send them to the Publicity Officer, A. Fawcett, 30, Lower West Ave., Barnoldswick, Via Colne, Lancashire, to arrive no later than 30th August, 1968, not forgetting to state your name and membership number on your entry. All 50 names must be answered correctly before entry is put into the draw. The judges decision shall be final, and answers and winners will be listed in the next edition of this magazine.

In this issue we want you to answer correctly the full names of the following anagrams. All are names of various Motive Power Depots, throughout this country, and includes some depots which are closed.

- | | | |
|----------------|------------------|-----------------|
| 1. COWLICK | 18. ARMKATEHY | 35. RENMOTBOUHU |
| 2. BUBNARY | 19. AI'ENGDR | 36. BORNAYTH |
| 3. FODDBER | 20. THOOPSRUT | 37. DEANSTROC |
| 4. DRFXOD | 21. KILEFEDAW | 38. GREATBAT |
| 5. MOLEPAID | 22. SENTILY | 39. NOWSDIN |
| 6. OTCIDD | 23. THOLMAIN | 40. EONKRSSAM |
| 7. THASEEGAD | 24. LOWBRINGHOGE | 41. MACHIMMIN |
| 8. LANLDAR | 25. TOATBECK | 42. SEENYLAN |
| 9. KRENDEHIBA | 26. STROONUT | 43. LATYSEL |
| 10. EIDLAFSTE | 27. LOANLERT | 44. STREECIE |
| 11. GNILNOWTEL | 28. RUTSPEN | 45. THRANCROF |
| 12. STAEGHIEL | 29. LARNFEY | 46. RHORBESOK |
| 13. RENSHOY | 30. NOWCLAK | 47. YUERSTEN |
| 14. KHELOBC | 31. SICRASTAR | 48. THINGAMNOT |
| 15. FEATCROG | 32. MOYWEUHT | 49. WROTINGKNO |
| 16. FATHLEID | 33. EOYLX | 50. POEMBLEMECT |
| 17. RENDUSDALN | 34. DARFINHOMG | |

L.M.R. ALLOCATIONS OF TYPE 1 - 4 LOCOMOTIVES AS AT 00.01 HOURS 17th JUNE

- D01 D298-306; 5194; 5213-25/41/70/1; 5400-8; 7563/4; 7844-46/56-61; 8000
- D02 D1682-1701/7-27; 1837/8/58-61; 1941-52; 5294-6; 7559/61/2/5-7/98; 76 D8040-44; 8134-41.
- D05 D217/29-36/95-97; 307-9/13-5/8-21/3/6-30/33-8; 381-2; 400-29; 1616-2 1735-51; 1801-16/39-57; 1939/40/53-67; 5000-49/57-60/73-93; 5337 D5204/5/87-92; 7569/87; 7652/4.
- D08 D206-9/11/5/6/8-24/45/6/55/67-9/87-9; 310-2/6/7/24/5/31/2/9 /6/7/42/4/8-65/83; 7502/6/46-8/51/2/7/60/70/4/5/7/80/2/5;
- D09 D200-5/12-4/25-8/90-4; 344/69-80; 5050/2-6/61-6; 5134-9/42 D5200/11/2/73-9/93; 7513/38-45/58/73/88-92/4/5/7; 7629-31/
- D10 D210/41-4/7-9; 390/1; 5208-10/38/85/6; 5701/2/5-8/11/2/4/6 D7671-3; 8500-34.
- D16 D1-11/3/8/21/33/36-138/140-47/9-52/4-9/61-3/5; 1628-30; 1 5183-93/5/6; 5226-37/9/40/3/5-7/66-9/72/80-2/4/97-9; 5370 7500/1/3-5/7-12/14-37; 7599/600/1/11/2/27/8/55. 8016/7/38 D8142-99.

Also Add the following Locomotives withdrawn for W/E 15th June D3494; 48282/327/38; D3448.

COLCHESTER - It is thought that this depot has been allocated has this as been noted on quite a number of locos at this depot

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