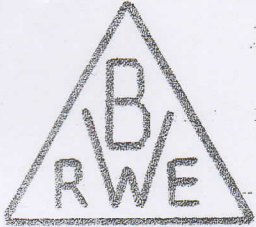
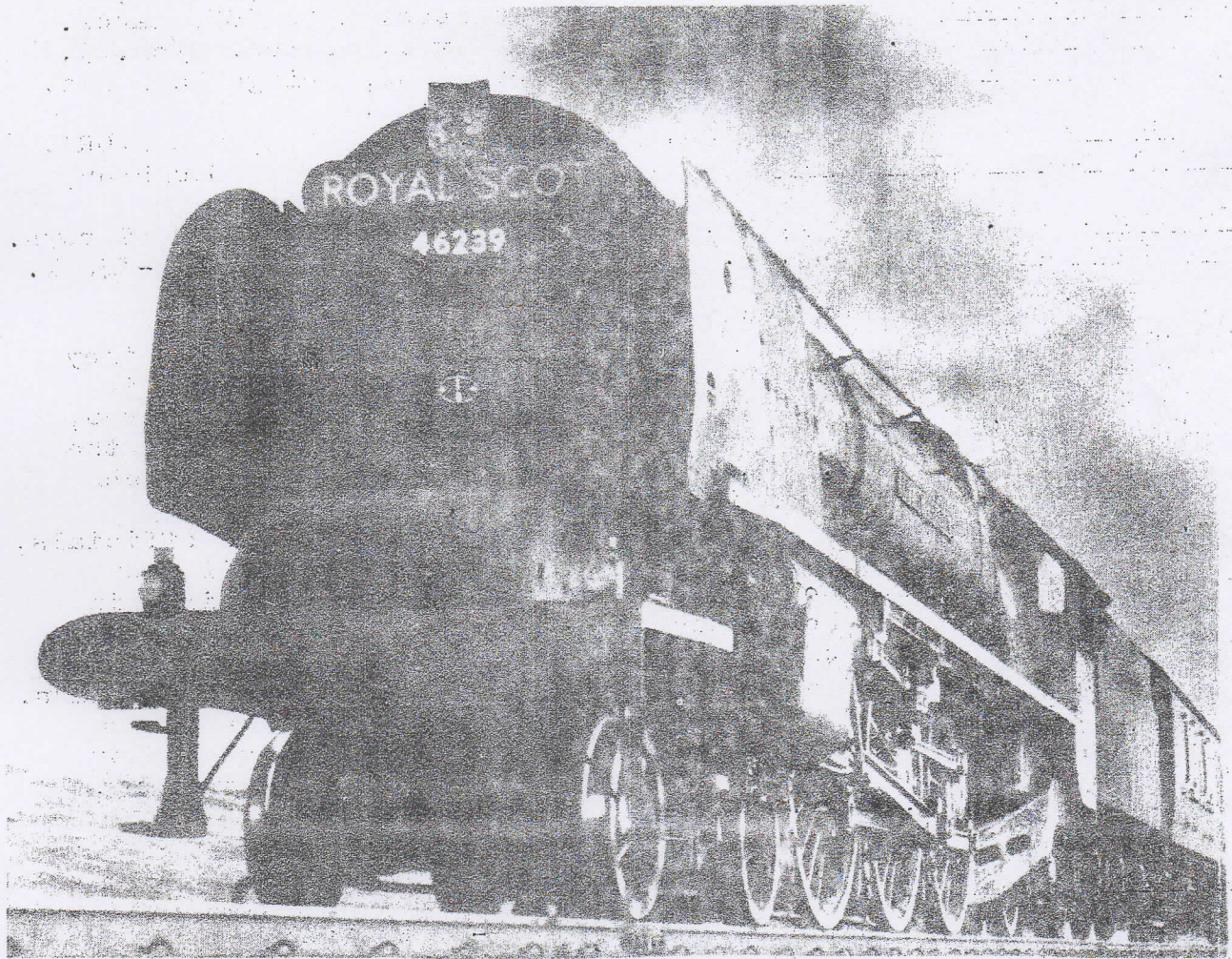


# BUCKLEY WELLS



# RAILWAY ENTHUSIASTS

MAGAZINE NUMBER 7



JANUARY, FEBRUARY AND MARCH, 1967.



BUCKLEY WELLS RAILWAY ENTHUSIASTS

General Secretary

Mr. D. Felton,  
76, Heywood Street,  
BURY, Lancashire.  
Tel. BURY 4230.

Membership Secretary

Mr. R. Heyes,  
15, Stoneway Road,  
Anchorsholme,  
BLACKPOOL, Lands.  
Tel. Cleveleys 4284.

Tours Secretary

Mr. S. Fitton,  
123, Manchester Old Rd.,  
MIDDLETON,  
Nr. Manchester.

Officials :- R. Axon, C. Pownall.

Area Representatives :-

Scotland :- G. Gilmour, 27, Townhill Rd., DUNFERMLINE, Fife.

North West : P. Walton, "Winestead", Drawbridge Lane APPLEBY, West.

West Lancashire : D. Abbott, 40, Howard St., Pemberton, WIGAN,

Central Lancashire : J. Gregory, 38, Wigan Road, ATHERTON, Lancs.

North Manchester : P. Blunn, 16, Holmfield Ave., Moston, M/cr. 9.

South Manchester : B. Harrop, 10, Baddeley Close, Bridge Hall Est.,  
Adswood, STOCKPORT, Cheshire.

East Cheshire : D. Harrop, 29, Ludlow Rd., Offerton, STOCKPORT.

West Cheshire & North Wales : M. Leigh, 52, Cherry Rd., Boughton,  
CHESTER.

Derbyshire : W. J. Frisby, 60, Kings Rd, Fairfield, BUXTON, Derbys.

North Midlands : S. Joseph, 7, Church Rd., Blurton, STOKE-ON-TRENT.

We have designed the above positions for a dual purpose. The first one being, that if any members have any questions that they wish to ask about the club, tours or anything about railways in general to contact these persons, who should be able to help you, and if they can't they can then contact someone who does know the answer to your questions. Secondly they are to help run a coach when there are not enough officials to do so. And on these tours, these persons will have the full responsibility as officials, any instructions issued by them are to be obeyed as if they were a full official. However area reps. are still required in the following areas :- North East, West Riding, South Yorkshire, Nottinghamshire and Lincolnshire, London and Home Counties, South Coast, Bristol and the West Country, Birmingham, and South Midlands. Any member over the age of 15 years living in any of these areas and willing to take on the responsibility, although there is not really much work attached, should contact the General Secretary, before 31st December, 1966.

\* \* \* \* \*

Coach Picking Up and Meeting Points :-

ALTRINCHAM - Station Forecourt

STOCKPORT - Town Hall

BOLTON - Trinity St. Station

SWINTON - Windmill Hotel

BURY - Art Cinema (Bingo Hall)

WHALEY BR. - Opposite Station

CHORLEY - Opposite Odean Cinema

WIGAN - Wallgate Station.

PENDLETON - 58 (Stretford) bus stop in front of Pendleton Church

MANCHESTER - Victoria Railway Station, under L & Y Railway Map.

Members may be picked up at any other points if on the direct route of the tour.



11th December, 1966.

First of all may I take this opportunity to wish all members on behalf of all club officials a very Merry Christmas and a Happy New Year.

As you no doubt will have seen by now from the facing page we have once again had a change in the positions of officials, and I would like to introduce to you all Mr. Roger Heyes from Blackpool who has been appointed Membership Secretary in the place of Mr. S. Fitton. Mr. Heyes, once ran his own Society in Blackpool and we hope he will contribute the knowledge gained in his experiences to us. Mr. Fitton, now becomes bookings Secretary in the place of Mr. Goldie who has served in this place during the past three months and on behalf of the whole club I would like to thank Mr. Goldie for the services he has volunteered. He has done a grand job in one of our busiest periods since the club started over three years ago. All coach tours during the past three months have been fully booked, and in fact one tour (the London) we had to run two coaches one the previous week to the advertised tour, owing to the large demand, and we still had to reject over another 60 applicants. Although Mr. Goldie only served in a temporarily position he has helped the club since its foundation, once being the chairman of the committee, but owing to various reasons he could not remain in this position. We hope that he will remain a good friend of ours and that we may call on his services once again if the call arises.

The bus enthusiasts section of the society has set off at an enormous rate, Mr. Fitton who has been appointed secretary of this section, has been flooded with applications, especially for our first tour on Saturday 31st December, 1966, around the Manchester Trolley Bus System, full details of this tour are however enclosed and we look forward to meeting as many of our members as possible on this tour, although places are restricted so please book early. Subscriptions of the bus section are 5/-d per year, and the club is run on similar lines, to that of its parent, please do not hesitate to write for details to Mr. Fitton.

Talking of subscriptions, that reminds me, that the B.W.R.E. subscriptions have now risen to 2/0d. any one whos membership now falls due, or who joins the club from now on will have to pay this new rate. It has been brought about by various factors, the main one being, the number of persons who forget to enclose a stamped addressed envelope when writing to club officials. We have tried various methods of stopping this but certain members will still persist in this habit, which cost the club a considerable amount over a period of 12 months. Further increases may also be necessary if members do not adhere to this warning "NO STAMPED ADDRESSED ENVELOPE NO REPLY" We make this plea in every issue but there is always someone who forgets, don't let it be you.

A number of members are still trying to ring me up at home during the day time, and as pointed out previously, this is a complete waste of your time and money, as well as that of the person who answers the phone. So please note that you may ring any evening after 6-30pm except Mondays, when I am not at home until very late in the evening, infact too late for any telephone conversations.



As previously stated all tours during the past three months have been fully booked, so if you intend to go on a tour please remember to book as early as possible. You only need pay your deposit, as long as the remainder is paid for the tour at least 7 days before hand. Your deposit secures you a place, and of course you may book for as many tours as you wish on this basis at one go, and pay the remainders off when you can afford it, near the actual tour.

During the first month or so of 1967, we shall be introducing once again our loco shed allocation books, as well as a named locomotive list, similar to that sold on recent tours by the "Dalescroft Railfans Club". However these are only a few of the items we hope to introduce in our newly formed Printing and Publications Division. By the way the offer to members to undertake any duplicating on their behalf still stands, prices and quotations will gladly be given on application, also to supplying paper at ex Mill prices.

If you have any constructive comments or criticisms of our magazine, the society or Railways in General, please send your letter to the General Secretary, for inclusion in the next edition of the magazine. This will be a new section of the magazine, and will be called "Letters to the Society". Of course we still however need items of rail news just before the next magazine is due to be published, and we are always grateful for any information for this section, nothing is too small or unimportant to send.

We have taken the liberty of enclosing with this issue of your magazine, two forms from locomotive preservation societies. Both are worthy causes and I would ask you to give as generously as possible, if you only send 2/0d or 2/6d. even it will be most welcomed, and if every member gives this amount these locos are nearly certain to be preserved, although their fates at present lie undecided. 45596 "Bahamas" is at present at Stockport Edgeley, and has been purchased, although money is required to put the loco in working order, so that she can draw specials on B.R. metals. It is anticipated that if enough money can be raised that she will be painted in L.M.S. livery and stored at Stockport until the depot closes to steam, which it should be noted, will be one of the last steam depots in the country, owing to the large amount of workings it has, where steam is necessary. On the other hand, "The Bullied Pacific Preservation Society" have not yet purchased a locomotive but they have only a limited amount of time left now before all the remaining un-rebuilt members of the Bullied family are withdrawn, as only 6 members of this class still remain in anything like working order. Funds are now very urgently required for this organisation, and if you only send a few shillings or pounds, every little will help in some way. If by any chance either of these two societies fail in their attempts, all moneys collected will be refunded in full. SEND YOUR DONATIONS AT ONCE ON THE FORMS PROVIDED Give something towards, what is the very last attempt to save a "Jubilee" and a "Bullied" Both very famous locomotives in their own rights, GIVE GENEROUSLY, GIVE NOW, EVERY LITTLE HELPS.



N O T I C E S

MANCHESTER MODEL RAILWAY SOCIETY. Will be holding their annual exhibitions in the Corn Exchange, Hanging Ditch, Manchester, on Friday, Saturday and Sunday 16th, 17th and 18th December, 1966. Numerous working models, will be on show, as well as models, statutory displays, and trade stands of various natures. All B.W.R.E. members are warmly welcomed to this annual event which has received great acclaims throughout the country as the best exhibition ever to be put under one roof.

POSTAL ORDERS :- Members are respectfully reminded that all Postal Orders, etc., should be made payable to the club and not to individuals, and should be crossed A/c Payee Only and please leave the space at the bottom where it says signature BLANK as this is for the persons receiving the money and NOT the sender.

CLUB BADGES :- We are temporarily out of stock, although further supplies should be arriving shortly.

ATTENDANCE ON TOURS :- If members find for some reason that they are unable to attend a coach tour, will they please contact Mr. Felton, as soon as ever possible. On recent occasions we have waited sometime for persons to turn up, and later found that they have been ill and did not intend to go on the tour for several days before hand.

BUCKLEY WELLS BUS ENTHUSIASTS :- Applications forms, details of tours, etc, for this society as available from Mr. S. Fitton, 123, Manchester Old Road, MIDDLETON, Nr. Manchester, and of course not forgetting to enclose a stamped addressed envelope. Subscriptions are only 5/0d. per annum, and will include regular newsheets, tours programme etc. etc. etc.

CONGRATULATIONS :- to Mr. Eric J. Hyde, once Treasurer of the B.W.R.E. and one of the founder members and who quite a number of you will know quite well, as been elected a member of Salford City Council. Mr. Hyde gave up his work with the B.W.R.E. owing to his political commitments, although he has still remained an active member.

Also to :-

Mr. Roger Heyes, our new Membership Secretary, who is due to get married on Easter Saturday this next year. I think that all members, wish Roger and Ethel every happiness in the future and we only can hope that Ethel will let Roger of the leash to attend as many tours as he does now.

\* \* \* \* \*

ANSWERS TO NUMBER PUZZLE IN LAST EDITION :-

1: 21; 2: 60; 3: 1; 4: 3; 5: 15; 6: 14; 7: 20; 8: 46; 9: 18;  
10: 2; 11: 2; 12: 6; 13: 7; 14: 5; 15: 80; 16: 8; 17: 5; 18: 36;  
19: 50; 20: 1; 21: 55; 22: 9; 23: 10; 24: 24; 25: 2.

For this issues puzzle and competition see back page.

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## RAIL TOURS

We have no rail tours planned for the first three months of 1967, owing to the possibility of bad weather etc. We therefore expect that our next rail tour will once again be with our friends Williams Deacon's Bank. They are planning to run a excursion some time during May to Morecambe behind 4472 "Flying Scotsman", although this is not entirely for railway enthusiasts, we hope some of our members will be interested in going on this tour. Full details will be given in our next magazine.

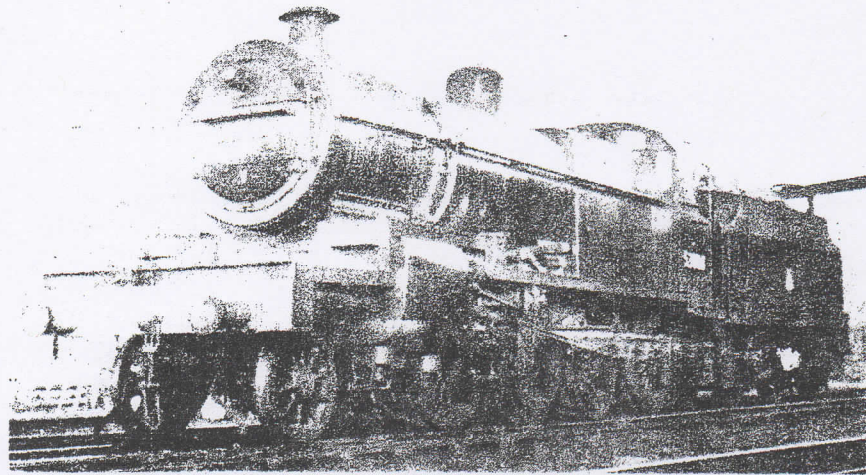
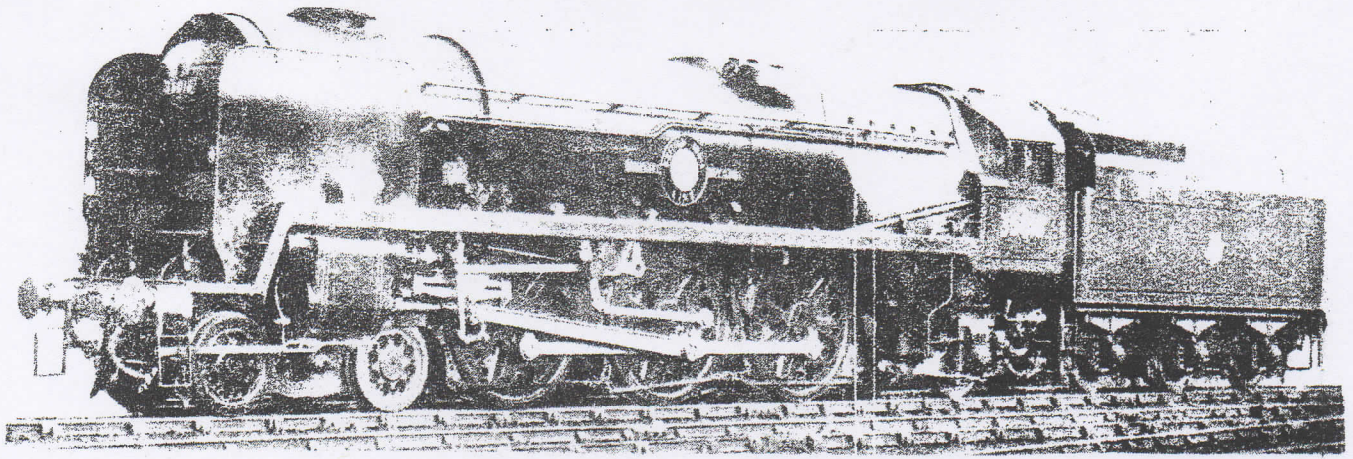
If however 5596 Bahamas is in running condition before our next magazine we will send you all a circular, as we are hoping to run a tour behind this locomotive when she become fully operational.

### S U M M E R   H O L I D A Y S   1 9 6 7

First of all we are planning a rail-rover tour of Wales and Border counties, visiting, the narrow gauge Branch Lines, all motive Power depots, and scrap yards. Cost will in the region of £20-0-0d. per head for adults and £16-0-0d. per head for juveniles. Tour will start in Cardiff on Sunday 13th August, and it is hoped to finish at Crewe the following Sunday. Freedom of Wales tickets will be used throughout for travelling and cost includes this, as well as Hotel accommodation and other sundry expenses. This tour will be run in conjunction with our friends the "Dalescroft Railfans Club" of Bradford, who run a similar tour to Scotland earlier this year, which proved a very big success. It is hoped that coach travel will be provided from Manchester on the Saturday to connect with the start of this tour on the Sunday. However full details are not yet available, but anyone interested should contact the General Secretary, per return.

The second tour we are planning will be a coach tour of the vast majority of motive power depots in this country, and will include visits to at least all the remaining steam depots, as well it is hoped various scrap yards up and down the country. Cost here will be in the region of £18-0-0d. for coach fare, hotel accommodation, and other sundry expenses. No date has yet been fixed, as this depends on you, and when you would like us to plan it, bareing in mind of course that the Southern Region steam will disappear during early June, so for this reason, we would most likely run the tour the week after Whitsuntide, which next year falls in the first week of June, but again may I point out that this depends on the persons interested in such a venture. This of course is the first tour we have ever attempted like this and we hope to make it a big success, so if you are interested please write at once to the General Secretary, stating when the best week for you would be. This tour will only be run if we can get enough members interested, and no further planning will take place until there are sufficient applicants, although from recent conversations on coach tours we think this is quite likely to succeed. Please tell all your friends about this marvellous tour.

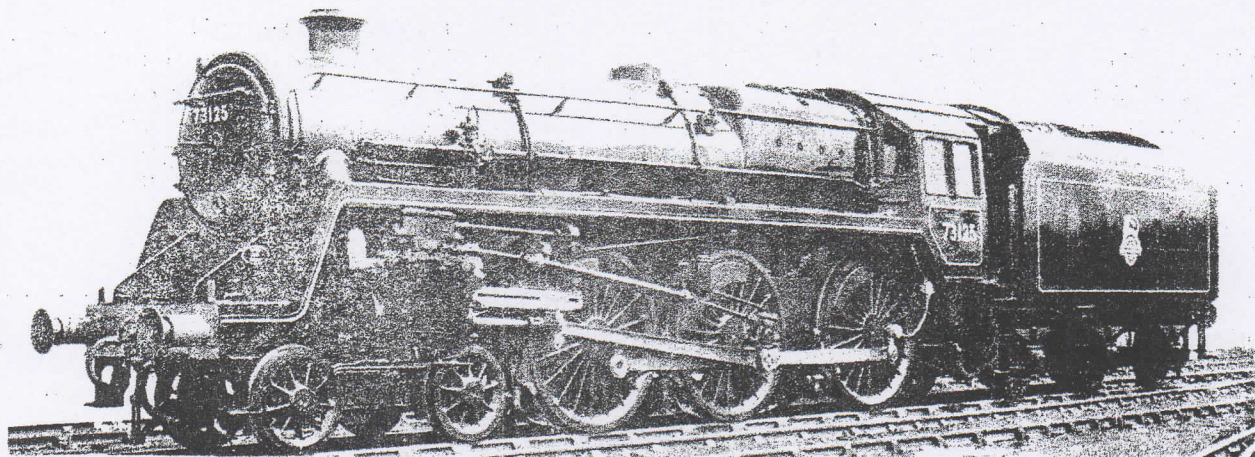




ABOVE :- S.R.  
Rebuilt Merchant  
Navy Class Loco  
35018 British India  
Line.

CENTRE :- S. & D.  
Loco. (now all  
extinct) 53808.

BELOW :- B.R.  
Standard Class 5.  
73125.





Sunday 12th February, 1967      South Wales      Tour No. 67/68W

Motive Power Depots to be visited include :- 86A Cardiff Canton; 86B Newport Ebbw Junction; 86E Severn Tunnel Junction; 87B Margam; 87D Swansea East Dock; 87E Landore and 87F Llanelly, as well as a few scrap yards, including Barry Island if time permits. The coach will depart Saturday evening as follows :-

	Bury	at 6-30pm	due back at 10-00pm
Cost will be £2-10-0d.	Manchester	at 7-00pm	due back at 9-45pm
Minimum deposit 10/0d.	Altrincham	at 7-30pm	due back at 9-15pm

Sunday 26th February, 1967      Crewe and District      Tour No. 67/69C

Motive Power Depots to be visited include :- 5B Crewe (South); 5S Stoke; 6A Chester and 6C Crœes Newydd, also Crewe Locomotive Works. The coach will depart Sunday Morning as follows :-

	Bury	at 8-00am	due back at 9-45pm
	Bolton	at 8-15am	due back at 9-30pm
Cost will be 18/6d.	Windmill	at 8-30am	due back at 9-15pm
Minimum deposit 5/0d.	Pendleton	at 8-35am	due back at 9-10pm
	Manchester	at 8-45am	due back at 9-00pm
	Stockport	at 9-15am	picking up point only..

There will be a limited number of places available for Crewe Works only on this tour, by meeting in front of Mill Street Entrance at 12-20pm. Visit fee 1/6d. payable in advance to secure place.

Sunday 5th March, 1967      London      Tour No. 67/70L

Motive Power Depots to be visited include :- 14A Cricklewood; 30A Stratford; 34G Finsbury Park; 70A Nine Elms; 73C Hither Green; 81A Old Oak Common; and 81C Southall. The coach will depart Saturday Evening as follows :- Bury at 8-00pm due back at 9-45pm  
Cost will be £2-5-0d. Manchester at 8-30pm due back at 9-30pm  
Minimum deposit 10/0d. Altrincham at 9-00pm due back at 9-00pm

Sunday 12th March, 1967.      North East      Tour No. 67/71N

Motive Power Depots to be visited will include :- 50A York; 51C West Hartlepool; 51L Thornaby; 52A Gateshead; 52F North and South Blyth; 52G Sunderland; 52H Tyne Dock. The coach will depart Saturday Evening as follows :-

Cost will be £2-0-0d.	Manchester	at 8-30pm	due back 9-45pm
Minimum deposit 10/0d.	Bury	at 9-00pm	due back 9-30pm
	Rawtenstall	at 9-30pm	due back 9-15pm

Saturday/Sunday 25th/26th March, 1967      Scotland      Tour No. 67/72S

Motive Power Depots to be visited include :- 61A Kittybrewster; 61B Ferryhill; 62A Thornton; 62B Dundee; 62C Dumfermline; 63A Perth; 64A St. Margarets; 64B Haymarket; 65A Eastfield; 65B St. Rollox; 65F Grangemouth; 65J Stirling; 66B Motherwell; 66A Polmadie; 66E Carstairs and 67A Corkerhill. The coach will depart Friday Evening (Good Friday) as follows :-

	Bury	at 6-00pm	due back at 9-45pm
Cost will be £4-10-0d.	Manchester	at 6-30pm	due back at 9-30pm
Minimum deposit 30/0d.	Pendleton	at 6-40pm	due back at 9-20pm
	Bolton	at 7-00pm	due back at 9-00pm
	Chorley	at 7-30pm	due back at 8-45pm

Cost inclusive of one nights Hotel accommodation during tour,  
NO BOOKINGS CAN BE ACCEPTED AFTER 10th MARCH, 1967 and all remainders must be paid up no later than 18th March, 1967.



T O U R S      P R O G R A M M E

Sunday 8th January, 1967

Southern Scotland Tour No. 67/63S

Motive Power Depots to be visited will include :- 64A St. Margarets; 64B Haymarket; 65A Eastfield; 65B St. Rollox; 66A Polmadie; 66B Motherwell; 67A Corkehill. The coach will depart Saturday Evening as follows :-

	Bury	at 6-30pm	due back at 10-00pm
Cost will be £2-10-0d.	Manchester	at 7-00pm	due back at 9-45pm
Minimum deposit 10/0d.	Bolton	at 7-30pm	due back at 9-15pm
	Chorley	at 8-00pm	due back at 9-00pm

Sunday 15th January, 1967

North Midlands      Tour No. 67/64K

Motive Power Depots to be visited will include :- 16A Toton; 16C Derby; 16B Colwick; 16E Kirkby-in-Ashfield; 16F Burton, also Derby Works. The coach will depart Sunday Morning as follows :-

	Bury	at 8-00am	due back at 10-00pm
	Bolton	at 8-15am	due back at 9-45pm
Cost will be £1-0-0d.	Windmill	at 8-25am	due back at 9-30pm
Deposit (minimum) 5/0d.	Pendleton	at 8-35am	due back at 9-25pm
	Manchester	at 8-45am	due back at 9-15pm
	Stockport	at 9-15am	due back at 8-55pm
	Rising Sun	at 9-25am	due back at 8-45pm
	Whaley Bridge	at 9-40am	due back 8-30pm

Saturday/Sunday 21st/22nd January, 1967,      Scotland Tour No 67/65Q

Motive Power Depots to be visited will include :- 70A Nine Elms; 70B Feltham; 70C Guildford; 70D Eastleigh; 70E Salisbury; 70F Bournemouth; 70G Weymouth; 73C Hither Green; 81A Old Oak Common; 81C Southall. Owing to the present economic situation it is doubtful whether Eastleigh works will grant us permission to have a look round the works. Hotel accomodation has been arranged for the Saturday Evening, and the cost is inclusive of this. Number of places are very limited, UNDER NO CIRCUMSTANCES CAN BOOKINGS BE ACCEPTED AFTER 10th JANUARY, 1967. All deposits must be paid up no later than 14th January, 1967. The coach will depart Friday Evening as follows :-

	Bury	at 7-00pm	due back at 10-00pm
Cost will be £4-5-0d.	Manchester	at 7-30pm	due back at 9-30pm
Minimum deposit 25/0d.	Altrincham	at 8-00pm	due back at 9-15pm

Sunday 5th February, 1967

South Yorkshire      Tour Number 67/67F

Motive Power Depots to be visited will be as follows :- 55A Holbeck; 55B Stourton; 55E Normanton; 55F Manningham; 55G Huddersfield; 55H Neville's Hill; 56A Wakefield; 56D Mirfield; 56F Low Moor. Coach will depart Sunday Morning :-

	Bury	at 8-00am	due back at 9-45pm
	Bolton	at 8-15am	due back at 9-30pm
Cost will be 16/6d.	Windmill	at 8-25am	due back at 9-15pm
Minimum Deposit 5/0d.	Pendleton	at 8-35am	due back at 9-10pm
	Manchester	at 8-45am	due back at 9-00pm

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If for any reason there is a mis-print in your magazine, e.g. a blank page or printing on only half a page etc., please do not hesitate to return this to the General Secretary, who will replace it free of charge with a new one. With printing over 1,000 magazines it proves impossible for everyone to be checked and of course the odd one or two slips through the net.



## FORTHCOMING TOURS

As you may be aware, all remaining steam locomotives in Scotland are due for withdrawal anytime, and with this reason in mind we have decided to run an extra Scottish tour. This will visit all depots in the Edinburgh and Glasgow areas, that steam locomotives use, and may be our last chance to see steam in action North of the Border. The North Midlands tour on 15th January, 1967, will be the same as usual, although it is doubtful whether much steam will be seen on this tour. Reports suggest that Westhouses has closed completely and that Kirkby-in-Ashfield is now only used to house a few diesels over the weekend. Shirebrook diesel depot has now come into full operation, but British Railways at Sheffield still refuse to grant permission for parties to visit this depot, although it is hoped that we will be able to see the majority of the engines from the main road. We are planning two Southern Region tours before steam finishes on the Southern Region, the first one will be on Saturday and Sunday 21st/22nd January, 1967. The electrification is progressing rapidly and is well up to schedule. This means that all steam service will disappear during early June, if not before. Once again South Yorkshire will lose the vast majority of its steam locomotives during May and June, and most of the West Riding depots will close completely. One of these will be Wakefield (56A) which still boasts the second largest allocation of steam locomotives in this country, this depot is closing on 29th May, when the depot at Healey Mills yard becomes fully operational. Jubilees still left in the Leeds area, are mostly used for working parcels traffic, and B.R. have only given them a life until February, 1967. The South Wales tour on Sunday 12th February, 1966, will once again visit the major diesel depots in this part of the country, as well as Barry Island, where over 150 steam locomotives are awaiting the breakers hammer. Other scrap yards will be visited if time permits. Then we come to the usual 'Crewe and District' visiting as many depots as possible in this area as well as Crewe Locomotive Works. Owing to steam locomotives being banned at Crewe from the beginning of 1967, we have reduced the number of visits next year from two monthly periods to three monthly, so if you want to go on this tour book straight away. Sunday 5th March, will again be another London tour, following the massive response for the last one, on which we visit all depots with a thirty miles radius of central London. For the first time in the history of the club, we are attempt to run a North East tour on a Sunday. This tour usually runs on a Saturday in the past will again feature all remaining steam depots in the North East, where on Sundays they have very few workings, thus giving us a chance to see nearly ever loco in this area. Easter Weekend is of course our usual track to Scotland. We hope to visit every depot south of Aberdeen, which will include Dundee, which is expected to be the last depot to have steam locomotives North of the border. One nights hotel accommodation has been arranged on this tour, although we can only hope the weather will be kinder to us this year than the past two, where it has rained on each occasion, although this tour is usually enjoyed by everyone.



The vast majority of news these days is the fast decline of steam all over Britain, with diesels quickly taking their place, that is of course if they do not fail, breakdown, or catch fire or just simply will not go. A case brought to our notice recently was that Dunfermline (62C) which should have closed to steam locomotives in mid-November, is now running more steam rosters than for some months previous to this date owing to the large amount of Clayton's which have failed, and in fact the day before this depot was due to close to steam, quite a number of these locomotives were temporarily withdrawn. All steam depots in Scotland were due to close, but in fact there was only a very few that did. St. Margarets (64A) although having no allocation of steam locomotives, still has facilities for servicing them. 60009 Union of South Africa has been bought by a Fife farmer, who is hoping to relay an old branch line in Fife to run this locomotive on. It has received a so called repaint at Thornton mpd, and at the moment is running on trails on local freight branch lines.

Local news reports suggest that Newton Heath (9D) will close to steam during March of this next year and will receive an allocation of something like 40 type 2's and 20 type 4's. Bolton (9K) is still mainly steam with only shunters paying an occasional visit to this depot. Patricroft (9H) is again still mostly steam, although its allocation has been run down some what over the past few months. Agecroft (9J) closed completely during October, all locos being transferred to neighbouring depots at Newton Heath, Trafford Park, Stockport, Bolton and Patricroft. Edgeley (9B) as still got a big allocation of steam locomotives, and is not expected to close until the end of December, 1967, thus giving it the status as one of the last steam depots in the country to be closed. A number of Britannias still thrive at this depot, especially 70004, which has been used on various railway special over the past few months. 45596 Bahamas is stored inside the shed awaiting preservation.

A correspondent informs us that the following locos have now been painted in the new 'Rail Blue' livery :-  
 D4; D47/56/57/58/59/68/79; D101/09/16/33/35/42/43/52/58/69;  
 B 185/86; D1037; D4100; D1953/4/5/6/7; D7661/2/3/4; D5649;  
 D9002 and E5021. Derby Works are now turning out all locos in blue livery. All the new electric locos being built for the Southern Region are also painted in blue livery, Nos E6013/4/7/9/20/4/8/35/8/43, where all seen on Feltham on the two London tours, as well as a diesel shunter. Swindon now look to have used all their maroon paint up to, as they are turning our Western's and Warships in blue livery, complete with all yellow ends.

The preserved locomotives at Stratford (30A) could be seen through the windows of the shed where they are housed, but we were not allowed to view the locomotives at close range, on our recent London tours. However, we were lucky in seeing 7029 Clun Castle at Oxley on the 13/11/66 this now is the last remaining castle in working order, and is owned by a private individual, who loans the loco to B.R.



Also seen on the London tour where the following Southern Region Pacifics at Nine Elms :- 6/11/66, 34001/2/9/12/5/7/9/26/36; 34037/71/7/87/93/108; 35023/27/29. 13/11/66 - 34001/2/8/9/12/5/7; 34018/26/34/66/89/90/102; 35007/10/27/29. On Sunday 30th October A4's 60007/10/26, where undergoing overhaul at Crewe Works, and it is expected that all three of these locos will be complete by the end of this year. It was also interesting to note on this date that 12 WD's where undergoing repair. 71000 Duke of Gloucester is now well underway in being cut up. 92220 Evening Star was on Crewe South on 30th October, but it is believed that this has now been moved into the works. On Saturday 6th November, 1966, the following Britannias where noted on Kingmoor (12A); 70001/2/3/5/6/8/9/10/2/3/6/25/37/39/41/52, also 23 Black 5s; 3 Jinties and 7 Ivatts Class 4 MT were seen, also on Upperby (12B) Britannias, 70018/22/31/48 where noted. The only steam noted on our East Anglia Tour at the beginning of October where preserved G.E. B12 61572; J15 65462 and WD 90068, all noted at March, where also D200 was seen, because of dense fog on this tour it was necessary however to shorten the tour, and Leicester, Toton and Buxton where visited instead, but nothing of real interest was noted any any of these depots.

Sunday 20th November, 1966, was the day for the Williams Deacon's Bank tour, to Doncaster and York. Motive Power was S.R. Merchant Navy 35026 Lamport and Holt Line. The train departed from platform 14 at Manchester Piccadilly to time, although one or two delays where incurred during the journey owing to engineering operation. At Rotherham the old Staveley Works shunters were noted, Nos 41528/33; 41708/34/63/804/35 and 47001/5, all awaiting cutting up at a local scrap yard. Arrival at Doncaster was 15 minutes late, and there was an enjoyable visit of the works, although nothing special was seen, except for several Deltics undergoing repair. We left Doncaster 20 minutes late, partly owing to the late arrival and the late running of the "Flying Scotsman". At York a visit of the mpd was arranged and 60019 Bittern was noted inside the deisel shed.

Recent withdrawals include :- 63377; 43052; 45044; 45385; 47391/566/643; 48251/318; 70037/17; 75011; 82009; 92067/213; 9641; 42583; 44945; 45045; 45105; 45205; 45311; 46521; 48225; 48289/475/527/514; 68079; 70044; 75051; 92136; 43135; 62002/21; 63459; 65873; 90664; 4646; 4696; 9774; 41220; 41233/51; 42115; 44712/847/941/984; 45154/224/289/329/451; 46405/428/512; 47273; 47590/603/667/671/673; 48083/143/178/223/662/672; 78018/19/59/61; 78064; 92116; 43079; 48641; 61017; 90723/31; 92231/39; 12022; D3122/3/4/6. Farnley Junction (55C) has now closed also.

For information in this section of the magazine we are indebted to Messrs. D. Harrop, D. Dewis; S. Fitton; D. Goldie; G. Gilmour; K. Roberts; P. Walton; R. Axon; D. Felton and D.H.S.R.S.

If you have any items of rail-news please send them to the General Secretary, during the middle of February, 1967. Anything will be welcomed, however small or unimportant.



"The Railways of Britain", O.S. Nock, 5/0d., Batsford Paperbacks. This paperback gives a good balanced view of Railway Development from the Stockton and Darlington Railway to the present day. Its 224 pages gives useful information about railways in general.

"Locomotives of British Railways" H.C. Cusserley and L.L. Asher 21/0d., Spring Books. This book contains 482 pages and no less than 714 photographs. At the beginning is a short description of the details of the Locomotives shown on the pages.

"ABC L.M.S. Locomotives", Ian Allen 7/6d. This book caters for the demand for a complete list of locomotives owned by the London Midland and Scottish Railway Company. It shows the locomotives running at June 30th, 1943. 52 pages with illustrations and sketches of 14 classes.

"Reprint of 1948 Combined" Ian Allen. This fills a gap in the need for an enthusiasts collection. It has of course a predominance of steam.

"Trains Annual", Ian Allen, 12/6d. Probably the most popular of locomotive annuals. Its high standard of photography and feature articles. It has a contrast between diesel and electric and the steam era. It contains eight colour plates, which adds texture to the book of 96 pages.

"Loco-Spotters Annual", Ian Allen, 8/6d. A general book, but well presented, with 64 pages profusely illustrated, and also contains a number of coloured plates.

"The B.R. Standard Locomotives", E.S. Cox, 42/0d. This book written by a former British Railways executive, gives the story of B.R. standard locomotives, their construction, testing and teething troubles and even maintenance and costs. He also gives his idea of the development of steam locomotives had nationalisation not taken place and the diesel and electric age not come so early.

"Red for Danger", L.T.C. Holt, 5/0d. Pan Books, Paperback edition. This book covers rail accidents up to about 1957. It contains 8 pages of photographs, but it is not a laundry list, it is an interesting, factual account of the accidents.

"Great Western Album" P.C. Riley, Ian Allen, 30/0d. This is an album of photographs recording the might of the Great Western Railway. From Kings and Castle to the pannier engines acquired from the Welsh companies and elsewhere.

"From Inverness to Crewe" by Marton Evans, 25/0d. M.A.P. This book is a special study of the 4-6-0 classes of engines. Its 164 pages are well illustrated with 124 photographs. A chapter is also devoted to the great locomotive exchanges in 1948.

"Atlantic Era" Martin Evans, 12/6d. M.A.P. A detailed account of the 'Atlantic' class of engine, well written and presented in 94 pages, with 50 illustrations.

"Pacific Steam", Martin Evans, 12/6d. M.A.P. The same detailed account of Pacific Locomotives as that of the 'Atlantic' above, with full history of development in this country.



TEST YOUR KNOWLEDGE AND ABILITY

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T	P	K	A	A	R	T	O	L	I
I	S	T	R	N	W	E	L	L	I
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By starting from the arrow at the bottom lefthand corner, and moving either horizontally or vertically, find the Scottish sheds hidden in the square. The first is Stranrear and the last is Keith. All letter but one are used, and they may only be used once

Below you will find a list of station names, you should fill in the correct towns by the side of the names. Then when you are sure they are all correct re write them

on to a plain piece of paper and return them to the General Secretary. All correct copies received before 20th January, 1967 will be put into a draw and the first 2 correct ones will receive a voucher of 10/-d. towards any future coach tours.

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|---------------------------|--------------------------|
| 1. Bank Top _____         | 16. Abbey _____          |
| 2. Knowsley St. _____     | 17. Bag Hill _____       |
| 3. Trinity St. _____      | 18. Black Lane _____     |
| 4. Grahamston _____       | 19. Kirkgate _____       |
| 5. Waverley _____         | 20. Woodside _____       |
| 6. Pen Mill _____         | 21. Sunnyside _____      |
| 7. St. Thomas's _____     | 22. Bute Road _____      |
| 8. Northgate _____        | 23. Green Park _____     |
| 9. Barracks _____         | 24. Foregate _____       |
| 10. St. Lukes _____       | 25. Citadel _____        |
| 11. Buchanan Street _____ | 26. Abercorn _____       |
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| 13. Tiviot Dale _____     | 28. Tanshelf _____       |
| 14. Masborough _____      | 29. St Marks _____       |
| 15. North Road _____      | 30. Westgate _____       |

Rules :- All thirty names must be correct to go into the draw. The Judges decision shall be final, and the result will b published in the next edition of this journal.

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