

BUCKLEY WELLS TRANSPORT ENTHUSIASTS

(RAILWAY SECTION)

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Officials : R. Heys; D. Lewis; C. Priestley.

Area Representatives: Scotland - G. Gilmour; St. Helens - D. Eccle-
ston; North Cheshire - D. Harrop; Chester - M. Leigh; North Midlands
S. Joseph; Sheffield - D. L. Holt; Altrincham - M. Garrity;
Wakefield - M. Bull.

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

COACH PICKING UP AND MEETING POINTS:-

Altrincham - Station Forecourt	Stockport - Town Hall
Bolton - Trinity St. Station	Swinton - Windmill Hotel
Bury - Art Cinema (Bingo Hall)	Buxton - Market Place
Chorley - Opposite Odean Cinema	Kearsley - Moss Rose
Hazel Grove - Rising Sun	Hyde - Town Centre
Burnley - Bus Station	Colne - Railway Station
Sheffield - Midland Station	Barnoldswick - Railway Hotel
Nelson - Nelson Centre	Oldham - Pleasureway's Union St.

Members may also be picked up at any other point if this is on the
direct route of the coach, E.g. Brierfield - when both Colne and
Burnley are stated as departure points. Farnworth (Black Horse)
when both Bolton and Manchester times are given. BUT these must
be pre-arranged with Bookings Secretary.

Members joining the coach in Manchester should meet under the
Lancashire and Yorkshire Railway Map at Victoria Station.

NOTICES

Postal Orders - Once again we MUST remind ALL members that all
postal orders, money orders and cheques MUST be made payable to
the B.W.T.E., and under no circumstances whatsoever any club
official by name. Under no circumstances whatsoever, must you
sign a postal order in anyway, as these are likely to be returned
by the Bank. If for any reason a postal order is refused by the
Bank a member will automatically have his booking rejected, so
make sure your P.O. is filled in correctly.

Front Cover: "Jinties" at work at William Thorpe Colliery.

Page No. 9. "Stanier Black 8" climbing through the Peak District.

Page No.10. "Stanier Black 5" 45080 at Stockport.

NOTICES

Attendance on tours and joining coach. If for any reason you find at the last minute you can not attend a coach tour, will you please inform the General Secretary. All members MUST join the coach at the place stated on their membership card, unless prior arrangements have been made with the bookings Secretary.

Telephone Bookings Under no circumstances will either the General Secretary, or other officials accept any telephoned bookings. Remember if you want a place on a tour, send your deposit off at once on receipt of this magazine to secure your place. All outstanding amounts and remainders MUST be paid up no later than 7 days before the intended tour, members who ignore this rule will have their booking forfeited.

Films and Photographic Development - Any type of film may be purchased from Mr. B. Schofield, 270, Greenside Lane, Droylsden, Manchester, and these will work out approx 20% cheaper than from your local shop. Development of members films will be carried out by two other officials, Mr. C. Priestley, 22, Kinross Drive, Deane, Bolton, Lancashire, or Mr. R. Heys, 4, Caldbeck Road, Lancaster, Lancashire. Please remember to enclose S.A.E. when sending film, and state what size you require your prints. This service again works out a lot cheaper than your local chemist. Write at once for further details if you require them.

Application for tours - Booking forms - With this magazine you will find a sheet containing five of the above, and if you require further supplies these may be aquired from the Bookings Secretary or General Secretary by post, or from any club official during a tour.

Application of Membership Forms - With this magazine you will receive two application of membership forms, which we would like you to pass onto either a friend or other railway enthusiasts you may meet, and get them to join the Society. Further supplies of these are available on request from either the Membership Secretary or General Secretary, or on any society tour. Remember that if we are to keep tours as cheap as ever possible we must fill up all coach tours, and this can only be acheived by a large number of members. If you are still at school, ask your headmaster can you put a notice up on your notice board advertising the Society. It is upto present members to get as many new members as possible, so please help us and your self.

Named Locomotive Lists - There are still a limited number of these books available at 2/0d each (2/6d to non members).

Motive Power Depot Allocation Lists - At the time of going to press there still remained a limited number of these books left. It is hoped that during the currency of this magazine to reprint this book giving full detailed information of each depots allocation.

Club Badges. These can be obtained from the General Secretary at 3/0d each, not forgetting S.A.E., or on any coach tours.

Stamped Addressed Envelopes - We must once again remind all members that when they write to a club official and a reply is required they MUST always enclose a stamped addressed envelope. When members omit one this will either incur a delay in replying, or no reply will be given at all.

NOTICES CONT.

HOLIDAYS '1969' - Many members have during the past two or three months been touring Motive Power Depots all over the country, either by rail or road during their holidays. Quite a number of members have asked us, would it be possible for the Society to organise a tour of depots lasting approx 7/8 days, making it a holiday as well at the same time. We have closely looked into this and have at present agreed in principle with going ahead with the idea. A rough itinerary would be as follows:-

Depart Manchester Friday night and travel overnight to Plymouth. Saturday visiting Plymouth Laira; Newton Abbott; Taunton/Bristol (Hotel Cardiff). Sunday: Welsh valleys and Barry Island etc. (Hotel Cardiff). Monday: Swindon; Bournemouth; Eastleigh; Southampton Docks; Reading (Hotel London); Tuesday: Brighton; Ashford; St. Leonards etc. (Hotel London). Wednesday: Greater London area (Hotel London). Thursday: Colchester; Norwich; March; New England; (Hotel Nottingham). Friday: Derby; Burton; Tysley; Saltley; Bescot; and Toton. (Saturday) Frodingham; Immingham; Goole; Doncaster; Tinsley; Lincoln etc. (Hotel Nottingham). Sunday: Crewe; Chester and Liverpool area, arriving back in Manchester for approx 7-30pm on the Sunday evening. Cost would be in the region of £20 to £23 depending on the number going and coach rates etc remaining at their present levels. This cost is inclusive of Coach fares, and Bed and Breakfast charges, members will have to provide thier own dinner and teas, although stops will be made for these. Although previously stated there has nothing been decided finally yet, but it is anticipated that this tour would take place during the first week of August, when we calculate the biggest majority of our members will be on holiday. If anyone requires further details, will you please contact the General Secretary. We would like to know the possible number interested in going on such a tour before making any more preparations, so if you are interested in going please contact the General Secretary, stating if the first week in August is suitable or not and/or your alternative dates.

"SITUATIONS VACANT"

Printing and Publications Officer: We are looking for a member to take charge of printing all Society literature etc., as well as editing our three monthly magazine. The person must be able to type and a knowledge of ink duplicators and stencil work would be an advantage. Space would be required by applicant in which to keep the Societies duplicating machine along with cabinet.

Sales Officer: We are looking for a member to take charge of all the various Sundry Sales which the society undertakes. This will entail keeping various publications in stock and with club badges and other items which we sell from time to time.

Please remember that both the above positions are purely voluntary and there is no remuneration, although officials do get one or two concessions. For further details or applications please contact the General Secretary, although the persons concerned should be aged 18 years or over applications will be also considered from members aged over 15 years of age. Closing date for applications Saturday 12th October, 1968.

NOTES FROM THE GENERAL SECRETARY

Since page number two of this magazine was printed, Mr. Stanley Fitton, who many people know through his running of the 'Bus Section, has resigned as Chairman, owing to other commitments. In future his position will be filled by Mr. Felton, although two more new officials will be appointed. One will be in charge of printing etc., and the other in charge of Sundry Sales (photos, books, badges etc.) These will only be one or two of the changes which are expected to take place during the next few months, in order even out the work load of certain officials. Before we go any further I must take this opportunity to thank Stan Fitton for all the work he has done for the Society over the past three years, first by being the membership Secretary, and then the bookings Secretary, before starting the Bus Section and being appointed Chairman of both Sections. We hope that he will keep in contact with us and still remain a member of the Society.

Once again I must remind all members that I am not available to take telephone calls on either a Monday or Wednesday evening, and it is therefore a complete waste of your time and money in ringing.

Over the next few months we are hoping to compile a file on every diesel and electric locomotive which was running in B.R. service at the beginning of 1968. Members seeing any locomotives whether unusual or not should make a note of the number, where the loco was seen and if possible what train it was pulling. Any such information from 1st January, 1968, will be warmly welcomed and should be sent direct to Mr. E. J. Hyde, 109, Lower Seedley Road, Salford, 6, Lancashire. Once the files have been brought upto date, any members will be able to ask for information about any loco, what depots it has been allocated too, and where it is most commonly seen etc. Information from outside the North of England will even be more welcome. Please remember these records will be for your benefit so send what ever you can -NOW, further information on request from General Secretary.

As all members will realise steam traction on British Railways metals came to an end officially on 4th August, 1968 as promised by the B.R.B., and now only privately owned steam locomotives remain, although not at present allowed to run on B.R. tracks. It is thought that over the next few months they might be persuaded to reverse this decision. I don't intend to say any more on this subject as many words have been expressed in various forms over the past few months. At present however the passing of steam has not affected our membership to any large extent, although it is felt over the next few months it may be felt. So for this reason I am appealing to all members to once again try and get as many new members as ever possible, and we herewith enclose two application of membership forms for you to pass onto your friends, further supplies of these can be obtained from the Membership Secretary, upon request.

T O U R S P R O G R A M M ESunday 15th September, 1968. CREWE & LIVERPOOL Tour Number 68/112C

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

Colne at 6-55am due back at 10-30pm

Burnley at 7-15am due back at 10-15pm

Cost will be £1-0-0d. Bury at 8-00am due back at 9-45pm

Minimum deposit 5/0d. 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 & BRISTOL Tour Number 68/113V

Motive Power Depots to be visited will include:- 82A Bristol Bath Road (Subject to permits being available); 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 £2-0-0d. Bury at 7-00pm due back at 9-15pm

Minimum deposit 10/0d Manchester at 7-30pm due back at 9-00pm

Altrincham at 8-00pm due back at 8-45pm

Sunday 6th October, 1968. EAST ANGLIA Tour Number 68/114P

Motive Power Depots to be visited will include :- 31A Cambridge; 31B March; 32A Norwich; 34G New England; 36A Doncaster; 36C Frodingham; 40A Lincoln; 40B Immingham. Coach will depart Saturday evening (5th October) as follows:-

Bury at 6-30pm due back at 9-15pm

Cost will be £2-0-0d Manchester at 7-00pm due back at 9-00pm

Minimum deposit 10/0d Sheffield at 8-15pm due back at 7-45pm

WILL ALL MEMBERS PLEASE NOTE THAT THE ABOVE TOUR HAS BEEN RE-ARRANGED FROM SUNDAY 13th OCTOBER AS PREVIOUSLY ADVERTISED TO THE ABOVE DATE.

Sunday 20th October, 1968. SOUTH WALES Tour Number 68/115W

Motive Power Depots to be visited will include :- 86A Cardiff Canton; 86B Newport Ebbw Junction; 87B Margam; 87E Landore; 87D Swansea East Dock; 86E Severn Tunnel Junction and Cardiff East Docks. Also Barry Island Scrap Yard, and other scrap yards in the Newport area. Coach will depart Saturday evening, Bury at 6-30pm due back at 9-15pm

Cost will be £2-0-0d Manchester at 7-00pm due back at 9-00pm

Minimum deposit 10/0d Altrincham at 7-30pm due back at 8-45pm

Sunday 10th November, 1968. NORTH MIDLANDS Tour Number 68/116K

Motive Power Depots to be visited will include :- 16A Derby; 16B Colwick; 16C Toton; 16E Kirkby-in-Ashfield; 16F Burton-upon-Trent; 16G Westhouses, also Derby Locomotive Works. Coach will depart Sunday morning as follows:-

Colne at 6-55am due back at 10-30pm

Nelson at 7-05am due back at 10-25pm

Burnley at 7-15am due back at 10-15pm

Cost will be £1-0-0d. Bury at 8-00am due back at 9-45pm

Minimum deposit 5/0d. Bolton at 8-15am due back at 9-30pm

Manchester at 8-45am due back at 9-00pm

Stockport at 9-15am due back at 8-45pm

Buxton at 10-00am PICKING UP ONLY.

REMEMBER THAT TOURS FILL UP FAST- SO TO AVOID DISAPPOINTMENT

BOOK EARLY

TOURS PROGRAMME CONT.

Sunday 17th November, 1968. LONDON Tour Number 68/117L

Motive Power Depots to be visited will include:- 14A Cricklewood East; 30A Stratford; 34G Finsbury Park; 81A Old Oak Common; 70B Feltham and 73C Hither Green etc. Coach will depart Saturday evening as follows:- Bury at 6-30pm due back at 9-15pm
Cost will be £2-0-0d Manchester at 7-00pm due back at 9-00pm
Minimum deposit 10/0d. Sheffield at 8-15pm due back at 7-30pm

Sunday 1st December, 1968. NORTH EAST Tour Number 68/118N

Motive Power Depots to be visited will include :- 50B Hull Dairycoates; 51C West Hartlepool; 51L Thornaby; 52A Gateshead; 52F Blyth Cambois; 52G Sunderland; 52H Tyne Dock; 55A Leeds Holbeck and 55B York etc. Coach will depart Saturday evening as follows :- Manchester at 6-30pm due back at 9-00pm
Cost will be £2-0-0d Bury at 7-00pm due back at 9-15pm
Minimum deposit 10/0d. Burnley at 7-30pm PICKING UP ONLY
Colne at 7-45pm PICKING UP ONLY

Sunday 15th December, 1968. CREWE WORKS ONLY Tour Number 68/119D

Visit to Crewe Works ONLY. Visit fee 1/6d each. Members meet outside Mill Street entrance at 12-15pm. Members from Manchester are advised to travel on the 11-10am ex Piccadilly - Cardiff train. Visit finished approx 2-00pm.

Sunday 12th January, 1969. HULL & IMMINGHAM Tour Number 68/120H

Motive Power Depots to be visited will include :- 36A Doncaster; 36C Frodingham; 40A Lincoln; 41A Tinsley; 50B Hull Dairycoates; 55A Leeds Holbeck; 55B York; 55C Healey Mills and 55G Knottingley. Coach will depart Saturday evening as follows:-
Cost will be £2-0-0d Bury at 6-30pm due back at 9-15pm
Minimum deposit 10/0d. Manchester at 7-00pm due back at 9-00pm
Sheffield at 8-15pm due back at 7-30pm

MAGAZINE NUMBER 13 - COMPETITION WINNERS :- Members 745 Colin Binch of Old Trafford, Manchester, 16, and 1388 B. Wilmore of Colne, Lancashire. Both have already received vouchers to the value of 10/0d. Answers to competition, see back page.

MANCHESTER MODEL RAILWAY SOCIETY - ANNUAL EXHIBITION

This will once again take place at the end of December in the Corn Exchange Hanging Ditch, Manchester. The actual dates of the exhibition have not yet been confirmed, but it is expected to be on Friday/Saturday/Sunday 13/14/15th or 20/21/22nd December. This annual attraction is well worth visiting, so look out on your local station or evening newspaper for dates.

RAILWAY EXHIBITION - AT THE DRILL HALL, BURY. Numerous working layouts, photographic exhibition and many other features for all the family. To be held on Friday/Saturday and Sunday 1st/2nd and 3rd November, 1968. The Drill Hall is in the centre of Bury and only a two minute walk from Bolton Street Station, and the event will be well sign posted throughout the town.

BOOK REVIEW

"North West England" J. Allan Patmore and John Clarke 35/Od. North West England has always been in the forefront of railway development, from the pioneer Liverpool & Manchester Railway of 1830, the effective prototype of the railway age, to the 25kV AC Electrification of the route from Manchester and Mersyside to London, whose 'ton-up' trains have equally captured popular imagination. This book is a visual record of that development: it is not a haphazard collection of photographs and prints, but a consistent story in word and picture of the history of the railway network.

"Railway Economy" Dionysius Lardner, 75/Od. A Treatise on the New Art of Transport, its management, prospects and relations, commercial, financial and social, with an exposition of the practical results of the railways in operation in the United Kingdom, on the Continent and in America. From the Liverpool and Manchester age to that of the twentieth century.

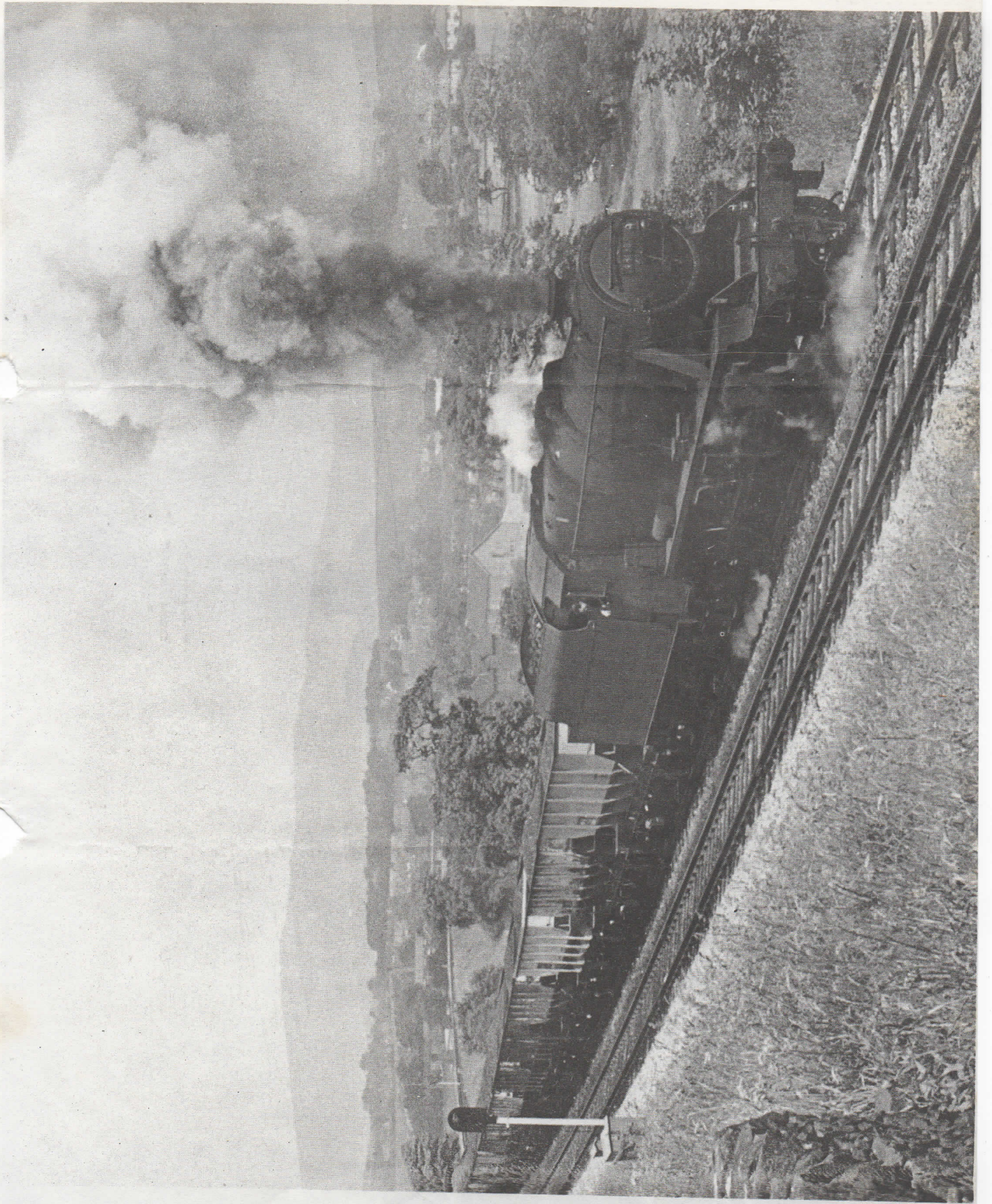
"Stokers and Pokers" F. B. Head, 21/Od. The first of a line of of popular books describing railway working from behind the scenes. The work includes a reproduction of the London & North Western Railway Rule Book.

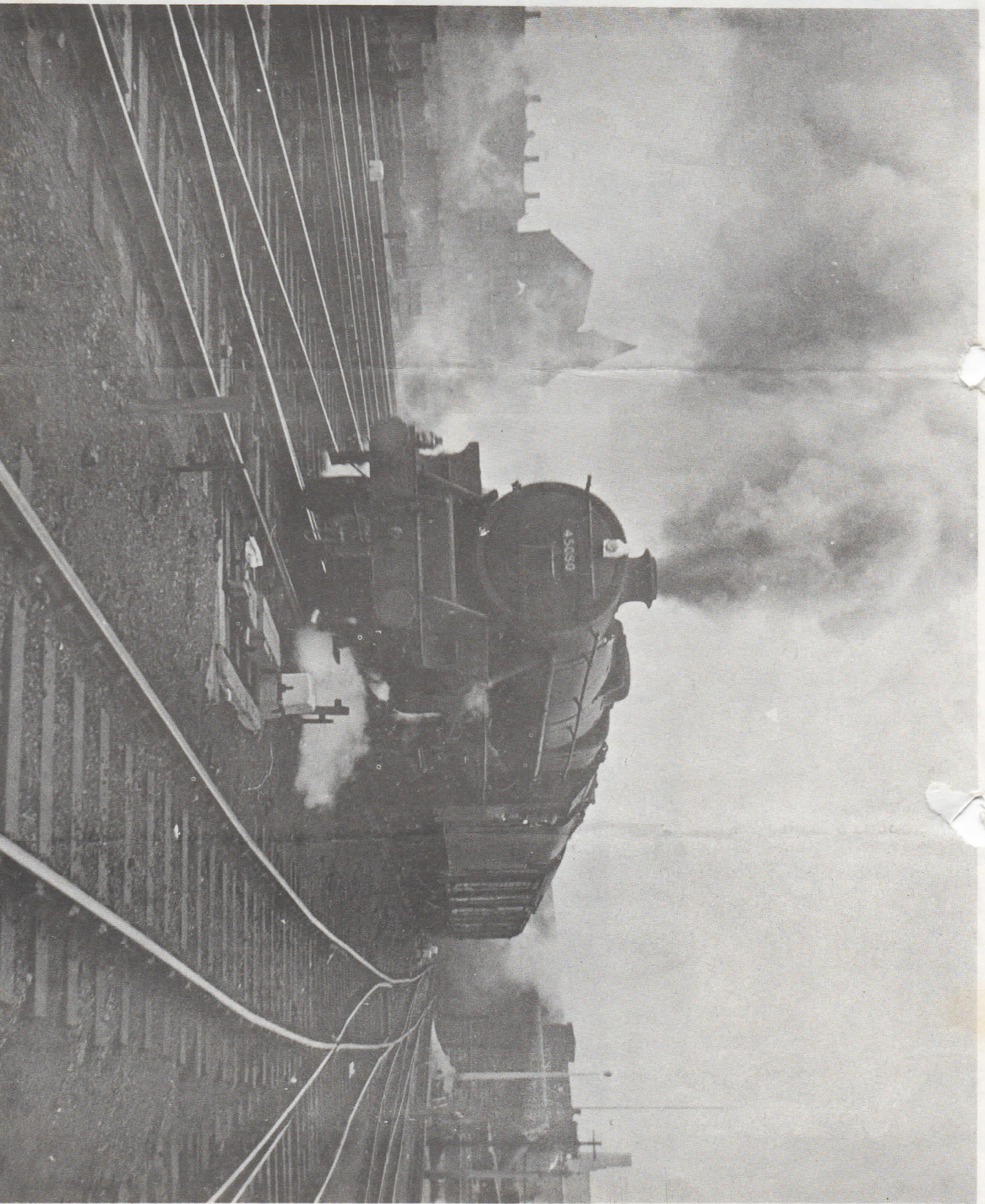
"The Somerset & Dorset Railway" Robin Atthill, 42/Od. First published in October last year, Robin Atthill's history quickly became a legend like the railway itself. It is indeed one of the most readable and colourful, as well as accurate, histories of a railway company to be produced in recent years, and the demand has necessitated this new printing.

"William Stroudley: Craftsman of Steam" H. J. Cambell Cornwell, 63/Od. Although the London, Brighton & South Coast Railway was one of the smallest of main-line companies, its locomotive department for long held a special place in the affections of Southern enthusiasts. These affections stemmed from the personality and craftsmanship of William Stroudley.

"Great Western Coaches 1890-1954" Michael Harris, 50/Od. A new impression of the standard history of Great Western coaches which was an immediate success on publication in 1966 and has been out of print since. Many people had as much affection for the Great Western's chocolate-and-cream coaches as for its green locomotives with their gleaming brasswork. Details of all G.W.R. coaches from 1890 until 1954 are given, and the book is well illustrated, along with specially prepared technical drawings.

"Steam Since 1900" W. A. Tuplin, to be published in January, 1969 at approx 42/Od. Although steam locomotives have almost vanished from the railways of Great Britian, many thousands of words continue to be spoken and written every year about the design, construction, merits and demerits of various classes of these fascinating machines. Much of this discussion is more notable for enthusiasm and prejudice than for profound knowledge and this not only in amateur circles. This book by a noted engineer takes an objective look at steam locomotives in the first half of this century, and will be illustrated.





R A I L - N E W S

The following locos are at work in South Wales: D2736 at Birds export on Cardiff Docks, also D2757 at Birds Risca. D2956 painted yellow is at the Briton Ferry Steel Co. D2777 is at Birds, Risca to provide spares for D2736/57. The 20-50 hrs (SO) Preston - Blackpool train was steam hauled on 13th/20th/27th July 45305 (10D) providing motive power on the first occasion and 45388 (10D) on the other two occasions. A visitor through Preston on 31st July, 1968, was 4498 (60007) which passed through light engine at 09-15 hrs from Crewe South to its new home in the Newcastle area. By the middle of August nearly all regular passenger turns were worked north of Crewe by the new D4XX's. On Saturdays the Blackpool to Glasgow and Dundee trains were hauled in both directions by pairs of B.R. type 2's Nos D5207/59 being noted on 27th July, 1968. Also on this date D5280/1; D7641-D5284; and D5055/03 were noted on double headed specials. During the summer months three Tinsley English Electric type 3's work Sheffield - Blackpool trains at 07-54 and 09-40 ex Sheffield and the 07-40 ex Lincoln all returning during the afternoon with an occasional brush type 4 filling in a turn. On 7th September D6804 hauled the 07-54 and D1575 the 09-40 and the 07-40 from Lincoln was hauled throughout by D6717. D600/1 completed their journey to Barry on the evening of 22nd July, also here are D6122 and 61264 ex DEP No. 29 from Colwick. Noted in Cashmores yard, Newport on 5th September were D602/3 awaiting cutting up. On 15th July, 1968, 70013 Oliver Cromwell worked in steam to Crewe and entered the works for a repaint only, in preparation for the final rail tour on Sunday 11th August, 1968. Foreign locos noted in Liverpool Street Station (London) on July 14th were D1611 (87E) D1753 (86A) and D1986 (52A) all on main line passenger duties. Stratfords latest allocation of non boilered type 4's being D1795/6/8/9 are very rarely seen on passenger work, despite the summer lack of train heating, although on Saturday 24th August D1798 was noted on (1E78) Manchester-Parkeston Quay boat train, the engine shut down of its own accord 3 times in approx 20 minutes, and a late departure of 35 minutes was noted from Manchester. Once again it appears that the first ten Peak's have been given another reprieve, but for how long is unknown. Quite a number of this batch have been noted in Tinsley Yard and at Northampton in recent weeks. King Class No. 6000 King George V was hauled on the first stage of its journey for preservation during August. The locomotive was handed over, for a period of two years, by the Mayor of Swindon to Bulmers Cider firm of Hereford, who will undertake the restoration of the locomotive for public exhibition in return for advertising rights with the locomotive. A recent visit to Plymouth confirms that D6300/2/3/4/5/13 and D801/21 were all in store on the sight of the old steam shed. D801 may well be the first Warship to be withdrawn. During a 16 hour vigil at Preston and Crewe on 3rd September no fewer than 32 of the new D4XX's were observed working. They were as follows:- D400/2/3/4/5/8/11/4/15/16/18/19/20/21/22/23/24/25/28/29/30/31/32/33/34/35/36/37/38/39/40/41. Also noted on Crewe Works during this week were D6539/82 and E6003/7/8/20.

4472 Flying Scotsman, passed through Sheffield Victoria Station, hauling one coach in the Penistone direction, believed to be enroute to work a railtour from Huddersfield to Newcastle early in September. 4472 was again noted on a railtour in Sheffield Midland on Saturday 14th September, 1968. Also on Saturday 14th September 92249; D9506/13/31 were noted on Parkgate Scrap Co. On Friday 13th September, 1968 45282; 45027; 48182 and 48325 were noted passing Rotherwood enroute for T.W. Wards at Beighton, being hauled by D376. It is also believed that there are approx 12 other Black 5's and 8's awaiting cutting up at Beighton. Also on Friday 13th September 48773 passed through Beighton Junction enroute from Rose Grove to Brignorth for preservation. D4XX's are now getting a regular working on the Manchester - Glasgow freight liner, taking over duties before carried out by Brush 4's. On 26th August, 1968, the main West Coast line became blocked owing to a derailment in the Warrington area, and all main line trains were diverted via Manchester Oxford Road and Castlefields Junction and D425 was noted hauling a Glasgow-Euston express. D8504 left Reddish on 18th July, 1968, after repairs had been carried out, and returned light engine to the Carlisle area. Noted at Derby on 31st August, 1968, were DEP Nos 30 & 32. Also on show at the annual open day on this date was HS4000 KESTREL, along with D3292; D5157; D55 and 44888. Two E.E. Type 1's, D8189 and one unknown became derailed near Westhouses on 14th September, along with 30 wagons of coal they were hauling, blocking up and down goods and the up main line completely, all passenger trains having to be rerouted via Derby. Crewe Works; have begun on re-building the Sheffield-Manchester Bo-Bo' electrics for multiple working etc., the first two being 26008 and 26010. The latest D4XX's to be noted on the works visit on 15th September, 1968, were D439/40/1. The B.W.R.E. tour of Scotland over the August Bank Holiday weekend was a great success as most members will agree and on this tour the following were noted :- St Rollox Works: D3729; D8604; D3206; D366; D260; D3133; D5365; D8586; D8505; D3393; D5351; D3395; D367; D8506 and D3886, reports that St. Rollox have taken over overhauling E.E. type 4's was confirmed, and it has since been rumoured that they may even start taking one or two English based loco's on hand. At Inverurie works D3552; D5051; D6146; D8091; D6152; D5120 and D5128 were seen. One of the worst sights on the tour was however, after covering nearly 1000 miles noting a 41A shed code on D3660 at Inverness, transferred to Inverness a few weeks ago. Many of the type 2's noted in Edinburgh and Inverness areas have been fitted with twin flashing lights. It is now confirmed the thirtyfive B.R.C.W. type 2's now allocated to D16 Nos D5370-82/4-99 and D5410-15 are to be sent to the Scottish region in exchange for B.R. type 2's and/or further E.E. type 1's, this being to collate the classes in one region for spares etc. The first transfers have already taken place Nos D7613-23, being frequent visitors in the Manchester area. On 1st July, 1968, D1108 (51L) was noted in Broad Street Station, London. New arrival here on Thursday 29th (York) August, 1968, was 60532 Blue Peter now owned by Mr. Drury, the owner of 60019. It is also believed that he has purchased a number of Stanier Class fives, but no definite information on this is at hand at present.

(D8163)

**N.B. Two locos involved in Derailment at Westhouses (D8189)

RAIL NEWS

On 7th September, 70013 "Oliver Cromwell, was noted in steam at Bessingham Gardens, near Diss, along with No. 80 Thundersley, and also noted on this date were 61572 and 65462 at Weybourne, Norfolk. During September 45428 was noted in steam travelling light engine to its new home at Tyseley to join 45593 and 7029. On September 28th there will be an open day at Tyseley and several steam locos are expected to be there including 45593; 7029; 46201; 7808; 6697; 45428 and 4472. 4472 Flying Scotsman will work a rail tour from Yorkshire to Tyseley for the event, and during the day haul another railway enthusiasts special from Tyseley to Leamington Spa. At Leicester Locomotives now stored in the former tram depot at London Road include 4-2-2 No. 118; and 2-4-0 No. 158A ex Derby and 26500 from Rugby. The following still remain in the roundhouse at Leicester m.p.d.: - 49395; 63601; 4771 (60800) and 44027. The following locomotives appear to have been purchased by private persons for restoration and/or preservation :- 45110; 44871; 44781; 75019; 75027; 43106; 44767; 45156; 73069; 73050; 45305; 48773; 45025 and 44874. Reports of any other locomotives being purchased should be forwarded to D. Lewis along with name of owner. Anyone knowing the names of the owners of any of the above should also send this information to D. Lewis.

Crewe South m.p.d. has now been raised to the ground and locos are now stored in the old shed yard (North End). Bolton, Warrington Dallam and Stockport Edgeley, are other depots which have closed and are expected to be demolished in the near future. Locomotives at Bolton are stored in the old carriage sidings at the West end of the station, adjacent to the Blackburn line, at Warrington they are now stored at the back of Bank Quay station, and at Stockport on the site of the old shed yard. Many locos are also now stabled at the North End of Preston between the station and the site of the old motive power depot, and are very difficult to see unless travelling by train. Normanton is another depot to close completely in recent weeks, all workings either passing to Knottingley or Healey Mills. 5596 "Bahamas" still remains in store at Bury, but it is expected to be moved to its new home at Dinting, near Glossop, within the next few weeks. She will then be kept here with other serviceable locomotives, until such a time that B.R. lift their ban on privately owned steam locomotives. Further locomotives to be painted in the new Blue livery during the past three months are as follows :- D12/28/41/6; D134; 203/50/9/61/72; 364; 1569/95; 1692; 1723/5; 1932; 2045/59/63/4/78/89; D2100/44/5/60; 2289; 2386; 2992; 3181/2; 3215/78/9/84; 3287/92; 3343/9/69/85/6/93; 3460/72; 3529; 3638; 3901/5/22; 4078; 4118/60; 5028/49/86; 5112/6/7/9/20/1/3/5/8/57/8/74/9; 5312/6/7/21/37/9/44/6/51/3/4/7; 5502/42/78/89/99; 5851/62; 6119; 6503/34/9/79/90; 6773/97; 6823/31/89; 7017/68/74/8/85/6; 7572; 8030/2/50/60/72/74/6/80; D8556/71/84; 8606; 9011; 12040/3/7/52/63/71/82/3; 26003/8/43/57.

For information in this section we wish to thank the assistance of Messrs. M. Garrity; D. L. Holt; D. Singleton; D. Felton; S. Hall; T. Hall and the editor (Rail-News) "Brush" (D. Lewis), to whom all further items of rail-news should be sent to, at, 72 Lansbury Road, Eckington, near Sheffield, Yorkshire, to arrive by the end of November for the next edition.

MOTIVE POWER ALTERATIONS

W/E 25th May, 1968. Allocations: D6313/5/7/8 (84A) D7088 (86A)

D6552 (73C)

Withdrawals: 44803; 45187; 45345; 45411; 92118; 48267; 48380; 48384; 48549; 48646; 48746; D2114/15; D2127/39; D2181/2/7/8/91; D6300/2/3/4/5; D2286.

W/E 15th June, 1968. New-Locos: D427 (D05)

Condemned: 48374; 48467.

W/E 22nd June, 1968. New-Locos: D426/8/9 (D05)

Condemned: 43106; 44777; 44942; 45046; 45149; 48026; 48132; 48212; 48293; 48321; 48373; 48392; 48504; 73010; 73134; 92077; D3452; D3482; D3490; D3493/5.

Allocations: D9000/13/16/19 (64E) D9001/3/9/12 (34G) D3186 (16A)

D3404 (16A) D3505 (16A) D3915 (52A) D3514 (16A) D3554 (12A) D3852 (16A)

D7580 (65A) D7616 (D08) D1755; D8030/1/3 (D05)

W/E 29th June, 1968. New-Locos: D430 (D05)

Allocations: D1570/1 (52A) D3137/8; D3401/5; 12114/5/6 (ER-S)

Condemned: 44780; 44802; 44818; 44845/84/90/1; 44910/29/47/49; 45076; 45104; 45202; 45203/9; 45255/90; 45312/82; 45420/35/45; 48033; 48168; 48170; 48319/23/56/68/9; 48491; 48529; 48612; 48620/52/78/92; 48720; 73050; 73125/33/43; 92160/7; D3142; D3442; D3450/1.

W/E 6th July, 1968. New-Locos: D431 (D05)

Condemned: 44878; 48115; 48546; D3478; D3474; D4081/2/5; D2331/38.

Allocations: D3444 (34E) D3618 (40A) D3639 (40B) D3664 (41E) D3685

(41J) D4072; D4074; D4092 (34E) 12137 (30A) D2243 (52A) D2317 (51A)

D3915 (51L) 44735/81; 44809/71 (10A) 44888; 45055/73; 45110 (10D)

45156 (10F) 45200/6 (10A) 45260 (10D) 45268 (10A) 45269 (10D) 45287

(10F) 45310 (10A) 45318 (10D) 45330 (10A) 48340; 48665; 48773 (10F)

48775 (10D) 73069 (10A) D211/36 (D10) D1840/1/2 (D02) D8032 (D16)

D5409 (D01) D7563/4 (D10) 12033/50/1/60/81/95/8; D2858/64/6/9;

D3335/72/3; D3588/9/90/1/2; D3686; D3772/84; D3842/3/4/5/60/8 (9A)

W/E 13th July, 1968. Condemned: D8400/2/3; D2246; D2309/23/4/5/34/5;

D2214/21/8; D3475.

New-Locos: D432 (D05)

Allocations: D2222/9/37 (ER-N) D2072 (51A) D2094 (52A) D2098; D2102

(51A) D2150 (50A) D2161 (55G) D2262 (51A) D2271/2 (55F) D3294 (55D)

D2298/9 (52A) D3029 (16A)

W/E 20th July, 1968. New-Locos: D433 (D05)

Condemned: 44758; 44816/99; 44963; 45200; 45353/94; 48257; D2336/7;

D3451/3; D3477/87; D4071/6/83/4.

Allocations: D1101/2 (51L) D1570/1 (52A) D2047 (55B) D2066 (52A)

D3321 (51L) D7626 (LM) D2027 (40A) D3137/8 (34E) D3401 (41E) D3405;

D3918; 12114/5/6 (30A) D298/9 (D05) D305/6 (D08) D1756; D1842 (D05)

D1961 (D02) D2389 (8H) D3403/7/25/6 (16C) D4106 (5A) D5193/5/6 (D08)

D5245/6/7/66/72/80/1/2/4 (D08) D5382/94/6 (65A) D5400/1/3/4/5/6/8/9

(D16) D5415 (65A) D7620/1/2/3 (D10) D7626 (D09) D8032 (D16)

Condemned: D2131; D2143; D2250; D2411/2/7; D2428/30.

W.R. Transfers: D801 (STORE) D805/6 (83A) D807/14/19 (84A) D1669 (87E)

D1921 (86A) D2131 (STORE) D2133/4 (82A) D2143 (STORE) D2177 (82A)

D2183 (87E) D3102/3/4/88/9/90 (86B) D3267; D3523 (86A) D3596 (87B)

D4013 (84D) D4019/21/2/3; D4163/6 (82A) D6313; D6321 (STORED 85A)

D6338 (83A) D6348 (84A)

S.R. Transfers: D2086; D2196 (70F) D3460 (75C) 15230 (73F) E6007-28

(75D) E6110 (70D)

Sc. R. April: D2427 (65A) D3182; D3297 (66A) D3321 (67C) D3660 (61B)

MOTIVE POWER ALTERATIONS

May: D2428 (66A) D2438/42 (62A) D3548 (60A) D3887 (66A) D4097 (63A) D6904/5/19; D7580; D8316-19 (65A) D8564 (66A) D8565-7(66A)

June: D363; D2434 (65A) D3554 (66A) D3560 (62C) D3903/6 (66A) D6937 (64B) D8080 (60A)

W/E 27th July, 1968. New-Locos: D434 (D05)

Condemned: D2208/9/38; D3473; D3625/6/7/32; D4064; D4086; 48448.

Allocated: D1757 (D05) D2383 (8H) D2385 (5A) D3007 (10D) D3036/7 (16A) D3054 (1E) D3403/7/25/26; D3790 (16B) D5402/7 (65A); D7614 (D09) D7619 (D10)

W/E 3rd August, 1968. Allocations: D1570 (41A) D1769 (51L)

D390/1 (D08) D5414 (65A) D7618 (D10)

Condemned: D2329; 44690; 44709; 44713/35; 44806/9/74/77/88/97; 44932/50/71; 45055; 45073/95/96; 45134; 45206/12/31/60/62/68/69/87; 45310/30/42/50/86/97; 45444/7; 48062; 48167/91; 48247/53/78/94; 48340/48/93; 48400/10/23/93; 48519; 48665/6; 48715; 48723/27/30/52/65/75; 75009/19/20/27/48.

New-Locos: D435, D05.

W/E 10th August, 1968. Condemned: D2322; 44894; 45017; 45025; 45156; 45305/18/88/90; 45407/76; 48773; 73069.

Allocated: D3008; D3200/86; D3566 (12C) D4106 (16A) D4139/40/41/42 (12C) D3534 (12A) D3427/8; D3506/8 (40B) D3516 (36A) D5535 (32A)

D5536/7 (30A) D5592 (34G) D5656/7; D6720 (31B) D8055/6/7 (30A)

W/E 17th August, 1968. Allocated: D3507 (40B) D8019 (30A) HS4000 (16C)

Condemned: D4088/90/1/3/4.

W/E 24th August, 1968. Condemned: E3009.

W/E 27th August, 1968. Condemned: D2326; D3480/84; D4089;

Allocated: D3512/19 (36A) D5539 (34G) D5602 (40B) D5622 (41A) D3920 (30A) D3405 (41A)

Condemned: D2287; D8537.

Allocated: D3132 (34E) D3394; D3409 (34E) D3209 (41E) D3134 (30E)

D3337 (41E) D3338/9 (30A) D1105 (51L) D1108 (55B) D2063 (55F)

D2169 (50D) D2435 (64H) D3182 (67C) D3278; D3533 (66A)

D425-41 (D05)

SCRAP SALES

April/May, 1968. Draper, Hull, 48310; 90611. G. H. Campbell, Airdrie: 43088; 70033; 92049. T.W. Wards, Inverkeithing: 70021. Arnott-Young, Carmyle: 75015/26/30/37. J. McWilliam, Shettleston: 45374; 92224; D6118/20/8/31/5/8/9/40/1/2/4-51/3/4-7. G. Cohen, Morriston: D6301; Woodham Bros, Barry: D600/1. J. Buttigieg, Newport: 48100/71; 48224/68; 48334/51/63/71; 48408/25/38; 48729/35; 45067; 45111; 34102; 92014/20/46; 92113. Cashmores, Newport: D602/3/4; 44679; 44907; 45239/63/71/417; 48350; 73004/25/73/127/59; 92153. Cashmores, Great Bridge: 44933. G. Cohen, Kettering: D2202/20; 12068; 44708/815/38/89/906; 45005/38/256; 48424/631/83; 75041. Cox and Danks, Park Royal: D8404. T.W. Ward, Killamarsh: 75016. Arnott-Young, Parkgate: D9506/13/22/31; 92054/218. Drapers, Hull: 45114/294; 48193; 48307/36/442/68/92/677/700/40. Barnes & Bell, Coatbridge: D2764/73/80. G. H. Campbell, Airdrie; 92162/3. T.W. Wards, Inverkeithing: 75021/62. For June and July Sales these will have to be included in the next edition, owing to shortage of space in this issue.

All fully correct entries received on or before 10th November, 1968, by our Publicity Officer, will be entered into a draw which will take place on this date. The first two entries to be drawn out will receive a 10/0d voucher each, for use on future coach tours. Copy your entries onto a plain piece of paper and send them to the Publicity Officer; Mr. A. Fawcett, 30, Lower West Ave., BARNOLDSWICK, Via Colne, Lancashire. All 50 questions must be answered correctly before being entered into the draw, and the judges decision shall be final. Answers and winners will be listed in the next edition of this magazine.

In this edition we want you to state in either what town or city the following stations are situated. Some of these stations you may find have closed over recent years.

- | | |
|----------------------|----------------------|
| 1. New Street | 26. Liverpool Street |
| 2. Barracks | 27. Foster Square |
| 3. Knowsley Street | 28. North Road |
| 4. St. Davids | 29. Parkestone Quay |
| 5. Nottingham Road | 30. City |
| 6. Woodside | 31. North Western |
| 7. Sunnyside | 32. Shaw Street. |
| 8. Waverley | 33. Kirkgate |
| 9. Great Moor Street | 34. Black Lane |
| 10. Wallgate | 35. Blackfriars |
| 11. Terminus | 36. Trinity Street |
| 12. Stapleton Road | 37. Bag Hill |
| 13. Bute Road | 38. St. Thomas's |
| 14. Masborough | 39. Abbey |
| 15. Bank Quay | 40. Foregate |
| 16. Bank Top | 41. St. Lukes |
| 17. Chapel Street | 42. Thanshelf |
| 18. Northgate | 43. Gilmour Street |
| 19. Snow Hill | 44. St. Marks |
| 20. Pen Mill | 45. Tiviot Dale |
| 21. Lime Street | 46. Grahamston |
| 22. Paragon | 47. Westgate |
| 23. Buchanan Street | 48. Marine |
| 24. Temple Meads | 49. Vauxall |
| 25. Thorpe | 50. Cannon Street |

ANSWERS TO COMPETITION IN MAGAZINE NUMBER 13:- 1. Colwick; 2. Banbury; 3. Bedford; 4. Oxford; 5. Polmadie; 6. Didcot; 7. Gateshead; 8. Darnall; 9. Birkenhead; 10. Eastfield; 11. Wellington; 12. Eastleigh; 13. Hornsey; 14. Holbeck; 15. Agecroft; 16. Hatfield; 17. Sunderland; 18. Haymarket; 19. Reading; 20. Southport; 21. Wakefield; 22. Tinsley; 23. Hamilton; 24. Wellingborough; 25. Beattock; 26. Stourton; 27. Allerton; 28. Preston; 29. Farnley; 30. Canklow; 31. Carstairs; 32. Weymouth; 33. Oxley; 34. Frodingham; 35. Bournemouth; 36. Thornaby; 37. Doncaster; 38. Bathgate; 39. Swindon; 40. Branksome; 41. Immingham; 42. Annesley; 43. Saltley; 44. Liecester; 45. Carnforth; 46. Shirebrook; 47. Westbury; 48. Nottingham; 49. Workington; 50. Templecombe.

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