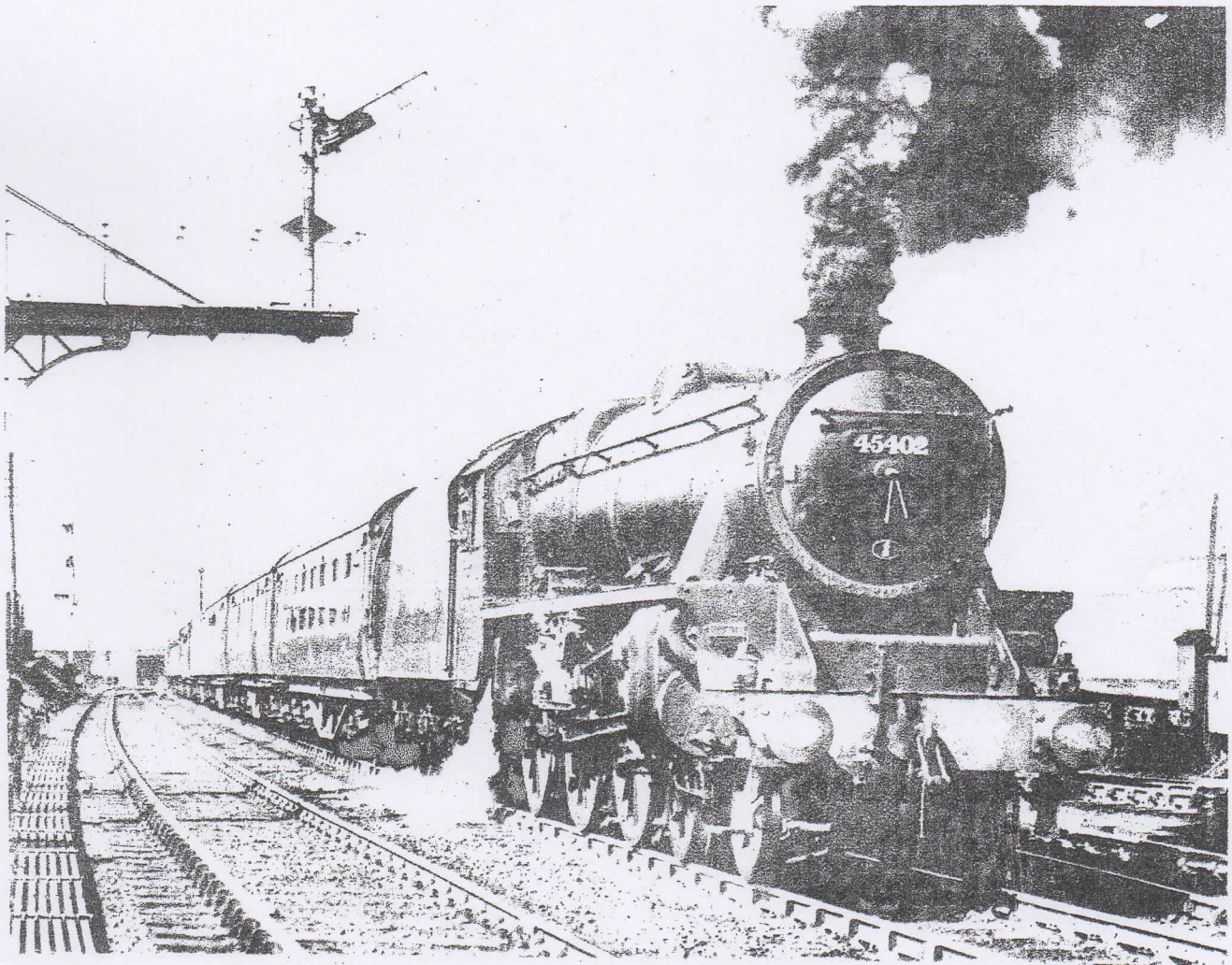


# BUCKLEY WELLS RAILWAY ENTHUSIASTS



Magazine Number 6



OCTOBER, NOVEMBER AND DECEMBER 1966

BUCKLEY WELLS RAILWAY ENTHUSIASTS

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Tours Secretary  
Mr. F. Goldie,  
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BURY, Lancs.

Membership Secretary  
Mr. S. Fitton,  
123, Manchester Old Rd,  
MIDDLETON  
Manchester.

Officials: C. Pownall, R. Axon

Coach Picking Up points and meeting places.

ALTRINCHAM:- Station Forecourt      RAWTENSTALL:- Town Centre  
BOLTON:- Trinity Street Station      STOCKPORT:- Town Hall  
BURY:- Art Cinema (Bingo Hall)      WHALEY BR:- Opposite Station  
CHORLEY:- Opposite Odeon Cinema      WIGAN:- Wallgate Station  
PENDLETON:- 53 (Stretford) bus stop in front of Pendleton Church.  
MANCHESTER:- Victoria Railway Station under L & Y Railway Map.

Members may also be picked up at other places if on direct route.

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1st September, 1966.

In this issue of the magazine we welcome a new member to the committee, Mr Stan Fitton, who takes over as Membership Secretary from Mr. Crick who unfortunately has left us owing to outside commitments. We also lose Mr. Cronin who starts Training College this autumn, and it would be unfair to him to carry out both jobs.

The Tours Secretary reminds everybody that the new membership Cards must be sent together with the booking form and Postal Order whenever an application for a tour is made. A stamped addressed envelope must also be sent large enough to put your membership card in, without bending it.

Will all members please note that it is illegal to send coins or other money (paper) through the post unless it is registered, the only time we can accept cash bookings is on another tour. We can not under any circumstance accept any responsibility for cash sent through the post. All Postal Orders and cheques are to be crossed and made payable to . . . B.W.R.E. and crossed A/C Payee only.

Due to the Selective Employment Tax and the recent increase in the price of diesel fuel our Coach Firm has had no alternative but to increase its charges so therefore the future tours will be slightly dearer. This has been an unavoidable step to take but we shall endeavour to keep tours as cheap as possible.

We are still offering our services to those members who require any printing of any description undertaken, please write or ring Mr. Felton for further details of prices without obligation. If any member uses a lot of paper for various reasons we can supply him with what ever he requires at less than wholesale rate, please ask your parents and friends if they require anything.

As no doubt you all know now that Mr. Felton is on the phone (Bury 4230) and if for any reason you wish to contact him could you please do so after 6.00 p.m. any night (except Wednesday), and when you do phone could you first of all give your name and membership number.

C A L L I N G A L L B U S E N T H U S I A S T S (B.W.R.E.)

Following recent requests from a few members it is proposed that a bus spotting branch of the society be formed. If anybody is interested in the idea would they please contact Mr. Fitton; 123, Manchester Old Road, MIDDLETON, Manchester, Lancs. When writing could you what types of buses you are interested in and the areas you would like to visit.

POSTAL ORDERS. Should be made payable to the B.W.R.E.: and crossed account payee only. Please do not sign your name at the bottom of the order and if you are not sure how to cross a Postal Order please ask your parents or a club official how to do it, or leave it blank.

STAMPED ADDRESSED ENVELOPES. We must again remind members to enclose a stamped addressed envelope when writing to a club official and a reply is required. Recently members who have not sent one have not received a reply. We have been forced to do this owing to the large postage bill that has accumulated, and if the membership subscriptions are to remain at 1/- YOU MUST NOT FORGET.

DEPOSITS AND BOOKINGS.- All bookings for tours must be sent to the Tours Secretary at least 7 days before the intended tour, also all outstanding monies for the tour must also be paid at least 7 days before the tour. Members who fail to do this are liable to have their places resold during the 7 days before the tour. If you are ill or unable to go at the last minute please give Mr. Felton a ring. (Bury 4230).

N O T I C E S

Manchester Model Railway Society will hold their annual exhibition at the Corn Exchange, Ranging Ditch, Manchester on Friday, Saturday and Sunday the 16,17,18th Of December 1966. All B.W.R.E. members are warmly welcomed to this annual gathering.

Bristol Bath Road Open Day: Saturday 22nd October 1966.

Sale of Railway Relics:- To be held by British Railways, Second Floor, Old North Eastern Hotel, Tanner Row, YORK, Saturday 17th September 1966 from 1.00pm to 4.00pm and Saturday 15th October 1966 from 3.00pm to 6.00pm.  
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CLUB BADGES. There still remains a limited number of Club Badges available at 3/- each, so if you want one write now to Mr Felton, also available on tours.

ANSWERS TO NUMBER PUZZLE IN THE LAST MAGAZINE. 1-4; 5-64; 6-3; 4-45; 5-2; 6-39; 7-22; 8-14; 9-8; 10-32; 11-7; 12-24; 13-30; 14-36; 15-5; 16-5; 17-2; 18-34; 19-12; 20-47; 21-55; 22-6; 23-7; 24-14; 25-24.

For this issue's puzzle see back page.

## R A I L W A Y   R O U N D   U P

The last South Wales trip was one of the best ever into Western Region territory. The focal point of the whole tour was Barry Island with no less than 162 withdrawn steam locomotives including 2 kings (6022/24), 4 castles, 13 Southern Region light pacifics, 6 manors, 2 Jubilees (45690/99) and the ex-Some set and Dorset locos 58808/09. Cashmore Scapyard, Newport had 19 withdrawn locos including 15 S.R. light pacifics whereas Hayes Scapyard had 4 to its credit. Also on Hayes was Brush type 4 number D1671 Thor, which was involved in the collision at Bridgend. It is understood that the nameplates are being transferred to sister locomotive D1677. Landore depot is host to 3654 & 9609 which are used as train heaters at Swansea High St. Station. A new shed seen on this tour was 37F Llanelli which housed a few English Electric type 3 locos.

A correspondent reminds all steam enthusiasts that between now and next June is your last chance to see steam on the Bournemouth Main line, before electrification. At the moment steam has control of all main line trains apart from those penetrating other regions. The Bournemouth Belle is still steam hauled.

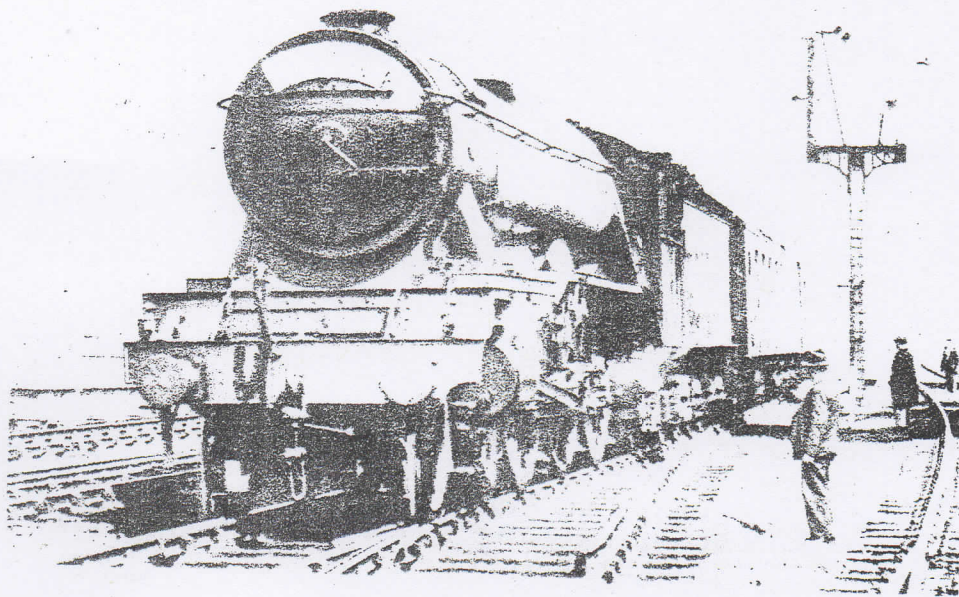
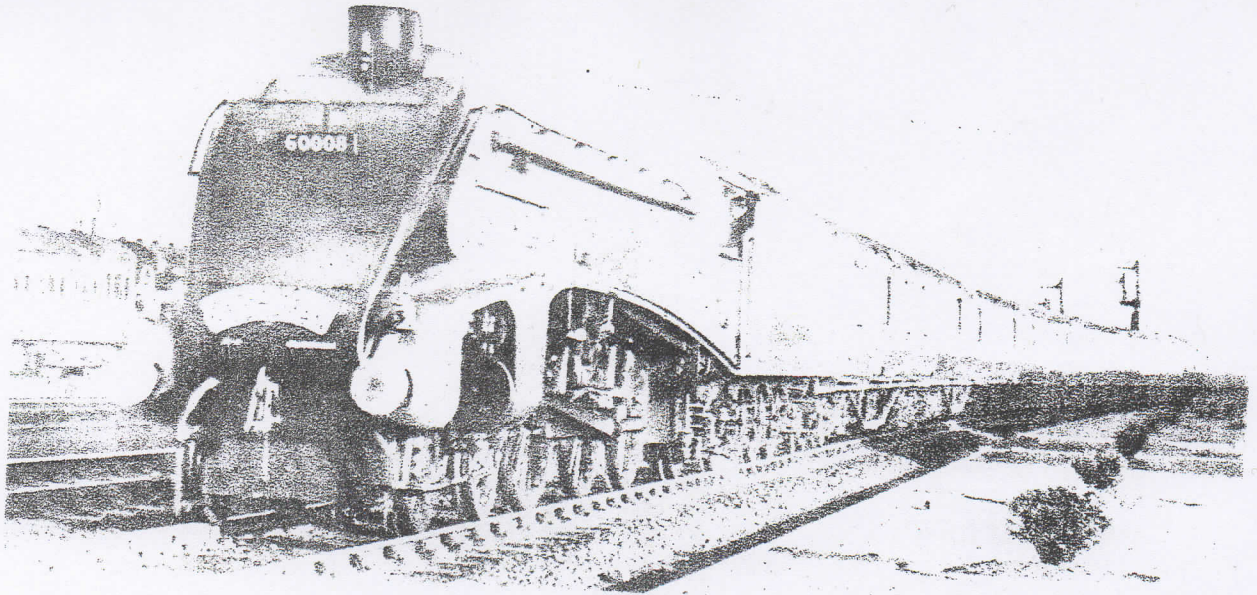
Hymek diesels from Bristol have regular workings into the Weymouth area and two were seen on shed on 26/7/66, together with 34007/91/102 35007/03/20 and 76010. Eastleigh Works is scheduled for closure this September for repairing locomotives but it will still repair carriages and wagons. Steam locos housed on Eastleigh mpd were few indeed as the shed was only half full. The engines on shed included 405/21 31639/31791 34004/25/52/59/32/36/91/97/10 30064/69/71.

Nine Elms depot is half demolished but locos seen on shed on the 27/7/66 included 6 M.N.'s and 14 B.B.'s & R.C.'s. Guildford mpd still houses a good variety of engines such as M.N.'s and U.S.A. tank 30072 also seen there was the ex-Northwich standard 77014. The Isle of Wight is still steam worked but next summer it will be electrified using ex-London Transport Tube Stock. Locos seen on Hyde St. Johns mpd were 19/17/20/21/22/23/24/22/13/38.

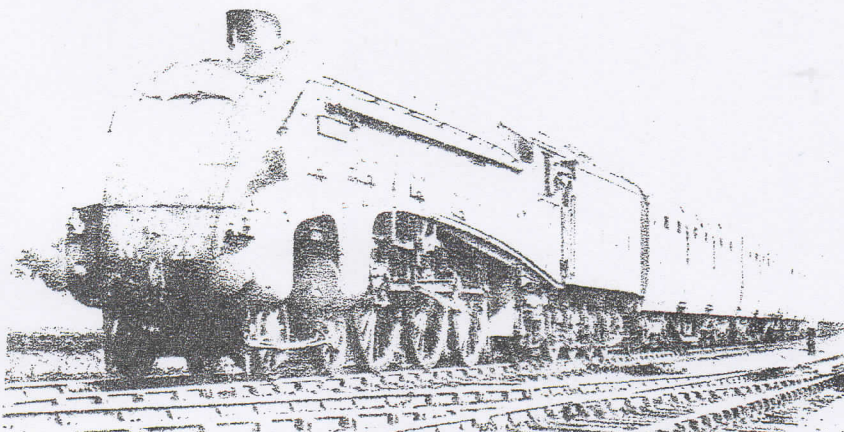
A visitor to Carlisle Kingmoor on the 24th of July reports seeing 45593 Kolhapur, 26501, 72006 Clan Mackenzie, 46115 Scots Guardsman, D8124 and 14 Brits.

A correspondent toured B.R. with a railover during late July and here are some of his findings. At Banbury 34001 worked up from Eastleigh with a parcels train and then worked to Oxford, it was here that 34001 double headed with a failed diesel on a Wolverhampton train. However, both were removed at Banbury and 44840 took the train on to Wolverhampton. The one remaining Castle 7029 Clun Castle is still active and was noted at Tysley in steam, together with seven Western tanks. Bescot is taking delivery of new E.E. type 1's as D8135/37/38 were seen there together with Brush type 2 loco 55656. Unusual visitors to Stratford (SOA) included D5906 and D9009. 70000 Britannia is also reported withdrawn and was seen here together with Q1 3001 and B1 61197. Warships are still making sorties into South Wales as DC48 (in maroon livery) was observed passing light through Cardiff General Station on route for Canton.

The visit to the North Midlands on the 6th of August was well worth while as well over 600 locos were seen, the biggest and most welcome surprise was the appearance of a Jubilee class locomotive 45739 Ulster on Derby mpd.



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SPECIAL



TOP :- 60008  
Dwight D. Eisenhower  
CENTRE :- 60047  
Donovan  
BELOW :- 60025  
Falcon.

## RAILWAY ROUND-UP CONT.

The Sulzer type 2's being built in Derby Works were from D7660 to D7667 and also seen there were D7617-28 awaiting dispatch to Scotland, probably Eastfield (65A). Still awaiting cutting up at Derby are 10001 10201/02/03 and ED2/4/7. Derby shed still houses a few steam locos mostly Stanier 2-8-0's. Toton had 33 locos to its credit including 73018/20/21/23/44/55/61/64 most of these are ex-Leicester. The blue liveried Peak D105 was also seen on this depot together with new English Electric type 1's D8144/47/51. All the first ten Peaks were seen on this tour D1-8 on Toton the other 2 on Derby Works. Colwick played host to departmental B1 number 29. A large number of steam engines were on this depot mainly Stanier 2-8-0's. Shirebrook (Subshed of Tinsley) had about 30 diesels mostly Brush 4s and Brush 2s Four of the 2,650 h.p. Brush 4s were seen here D1702/4/5/6. Langwith had no locos on whatsoever most of its 92XXX's being transferred to Birkenhead. Staveley Barrow Hill had no less than 10 E.E. type 1's on shed D8061/62/63/67 D8126/29/30/31/32/33 and also D5663 complete with 32A shedplate. The shedforeman here says the reason why the Claytons were moved to Scotland about three months ago was that they proved unsuitable for the steel works traffic. Newcomer to Buxton was D8778 which is carrying out trials on the Cromford and High Peak line with the ultimate aim of taking over duties from the J94s two of which were seen on shed 68012/79. The other loco 68068 was out on duty. The shed is having two of its lanes transformed to take diesel engines. Altogether on this tour were seen 70 Peaks, 124 Sulzer 2s, 53 Brush 4s and 13 E.E. 1's Three named B1s 61017/21/35 are undergoing repairs inside York diesel depot together with 65228, also inside the shed but stored is V2 60306. Other stored locos include 61008 Kudu at Carstairs, 42694 & 42125 at Beattock, 65327 at Motherwell, 65243 Maude at St. Margarets. Two Britannias were seen at Perth on the 15th August; 70006 in steam on shed and 70005 on a breakdown train rescuing a dmu.

Crewe Works is beginning to overhaul Haymarket E.E. type 4's as three were seen on the 19th August D360/67/68. Also at Crewe the frames are laid for D1102-11 thus completing the order. One of the latest out D1100 was seen hauling the Newcastle-Liverpool trains thus suggesting that the last batch will be allocated to Gateshead or York.

### A.4. DEPOSIT.

- 60004 Being stripped of parts for other A4s at Ferryhill.
- 60007 In Crewe Works
- 60009 Being put into working order from parts of 60004
- 60010 In Crewe Works
- 60019 At Ferryhill with its front bogie missing.
- 60024 Stored at Perth (Minus tender)
- 60026 Stored at Perth
- 60034 In steam at Ferryhill.

The last two A4s have left St Margarets, 60052 has gone to Cowlairs and 60041 has gone to a private scrapyards. The latter engine has been seen on Springs Branch but The Central Wagon Works at Ince have denied that they have bought it.

RAIL TOURS

SUNDAY 30th OCTOBER, 1966

CREWE AND DERBY

TOUR NUMBER 66/56X

Special Train from Manchester Piccadilly to Derby and Crewe Works. The train will depart from Piccadilly at approx 8.45 am. Motive power will be an Unrebuilt Southern Region Pacific, although the actual loco will not be known until a couple of weeks before the tour. The cost will be 22-0-0, per head, and there will be a limited number of places at a reduced rate of £1-10-0, for those members under 14 years of age or for members children under 12 years of age. The route will be outward from Manchester Piccadilly, to Guide Bridge, Hyde North, Romiley, New Mills, Chinley, Millers Dale, Matlock to Derby (Visit Locomotive Works), Uttoxeter; Stoke-on-Trent, Kidsgrove, to Crewe (Visit Locomotive Works), returning then via Sandbach, Wilmslow, and Stockport to Manchester Piccadilly. Please ask all your friends to join us on this rail tour, as we of course want to make it a big success. A Buffet Car will be provided for the whole of the journey. Applications should be made on the enclosed form, along with your membership card to:- The General Secretary, Mr. D. Felton, 76 HEYWOOD STREET, BURY, Lancashire. We are afraid that NO DEPOSITS CAN BE ACCEPTED FOR THIS TOUR. All bookings will be acknowledged, although full details of timings and actual rail tickets will not be available until approx three weeks before the tour.

SUNDAY 20th NOVEMBER, 1966

DONCASTER AND YORK

Tour Number 66/66X

Run in connection with William Deacons Bank Club. Motive power is again hoped to be a Southern Region Pacific. The train will depart from Manchester Piccadilly Station at approx 9.30am and will travel outward via Chinley and the Hope Valley through to Sheffield and on to Doncaster, where a visit of the Locomotive Works has been arranged. Then via Selby to York where members will be given time to visit the Motive Power Depot and Museum which will be open from 2.30pm to 5.30pm, although an additional fee of 2/6d, will be charged as you are no doubt aware the Museum is closed on Sundays (the 2/6 is to cover the wages of the Museum Staff). The return Journey is then via Normanton, Wakefield and Huddersfield to arrive in MANCHESTER VICTORIA at approx 8.30pm. Again on this rail tour timings were not available when going to press but will however be forwarded to participants before the tour together with the tickets; the cost will be 22-0-0d, per head, although once again there will be a limited number of places at £1-10-0d a head. All bookings will be acknowledged per return. All bookings should be enclosed on the special form and sent to The General Secretary, Mr. D. Felton, 76 HEYWOOD STREET, BURY, Lancashire.

All other proposed rail tours are going to be dropped until next year owing to the large amount of rail tours being run by other clubs and societies. Full details of these are usually available in "Railway Magazine", although Mr. Felton will only be too ready to help anyone in trying to book for one of these tours.

Saturday 10th September, 1966 North East Tour Number 66/55N

We regret to announce that this tour is now fully booked to the numbers permitted by British Railways.

Sunday 25th September, 1966. South Lancashire Tour Number 66/57A

Motive Power Depots to be visited include :- 8B Warrington Dallam; 8F Springs Branch; 9B Stockport; 9D Newton Heath; 9E Trafford Park; 9F Heaton Mersey; 9H Patricroft and 10D Lostock Hall. Coach will depart as follows :- Bury at 9-00am due back at 9-45pm  
Cost will be 18/-d. Manchester at 9-30am due back at 9-30pm  
Minimum Deposit 5/-d.

Sunday 9th October, 1966. East Anglia Tour Number 66/53P

Motive Power Depots to be visited will include :- 31A Cambridge; 31B March; 32A Norwich; 32B Ipswich; 34E New England; 36C Frodingham; 40A Lincoln; 40B Immingham. The coach will depart Saturday Evening as follows :- Bury at 6-30pm due back at 9-45pm  
Cost will be £2-10-0d. Manchester at 7-00pm due back at 9-30pm  
Minimum deposit 10/-d. Please note that this tour will not be repeated for at least twelve months.

Sunday 30th October, 1966. Derby and Crewe Tour Number 66/56X

For full details of this tour please see rail tours on previous page or special form which is herewith enclosed.

Sunday 13th November, 1966. London Tour Number 66/59L

Motive Power Depots to be visited will include :- 14A Cricklewood; 30A Stratford; 34G Finsbury Park; 70A Nine Elms; 70B Feltham; 73C Hither Green; 81A Old Oak Common and 81C Southall. The coach will depart Saturday evening Bury at 7-00pm due back at 9-45pm  
Cost will be £2-5-0d. Manchester at 7-30pm due back at 9-30pm  
Minimum deposit 10/0d. Altrincham at 7-50pm due back at 9-15pm

Sunday 20th November, 1966. Doncaster & York Tour Number 66/66X

For full details of this tour please see rail tours on previous page or special application form which is herewith enclosed.  
(Run in connection with Williams Deacon's Bank Club).

Sunday 27th November, 1966. South Yorkshire Tour Number 66/60F

Motive Power Depots to be visited will include :- 55A Leeds Holbeck; 55B Stourton; 55C Farnley; 55E Normanton; 55F Bradford Manningham; 55G Huddersfield; 55H Neville Hill; 56A Wakefield; 56D Mirfield and 56F Low Moor. The coach will depart as follows :-  
Bury at 8-00am due back at 9-45pm  
Bolton at 8-15am due back at 9-30pm  
Cost will be 16/6d. Pendleton at 8-35am due back at 9-15pm  
Minimum Deposit 5/0d. Manchester at 8-45am due back at 9-00pm

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We would like to point out to members that the departure times shown above are prompt, and members must be there for this time or we shall have to leave without you. Arrival times are only approx depending on weather conditions etc.



TOUR PROGRAMME CONTINUED

Sunday 11th December, 1966.

Crewe & District

Tour Number 66/61C

Motive Power Depots to be visited include:- 5B Crewe (South); 5D Stoke  
6A Chester; 6C Croes Newydd; 8B Dallam and also Crewe Locomotive Works  
Coach will depart :-

GOST 18/6d

Bury at 8-00am due back at 9-30pm.  
Bolton 8-15am due back at 9-15pm  
Pendleton 8-35am due back at 9-00pm  
Manchester 8-45am due back at 8-45pm  
Stockport 9-15am Picking up point only.

Sunday 18th December, 1966.

Derby & Toton

Tour Number 66/62J

Motive Power Depots to be visited include:- 16C Derby; 16A Toton and  
also Derby Locomotive Works.

Members meet outside Derby Midland Station Forecourt at 12-30pm.

Visit fee 2/-. From Manchester travel from Central Station by 9-35am  
train, returning to Manchester for approx 8-15pm. Train fare Manchester-  
Derby approx 17/6 (Full)(Cheap day return). Members purchase their  
own tickets on the day of the tour.

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RAIL ROUND UP STOP PRESS.

Latest report on the A4s is that they are all out of service. 60034  
failed on the evening parcels train from Glasgow to Aberdeen at Forfar  
on Wednesday 17th August, 1966. It was later hauled to Perth MPD  
where the tender was put behind 60024, which later in turn failed on  
a Perth to Aberdeen train and was then pulled dead to Ferryhill depot  
where it is now in store. 60019's bogie is undergoing repair, but  
reports suggest that it is unlikely that it will get repaired before  
it is withdrawn. 60009 which as previously stated is undergoing repair  
at Ferryhill has now been bought privately.

Latest reports on Southern Region pacifics is that the following are  
now at Eastleigh after being withdrawn :- 34086; 34059; 34088; 34101;  
34097; also in store here are the last U's and N's 31405/8 and 31639/  
791. The last three Southern Region Pacifics to go through Eastleigh  
works are at present undergoing repair they are :- 34093; 34023 and  
35007. There are only seven Merchant Navy's left in working order,  
the majority are now stored in Nine Elms, where we presume they will  
still be when we visit this depot on our London tour in early  
November. The Isle of Wight will be closed completely from the end of  
December for a period of four months, so that the electrification  
on the Island can be completed. It is expected that all the O2's left  
on the Island will be cut up there and will not return to the main-  
land as expected.

47202 - A regular sight at Agecroft for some years now has just been  
transferred to Newton Heath.

For the above information we are indebted to Messrs Frank Cronin and  
Bernard Crick,

TINSLEY MARSHALLING YARD (SHEFFIELD)

Tinsley Yard was necessary because of the unplanned development of Sheffield in the 1930's. By 1950 the scene had little changed, passenger coaches, freight handling and motive power were far too numerous than was necessary, no proper equipment was there and there were far too many small goods yards badly spaced out. Transfers between these yards were costly and conducive to delay.

Basically the eleven million pound plan was for one freight yard, one freight terminal and one maintenance depot, accessible to both former LMS & LNER. The new freight yard is on the site of the former Grimesthorpe motive power depot.

Most of its traffic is connected with the steel industry but it handles most every kind of freight. In all approx 250 trains arrive and depart with about 4000 wagons to be passed over the hump. There are approx 50 departures westwards and 30 eastwards each day as well as 40 from the secondary yard and 14 from the express sidings.

The fact that traffic would arrive and depart in all directions the provision of separate up and down yards was undesirable so the E.R. decided on a large up and down double direction yard. Because of the number of private sidings a secondary yard was necessary with a feeder line from the main hump switching area.

To provide direct access to the yard new South-to-east and North-to-east spurs were built to link the Great Central line at Tinsley and the Sheffield District Railway at the Shepcote Lane Junction. A West-to-north cut was laid between the S.D.R. and the Midland Old line at Treeton Junction. In addition 1500 V. catenary has been erected from both Woodburn Junction and Darnall West Junction as far as Tinsley Reception Sidings to allow trains from Manchester and Wath to reach the yard without changing engines.

Tinsley has unique hump shunters, they consist of two standard 350h.p. locos permanently coupled back to back thus having a wheel arrangement of 0-6-0 + 0-6-0. They are specially ballasted to a weight of 120 tons and are numbered D4500/01/02. Another new idea incorporated into these locomotives is that they have a two-way radio link with the Control Tower. The maintenance depot has an allocation of some 270 locos of which 170 are main line types, and the entire Sheffield Division is covered by this depot except for some locos at Wath (41C).

Tinsley Yard is the first in the world to be equipped with the Dowty wagon speed control system. This not only controls the speed of the wagons descending from the hump but over certain sections can propel wagons to increase speed without assistance from a locomotive.

Roughly the Dowty Wagon Control comprises a large number of small plungers spaced out along the track on the inside edge of the rail. As the wagon passes over the wheel flange depresses the plunger whether the wagon is passing faster or slower than the desired speed and by variation in the oil pressure the unit will boost or retard the speed. Over 23,000 units have been installed at Tinsley and are linked by approx 26 miles of hydraulic piping to the power house next to the Control Tower.

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DON'T FORGET :- To buy your club badge, only 3/-d. each, and made from gilded metal with vitrious enameled finish, with red lettering and border with silver background. Available on any tour, or from General Secretary, not forgetting to enclose S.A.E.

RAIL ROUND-UP (CONCLUDED)

The focal point of the whole Crewe tour on the 28th August was the appearance of the two A4s 60007 & 60010 on Crewe Works. 60010 is still untouched in the yard but in a sorry state, it has no chimney and its pistons are tied up with rope. 60007 is only distinguishable by its running plate and the cab by the side. A number of Sulzer 2s were seen from both the LMR and NER, the latter were undergoing brake modifications for work on the Tyne Dock-Consett iron ore trains. A new innovation for the EM1 & EM2 electrics is the printing of 'E' in front of the number as E27005 was seen. (On the other hand it could mean that somebody has gone mad with the paint) 70017 Arrow is on the works with a damaged front end and written on the side is 'no repairs' so its withdrawal is imminent. Crewe South had quite a few locos to its credit including 70053 ex-works and 15000. A notable visitor to the Diesel Depot was D1500 ex-works together with D1930/39/42.

English Electric type 3s have a regular working to the Cambrian Coast which explains the appearance of D6393 & D6912, also on shed were D1593/1597/1605/1645. A new engine to most people 75003 was seen here together with 3713. Croes Newydd held no less than 3 GWR locos 1633/1660 3767/9630/5605/9610/9669/9641 and not one engine was in steam.

A pleasant surprise awaited us at Chester, Birkenhead Crab 42733, together with 1623 still bearing its 6C shedplate. A Crosti loco was seen on Northwich shed 92023. Stockport Edgeley had quite an interesting collection of engines. The pioneer Stanier 2-3-0 was there 48000 together with 3 WDs 90370/339/620. No less than 5 Brits were seen 70004/15/21/26/44. 70004 William Shakespeare had its name painted on the windshields with a blue backing. 45596 is still on shed, only it is stored outside..

Another withdrawn Brit is 70030 William Wordsworth which is outside Dallam mpd (Warrington) and is in a sorry state. British Rail have been recording with a track recording Car various locos on the Liverpool-Newcastle trains, as both D133 and D1722 on this service. An unaccustomed sight through Glazebury (On the Manchester-Liverpool line) was D1047 Western Lord on a train of Freightliner wagons and also on the same evening with Freightliners D1333 & D1339.

A B.R.C.W. type 2, D5303 has been repainted in two tone green similar to the Brush 4s, also on the weekend 13-14th August, a rare sight on Burton shed was K1 class loco 63046. Kettering shed has been completely knocked down so has Bletchly: and Matford and Nuneaton are in the process of being pulled down.

Until the 27th August Jubilees had three regular diagrams which were the 4-00am, 10-25am and 3-00pm Leeds to Glasgow trains and the locos involved on the 13th August were 45533, 45697 & 45675

For information to Rail Round-up we are indebted to Messrs-D.Felton, C.Pownall, S.Fitton, D.Goldie, W.Frisby, R.Lomax, G.Atkinson, C.Priestley.

To make this section of the magazine a success could any members with any interesting information and news contact any official and tell them. On tours is an ideal time to get into contact and don't be afraid to come forward.

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What did the husky Warship say to the Hymek?:- I've lost my voith!!!!!!

NUMBER PUZZLE

As you can see we have again comprised a number puzzle for this edition, for those who have not seen it before, it is similar to a crossword, but all the answers are numbers. When the square are completed correctly, each column, down accros and diagonally will add upto 100 exactly. We have made this one slightly differnt, and the skill lies in how many you can remember, and not how many you can look up in your books. Please note that this section is for amusement only.

1.	2.	3.	4.	5.
6.	7.	8.	9.	10.
11.	12.	13.	14.	15.
16.	17.	18.	19.	20.
21.	22.	23.	24.	25.

- 1. 605?? Watling Street.
- 2. 608?? Durham School
- 3. 610?? Eland
- 4. 720?? Clan Fraser
- 5. 455?? Caernarvon
- 6. 50?? Goodrich Castle
- 7. 340?? Seaton
- 8. 462?? City of Manchester
- 9. 350?? British India Line
- 10. 605?? Earl Marischal
- 11. 600?? Sir Murrough Wilson
- 12. 60?? King George
- 13. 700?? Coeur-de-Lion
- 14. 309?? Tonbridge
- 15. 730?? Merlin
- 16. 340?? Padstow
- 17. 600?? Sir Charles Newton; 18. 456?? Uganda; 19. 461?? Life Guardsman;
- 20. 462?? Princess Elizebeth; 21. 340?? Fighter Pilot; 22. 309?? St. Pauls;
- 23. D2?? Empress of Britain; 24. 652?? Mons; 25. 270?? Aurora.

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NOTES FROM THE GENERAL SECRETARY :- Andy Corfield, who took over bookings from Pete Blunn earlier this year has now had to give up this task owing to educational reasons, a person who most of you will know Dave Goldie, has taken over the bookings for the next three months, until we can get someone permanent for the job. May I take this oppurtunity to thank Craig Pownall for the compilation and typing the stencils for this magazine to Messrs. David Taylor, Arthur Hope, Dave Goldie and other club officials for their efforts in collating and the despatch. May I however appologise for the poor quality of this magazine, this has been mainly to the fact of myself and other officials being on holiday, and not having the time to spend in the production as usual. I would also like to point out to you all that as and from the begining of 1967 our subscriptions will have to be increased, but this in turn will lead to much better things during next year, as we have continued to get bigger and stronger all this year. Quite a number of members have phoned me up over the past weeks during the day time, I would like to point out to you that this is a complete waste of your time and money, if you wish to contact about anything, do so after 6-00pm and evening except Wednesday. Most of these phone calls have been enquiries about tours, and I have had quite a number a disappointed persons because you have left you bookings for tours to late, if you want to go on a tour **BOOK EARLY**

Printed and Published by the B.W.R.F.76, Heywood Street, Bury, 5/9/66.