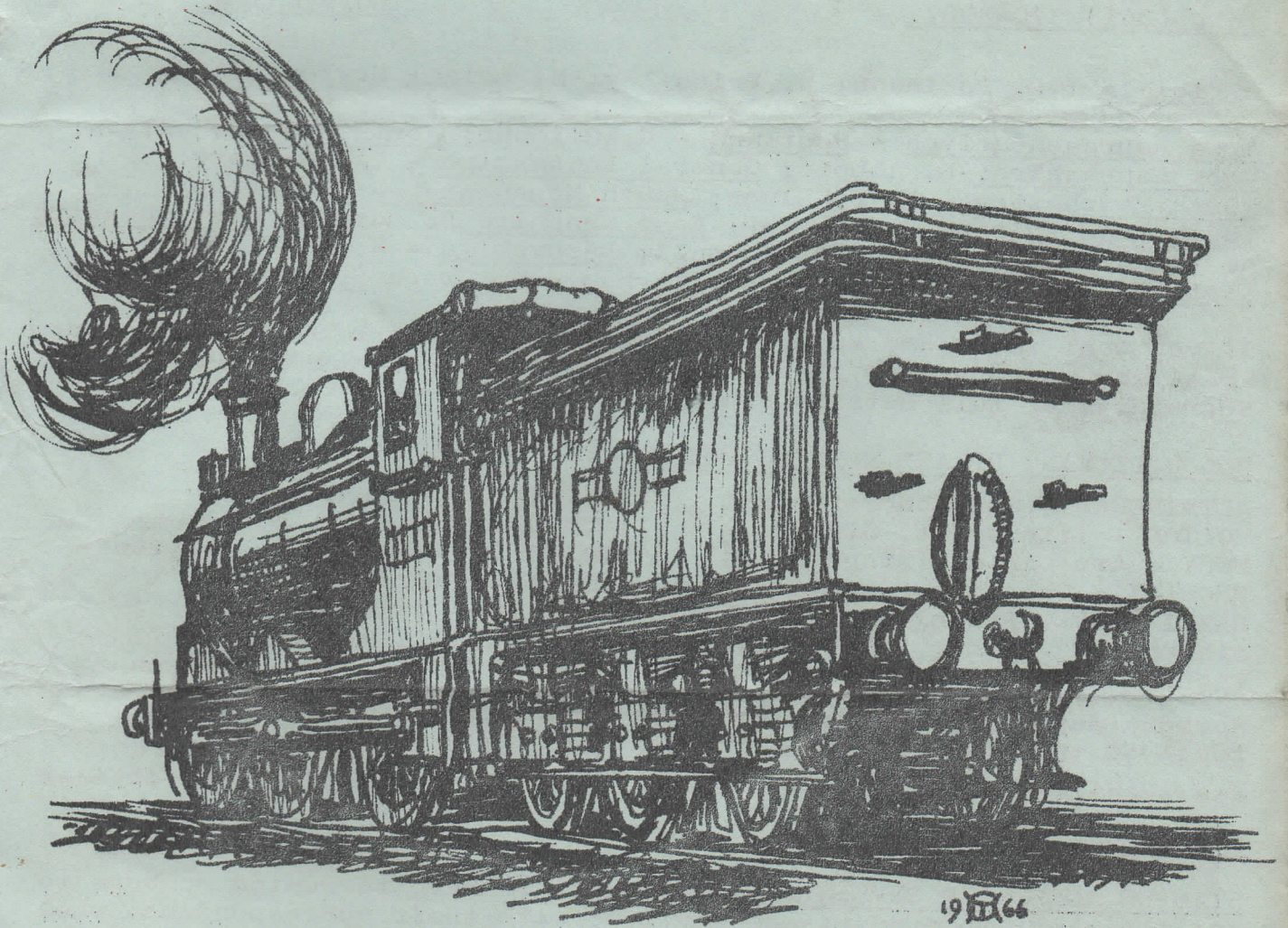


BUCKLEY WELLS
TRANSPORT ENTHUSIASTS
(Railway Section)

General Secretary:-

D. FELTON,
76, HEYWOOD STREET,
BURY, LANCs.
TEL. BURY 4230

MAGAZINE NUMBER 9



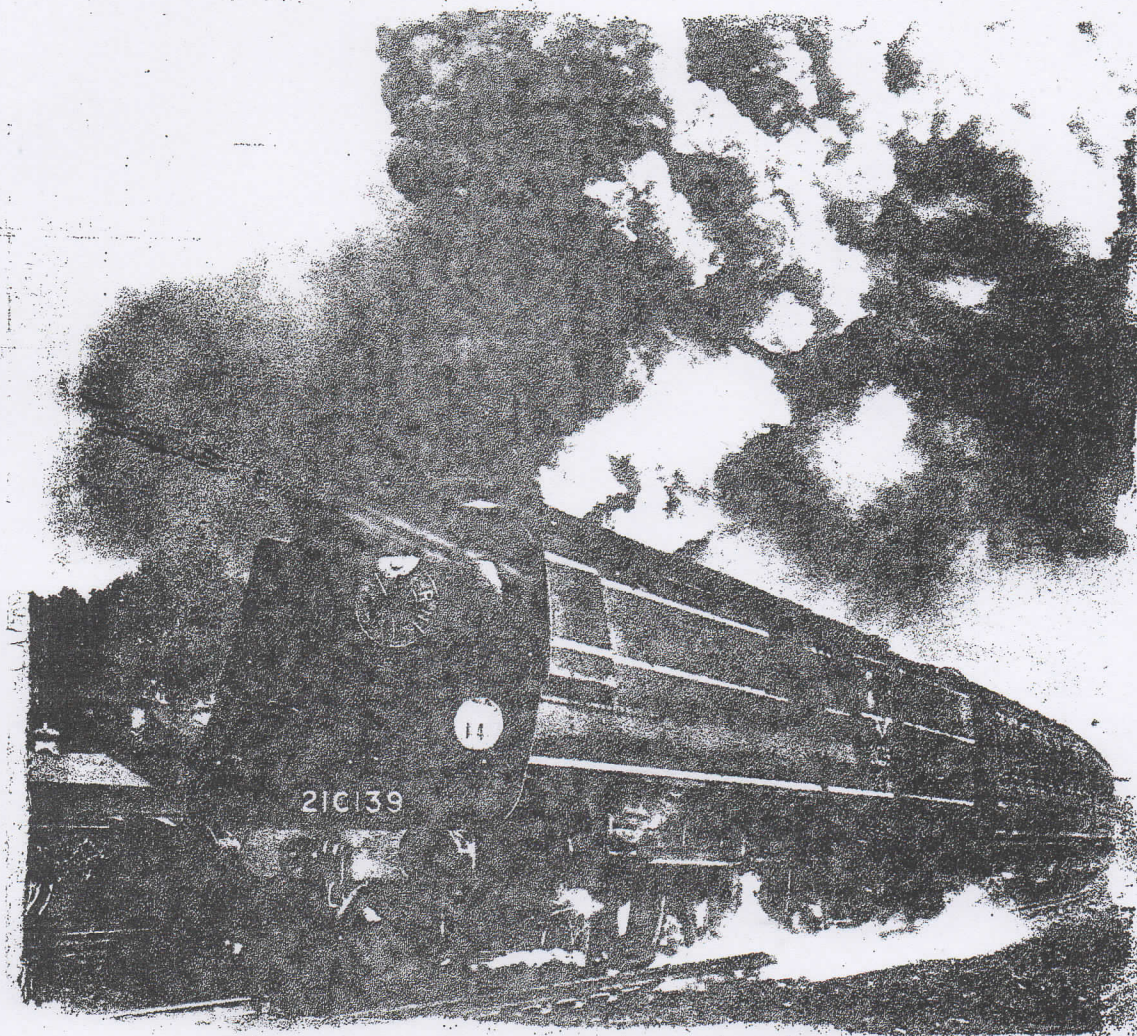
JULY, AUGUST AND SEPTEMBER, 1967.

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MAGAZINE NUMBER 9



JULY, AUGUST AND SEPTEMBER, 1967.

Bookings Secretary

Mr. J. C. Bowles,
10, Buckley Drive,
ROMILEY,
Nr. Stockport, Ches.

General Secretary

Mr. D. Felton,
76, Heywood Street,
BURY, Lancashire.
Tel. (061) 764-4230.

Membership Secretary.

Mr. R. Heys,
36, Rothwell Ave.,
ACCRINGTON,
Lancashire.

Treasurer

Mr. B. Schofield,
270, Greenside Lane,
DROYLSDEN,
Mandchester.
Tel. (061) 370-3007.

Chairman

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

Tours Planner

Mr. W. J. Frisby,
60, Kings Road,
Fairfield,
BUXTON,
Derbyshire.

Officials : D. Robinson; C. Priestley; M. Leigh; C. Pownall.

Area Representatives - Scotland - G. Gilmour; North West P. Walton;
West Lancashire. D. Abbott; Central Lancashire - J. Gregory;
North Manchester - P. F. Blunn; South Manchester - B. Harrop;
South Lancashire - B. Wharmby; East Cheshire D. Harrop; West Cheshire
M. Leigh; North Wales - C. Pownall; Derbyshire - W. J. Frisby;
North Midlands - S. Joseph; Birmingham - M. Green S. Yorks. D. Holt

If you want to become an area representative of the B.W.R.E. in your area, and you are over 15 years of age please contact the General Secretary for full details etc.

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 BUXTON - Market Place
HAZEL GROVE- Rising Sun KEARSLEY - Moss Rose
MANCHESTER - Under L & Y Railway Map at Victoria Station.
PENDLETON - 58 (Stretford) bus stop in front of Pendleton Church

Members may also be picked up at any other point on the direct route of the coach if pre-arranged with the Booking Secretary.

NOTICES -

STAMPED ADDRESSED ENVELOPES - Once again we have to remind members to enclose a stamped addressed envelope with their correspondence when writing to a club official. Although in every issue we ask members not to forget, there still persists a number who rarely send one. Delay can occur to members who do forget to send their S.A.E.

POSTAL ORDERS - Here again we have to remind members once again to fill postal orders in correctly. That is you only put "B.W.R.E." in the position where it says 'Pay' and NOTHING else, and under no circumstances must you sign the postal order at the bottom. If any postal orders are not accepted by the Bank they will be returned, to your loss not ours. IF IN DOUBT ASK.

CLUB BADGES - These are once again available from the General Secretary at the price of 3/0d each - Postal applications must enclose a stamped addressed envelope - Also available on all tours.

NAMED LOCOMOTIVE LIST - This publication by the B.W.R.E. is now available on all tours or direct from the General Secretary at a cost of 2/6d. each.

LOCO-SHED ALLOCATIONS - This book should have been published by the B.W.R.E. earlier this year, but owing to various circumstances was not available. However it has now been revised and will be on sale shortly at a cost of 2/6d. each.

1967 COMBINES - Are now available on all tours at 12/0d. each or by post from the General Secretary at 12/6d. each (post paid)

1948 COMBINES - We still have available a limited number of the re-prints of the 1948 combines at a cost of 15/0d. each.

ATTENDANCE ON TOURS - If for some reason a member finds at the last minute he is unable to go on a tour, will he please inform the General Secretary. On numerous occasions we have waited for member to turn up who have never appeared, this then keeps other members waiting along the route, often in the rain and cold. In future any member who has not reported to the coach 5 minutes after its advertised departure time will be left behind.

JOINING COACH TOURS - Will all members please join the coach at the point they have requested on their application forms (which of course is stated in your membership card) as recently one or two members have been joining the coach at points other than those requested on causing some confusion. If you wish to change your joining point please inform the Booking Secretary before the actual tour.

COMPETITION IN MAGAZINE NUMBER 8 - There where no all correct answers received to this competition, although numerous members had tries at this. Answers are listed below, and we hope that you will find the competition in this months issue a bit easier.

Answers 1. The Comet: London Euston - Manchester London Road; 2. The Aberdonian: London Kings Cross - Aberdeen; 3. The Devonian Bradford Foster Square - Kingswear; 4. The Bristolian: London Paddington - Bristol Temple Meads; 5. Broadman: London Liverpool Street - Cromer - Sheringham; 6. Caledonian: London Euston - Glasgow Central; 7. Fenman: London Liverpool Street - Cambridge - Kings Lynn; 8. Shamrock: London Euston - Liverpool Lime Street; 9. Talisman: London Kings Cross - Edinburgh Waverley; 10. Manxman: London Euston - Liverpool Lime Street; 11. Irish Mail: London Euston - Holyhead; 12. Mayflower: London Paddington - Plymouth North Road; 13. Norfolkman: London Liverpool Street - Norwich; 14. Palatine: London St. Pancras - Manchester Central; 15. Pines Express: Manchester London Road (Piccadilly) - Bournemouth West. 16. Red Dragon: London Paddington - Carmarthen, 17. Red Rose: London Euston - Liverpool Lime Street; 18. Saint Mungo: Glasgow - Aberdeen; 19. Scandinavian: London Liverpool Street - Harwich Parkestone Quay; 20. Fair Maid: London Kings Cross - Perth; 21. Royal Wessex: London Waterloo - Weymouth; 22. White Rose: London Kings Cross - Leeds Central - Bradford Exchange. 23. Lakes Express: Euston - Windermere - Workington.

24. Northumbrian: London Kings Cross - Newcastle; 25. North Briton; Leeds City - Glasgow. 26. Master Cutler: London Kings Cross - Sheffield
27. Lancastrian: London Euston - Manchester London Road; 28. Bon Accord: Glasgow - Aberdeen; 29. Capitals United: London Paddington - Cardiff General; 30. Golden Arrow: London Victoria - Dover; 31. Granite City: Glasgow - Aberdeen; 32. Elizabethan: London Kings Cross - Edinburgh Waverley; 33. Cornishman: Wolverhampton Low Level - Penzance; 34. East Anglian: London Liverpool Street - Norwich Thorpe.
35. Statesman: London Waterloo - Southampton Docks; 36. Atlantic Coast Express: London Waterloo - Exeter - Ilfracombe - Bude etc.
37. Brittany Express: London Waterloo - Southampton Docks; 38. Cambrian Coast Express: London Paddington - Aberystwyth - Pwllheli
39. Cathedrals Express: London Paddington - Worcester - Hereford; 40. Emerald Isle Express: London Euston - Holyhead; 41. South Wales Pullman: London Paddington - Swansea High Street; 42. South Yorkshireman: London Marylebone - Bradford Exchange; 43. Torbay Express London Paddington - Kingswear; 44. Hook Continental: London Liverpool Street - Harwich Parkestone Quay; 45. Merchant Venturer London Paddington - Weston - Super - Mare. 46. Normandy Express: London Waterloo - Southampton Docks; 47. Northern Irishman: London Euston - Stranraer; 48. Pembroke Coast Express: London Paddington - Pembroke Dock; 49. Royal Highlander: London Euston - Inverness; 50. The Queen of Scots: London Kings Cross - Edinburgh - Glasgow.

NOTES FROM THE GENERAL SECRETARY:

It is with great pleasure that I take this opportunity of welcoming John Bowles to the committee as Bookings Secretary. A number of regular attenders on tours I think will know John for his pleasant personality etc. He takes the place of Mr. Fitton, who will still remain Chairman of the Railway Society, but who is devote the rest of his time to the ever increasing and expanding 'Bus Section, which of course we started at the begining of this year. We would be obliged if you would kindly note the change of address of our membership Secretary from Blackpool to Accrington (Address page 2) You will see from the Tours Programme one or two different tours, and these have been due to the hard work of our recently appointed Tours Planner John Frisby, some members may have one or two shocks when they attend some of these tours. You will also see that we are running another tour in connection with William Deacon's Bank, this time behind "Flying Scotsman" to Morecambe, full details are herewith enclosed. You will also find enclosed details of the next Rail Tour from Manchester, that is being run by our friends the Manchester Rail Travel Society. All B.W.R.E. members are warmly welcomed on this tour (All applications direct to Mr. B. H. Crick - address given). Once again I would like to point out to members that if they require to ring about something to do it only in the evening from 6-30pm onwards (except Mondays when I shall be out all evening). Calls before this time or on Mondays will be waisted, as I shall NOT be home, by the way this does not guarentee that I will be home every evening. One last thing, again if you receive a copy of our magazine with a blank or mis-orientated page will you please return your copy to me and I will then replace it free of charge, note however the reverse side of the photograph of Bahamas there is NO printing on, this has been done on purpose.

Finally I would like to mention two points which the Bookings Secretary as asked me to mention. Firstly one or two members are not sending him their remainders at least 7 days before the intended tour. We would like to remind you that it is a condition that when you pay a deposit you MUST pay the remainder at least 7 days before the intended tour, members who have not done so in the future will have their places resold to other members on the waiting list. Secondly this past few weeks one or two members have not been sending booking application forms with their bookings, here again bookings can not be accepted unless one of these forms accompanies your application or when you forward your remainder. Please remember that this is our only record of you having paid the money, a letter will NOT suffice so it is in your interest that you ALWAYS send a booking form.

SERVICES OFFERED TO MEMBERS

As and from 1st July, 1967, Mr Christopher Priestley, 146, Shaw Road, Royton, Nr. Oldham, Lancashire, will offer his services as a photographer to develop and print members films. Full details of prices etc. are available direct from Mr. Priestley. Another new service recently started is the purchase of films from wholesalers, so that we can offer them to members cheaper than they can buy them in the shops. Ilford 127 or 620 (will fit 120), are available on all tours at 3/6d each or three for 10/0d. 35mm, Instamatic Films, and any other type of special films will also be supplied either by post or by prior arrangement on tours. Details and prices of any other films except 127 and 620 are available direct from our Treasurer, Mr. B. Schofield, 270, Greenside Lane, Droylsden, Manchester, telephone DROylsden 3007. Other services include printing and duplicating for members at cost prices, supplying various types of paper for drawing etc., full details and prices on request from the General Secretary, without obligation. We will also try and find out any information which members require about a certain locomotive or class of locomotives, as well as obtaining books and other publications for re-sale at cheaper prices than in the shops. We also run our own publications division, which will shortly be expanded to include further publications than at present. If members have any other questions or queries about any railway aspect we shall endeavour to do our best to try and help them. Please also note that we are also representatives of the 620 Society, who publish regular newsletters in Scotland at the extremely low cost of 6d each, member requiring further details of any of the above should contact the General Secretary, unless otherwise stated.

BUCKLEY WELLS 'BUS ENTHUSIASTS -- If you are also a 'bus or tramway enthusiast, and not a member of the B.W.B.E., you should write at once to Mr. S. Fitton, 123, Manchester Old Road, MIDDLETON, Manchester, not forgetting stamped addressed envelope for full details of their tours etc. Annual Subscriptions are only 5/0d. Quarterly magazine and meetings are also held.

45596 "Bahamas" - Stockport Jubilee Preservation Society

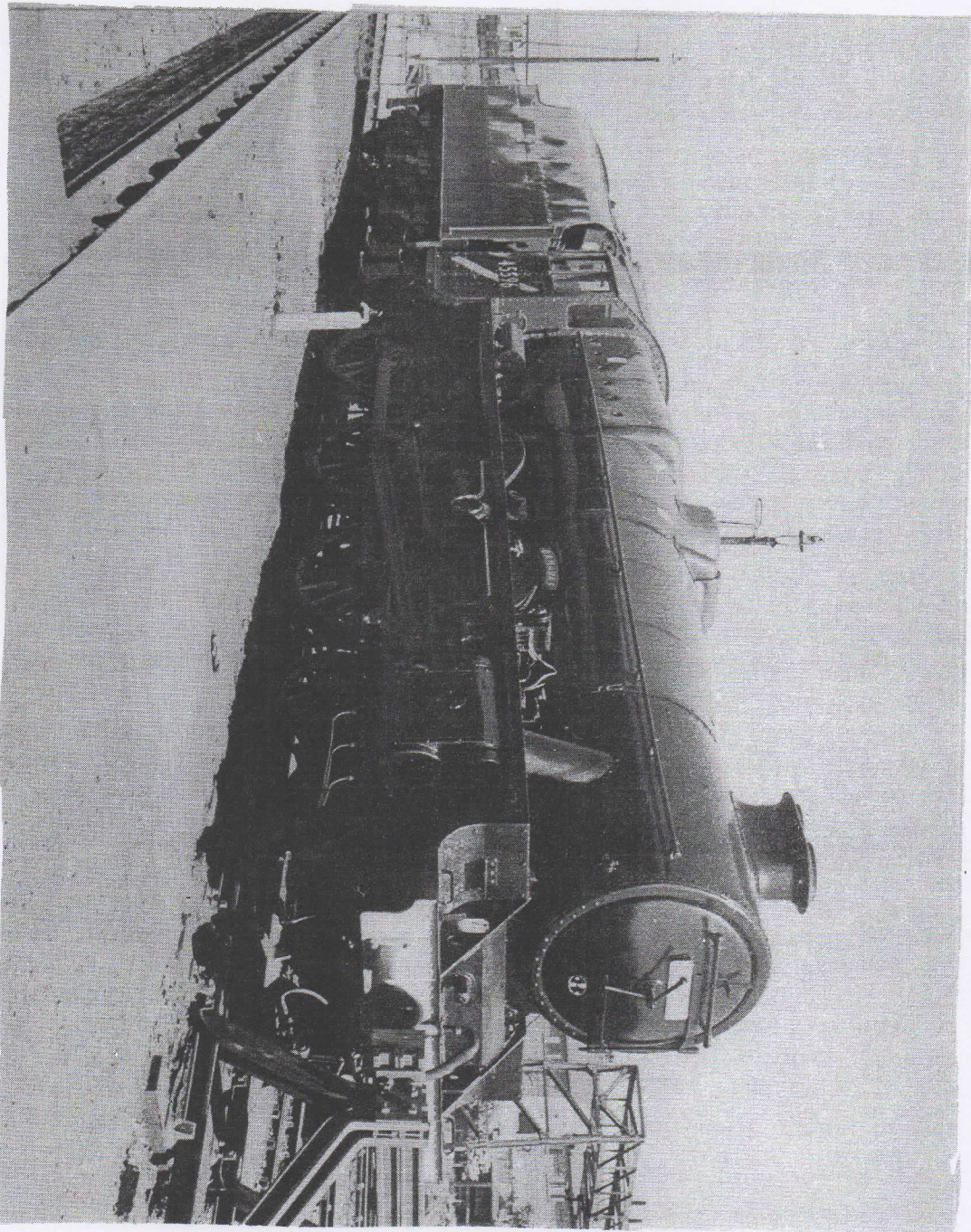
Although recent rumours have suggested otherwise, 45596 "Bahamas" has definitely been purchased on behalf of the Stockport Jubilee Preservation Society at a cost of £3,000-0-0d, the finance being lent to the Society over a two year period as an interest free loan. However it will cost another £5,000-0-0d approx to put the locomotive in full working mechanical order and to have a general overhaul. The work of overhauling the locomotive is hoped to be carried out by the Hunslet Engineering Company of Leeds, although nothing as yet as been agreed upon. It will take approx 6/7 months for the work to be completed on the locomotive, so it is not expected to run a tour with the locomotive before Spring of 1968. The only thing visually wrong is that the tyres need re-treading and one of the axle boxes run hot on the last journey before she was withdrawn just over twelve months ago. In which time she has been kept undercover at Stockport Edgeley Motive Power Depot. She was re-tubed shortly before withdrawal, although she will have to have a boiler test by a Ministry Inspector before she can actual run again on British Railways Metals.

We therefore have just about 6 months to obtain to £5000 to put to locomotive in order and a further 2 year period to re-pay to £3000 paid in the first place for the locomotive. This will mean some hard work on behalf of the society and various individuals. So far photographs of "Bahamas" have been sold to various enthusiasts similar to the one on the opposite page, and these are still obtainable in 10x8 plates mounted at 5/6d or unmounted 4/6d, or in postcard size at 1/0d each, all profits going towards the preservation fund. In future though this will have to be extended, and if you as railway enthusiasts wish to see this, which will possibly be the only Stanier loco and most likely the only Jubilee to be preserved in full work-order.

It is now upto you as railway enthusiasts to help this cause by sending any donations or better still to become a member of the Stockport Jubilee Preservation Society (annual subscriptions 1 gns.) If you do wish to become an active part of this effort either contact the General Secretary or you are warmly welcomed to the next meeting, which will take place at the Crwon Hotel, Great Moor, Stockport on Wednesday evening 28th June, 1967, due to commence at 8-00pm prompt.

Before the loco is moved from Edgeley to Hunslet it will need an external clean, and members willing to lend a hand will be welcomed on Saturday afternoon 9th July, 1967. However I would be obliged if you would kindly inform Mr. Felton, if you do intend to go that arrangements can be made at Stockport with the shed staff, as people are now being turned away from Edgeley depot owing to recent bouts of vandalism at the depot,

If you are prepared to help in any small way shape or form it will be most appreciated by all concerned, and will give you at a later date the pleasure of riding once again behind a Jubilee Locomotive. Further details from General Secretary.



Whilst perusing recently the long list of locomotive withdrawls I came across the withdrawls of the remaining Isle of Wight locos and this immediately reminded me of the time I travelled from Manchester to the Isle of Wight, via London.

This occasion I was extremely interested in the locos I was to see, a pleasure I had long waited for. Since that visit there has been a tremendous deterioration in the performances and upkeep of all Southern Region Locomotives.

When I made my journey, I joined the midnight train from Manchester to London Marylebone which was hauled by an English Electric Type 4 from Longsight. This stage of the journey was uneventful, but my expectations ran high as we neared London. After arrival at Marylebone and the trudge by the underground we eventually arrived at Waterloo the Mecca of Southern Steam. It was around this time that the Southern started running down its steam locos and I was hoping to be hauled by a pacific locomotive. I was not let down, and 34101 was coupled onto the train to take me as far as Eastleigh where I had a conducted tour of the works arranged. The works were giving the last Merchant Navy to have a major repair an overhaul at the time and I was more than pleased at the amount of steam apparently undergoing repairs in the works.

My journey was then from Eastleigh to Portsmouth by a Hampshire d.m.u. At Portsmouth one could still see evidence of a few steam locos and they were in steam in the station when I went to board the ferry across the Solent.

Once arrival was made, after an uneventful crossing, I immediately went into the station where I could hear and see the Isle of Wight locos in all of their splendour. The sight was truly magnificent with the ancient carriage stock of which the Isle of Wight was renowned and the unmistakable heat of the Westinghouse Pumps which were fitted to all these locos.

We departed from Ryde and went to Ventor, which has now been closed, and returned to Ryde St. John's where a visit was paid to the Motive Power Depot. Then I continued on my journey to Cowes where we boarded the boat for Southampton

From Southampton we returned to London Waterloo behind Sir Eustace Missenden, Southern Railway, and a diesel from Duxton to Piccadilly.

During my short stay and journeys I was fortunate to be able to see all of the Isle of Wight locomotives and see them in what was virtually there last year of steam operation on the Island. Especially as now we have the ex London Transport coaches, which have just taken over at the begining of the summer timetables.

The link with the past though will not be lost though because some of the carriages and one of the locos have been bought for preservation by private individuals. E.J.HYDE.

TOURS PROGRAMME

Sunday 16th July, 1967.

Yorkshire

Tour Number 67/81H

Motive Power Depots to be visited will include :- 36C Frodingham; 40B Immingham; 50A York; 50B Hull Dairycoates; 55A Leeds Holbeck; 55B Stourton; 55E Normanton; 55H Leeds Neville Hill; 56A Wakefield; 56D Mirfield and 56F Low Moor. The coach will depart Saturday evening and return Sunday evening as follows :-

	Bury	at 6-00pm due back at 9-45pm	
Cost will be £2-5-0d.	Manchester	at 6-30pm due back at 9-30pm	
Minimum deposit 10/0d.	Stockport	at 7-00pm	} Picking Up ONLY
	Whaley Br.	at 7-25pm	
	Buxton	at 7-45pm	

Sunday 23rd July, 1967.

MANCHESTER RAIL TRAVEL SOCIETY RAIL TOUR

Manchester Victoria - Warrington Bank Quay - Chester General - Wrexham General - Shrewsbury - Whitchurch - Crewe - Chester General - Helsby West Junction - Mouldsworth Junction - Northwich - Altrincham - Manchester Central. Motive Power will be Standard 2MT or Ivatt 2MT Manchester to Chester and Chester to Manchester and a Crosti boiler 9F 2-10-0 from Chester to Shrewsbury to Crewe to Chester. This will probably be the last steam hauled East steam hauled passenger train between Chester and Shrewsbury. Cost for this marvelous tour will be £2-10-0d (a limited number of places available for accompanied juveniles at 45/0d.) All bookings at once on the form herewith enclosed to Mr. B. H. Crick, 13, Lynthorpe Road, Moston, MANCHESTER, 10. Do NOT send your membership card just the form provided.

Sunday 6th August, 1967.

Crewe & District

Tour Number 67/82C

Motive Power Depots to be visited will be 5B Crewe South; 6A Chester; 6C Croes Newydd; 8B Warrington Dallam and 8E Northwich; also Crewe Locomotive Works. Coach will depart Sunday morning as follows :-

	Bury	at 8-00am due back at 9-45pm
Cost will be 18/6d.	Bolton	at 8-15am due back at 9-30pm
Minimum Deposit 5/0d.	Windmill	at 8-25am due back at 9-15pm
	Manchester	at 8-45am due back at 9-00pm
Also see below	Stockport	at 9-15am picking up ONLY

Sunday 18th August, 1967.

EDINBURGH & AREA

Tour Number 67/83S

Motive Power Depots to be visited will include :- 62A Thornton; 62C Dunfermline; 64A St. Margarets; 64B Haymerket; 65F Grangemouth; 12A Carlisle Kingmoor and 12B Carlisle Upperby. Coach will depart on Saturday evening and return Sunday evening as follows :-

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

Sunday 6th August, 1967.

CREWE WORKS ONLY

Tour Number 67/82C

During the coach tour (details above) a visit of Crewe Works will take place, during this visit there will be a limited number of places available for members wishing to visit the works ONLY. Visit fee will be 1/6d, Meet Mill Street Entrance at 12-20pm prompt.

TOURS PROGRAMME-CONT.Sunday 20th August, 1967.South LancashireTour Number 67/84E

Motive Power Depots to be visited will include :- 8B Warrington
 Dallam; 8C Speke Junction; 8E Northwich; 8F Springs Branch
 9B Stockport Edgeley; 9D Newton Heath; 9E Trafford Park; 9F
 Heaton Mersey and 9H Patricroft. 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
Windmill	at 8-25am	due back at 9-15pm
Manchester	at 8-45am	due back at 9-00pm

Cost will be 16/6d
 Minimum Deposit 5/0d.

Sunday 3rd September, 1967South WalesTour Number 67/85W

Motive Power Depots to be visited will include :- 86A Cardiff
 Canton; 86B Newport Ebbw Junction; 87B Margam; 87E Landore;
 86E Severn Tunnel Junction; 87D Swansea East Dock, subject to
 permits being available and time permitting 82A Bristol Bath
 Road may also possibly be visited. Also Barry Island Scrap
 yard, and other scrap subject to time and permission being
 granted. The coach will depart Saturday Evening and return Sunday
 evening as follows :-

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

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

Sunday 17th September, 1967MORECAMBETour Number 67/80X

Special Train hauled by 4472 "Flying Scotsman" to Morecambe will
 depart Stockport Edgeley at 9-30am and Manchester Victoria at
 10-00am. Route will be via Bolton, Blackburn and Hellifield
 The return journey will leave Morecambe at approx 7-00pm so as
 to arrive back in Manchester no later than 9-00pm and Stockport
 no later than 9-30pm. All bookings must be accompanied by your
 membership card, although actual rail tickets will only be forward
 ed to participants approx 7/10 days before the actual tour. Cost
 will be £2-0-0d per head, although there will be a limited number
 of reduced fare at £1-8-0d. for members under 14 years of age.
 A warm welcome is extended to all members, their wives, mothers,
 fathers and friends to join us on this rail tour, which is also
 intended as a day at the sea-side for the younger ones. For
 further information see special form which is herewith enclosed
 on which all bookings must be sent.

(Run in connection with and by kind permission of Williams
 Deacon's Bank Club, Manchester.)

Sunday 24th September, 1967. North MidlandsTour Number 67/86K

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

Derby Loco Works	Bury	at 8-00am	due back at 9-45pm
will be visited.	Bolton	at 8-15am	due back at 9-30pm
Cost will be £1-0-0d.	Windmill	at 8-25am	due back at 9-15pm
Minimum deposit 5/0d.	Manchester	at 8-45am	due back at 9-00pm
	Stockport	at 9-15am	due back at 8-45pm
	Buxton	at 10-00am	due back at 8-00pm

On 31st May, all remaining steam services in Scotland where withdrawn or replaced by diesels. All steam locomotives where withdrawn from service with the exception of a very few locos, which although not actually working, are being kept in capital stock in cases of emergencies.

The scrapping of steam locomotives is still progressing at a steady pace. However some scrap yards in South Wales seem to abandoned by their efforts to eliminate steam locos, the yard belonging to Messrs. Hayes/Birds at Bridgend as completely turned over to cutting up wagons and no locos are present. Two other scrap yards at Newport have also given up purchasing locos from British Railways, although Cashmores still continue to cut up at the 4 or 5 locomotives per week, and it is very unusual for locos to be present in their yards for above 3 weeks awaiting the breakers hammer. This is also the case at Drapers at Hull, but they are still storing locos near Dairycoates mpd, which as now been closed to steam, allocation either being transferred or withdrawn. More Western Region type 1s are being transferred to the Hull area, although it is believed that they are not liked by engine crews and have not been particularly successful. Thomas W. Wards of Sheffield also still receive a steady supply of locos for cutting up. Recent arrivals have included at least two Britannias, along with all the old Stave Key Works shunters, which have been in store at Rotherham for some time, awaiting the running out of the lease with the Staveley & Stanton Industries.

The Central Wales line beyond Craven Arms has now been completely converted to single line track with all the passing loops raised except for the one at Llandridnod Wells and the last few miles into Llanelli. Llanelli motive power depot is no longer in use, and locomotives are now stored in various parts of the goods yards in the locality. 87A Neath is in the process of having its tracks uplifted. 82B Bristol Barrow Road has now been raised to the ground, so as St. Phillips Marsh depot.

Recent removals of withdrawn locomotives from local depots include :- To Cashmores of Newport - 42080 ex Trafford Park on Thursday 13th April, 1967; 82000/3/31/34 ex Patricroft on Wednesday 19th April; 47357/406/493 ex Edge Hill and 45336; 46411 and 48756 ex Newton Heath all on Thursday 20th April and 42069 ex Trafford Park on Thursday 27th April, but bound for Thom. W. Wards at Sheffield, also noted on this date was 46500 bound for Ickles of Rotherham. There are still four steam engines stored in the vicinity of the old Bury shed, including 2 Ivatt 2MT's.

The Southern Region will completely finish with steam operation on Sunday 9th July, 1967, the following Monday morning all the lines as far as Bournemouth will be electrified. Steam operation in the Chester area is expected to finish at the end of July.

For notes in this section of the magazine we would like to thank Messrs. G. Gilmour; M. Garritty; D. Holt; D. Felton; D.H.S.R.S. Notes for inclusion in the next edition of the magazine should reach the General Secretary NO LATER than 1st September, 1967.

"Isle of Wight Album" G. M. Kitchenside, Ian Allen Limited 30/Od. A book which traces the development of the railway for 104 years to the end of steam in 1966. Profusely illustrated with a short general history.

"London Midland Pacifics", Ian Allen, 30/Od. Once more I recommend this book. Beautifully presented it shows Pacifics, both stream lines and de-streamlined in every role and photographed from every angle.

"Great Eastern Railway" Cecil J. Allen, Ian Allan 35/Od. This book has been revised by C. J. Allen and has had a new lengthy passage added describing the Great Eastern Line today.

"Railway Accidents of the Twentieth Century" J.A.B. Hamilton George Allen and Unwin Limited 30/Od. What the great attraction of railway accidents is, I don't know, but here we have a very good book about the more important accidents. Author portrays the accidents in a new light. Well illustrated with photographs and sketches.

"The Last Steam Locomotives of British Railways" A. Ransome, Wallis, 55/Od. This book gives details of the locomotives working British Railway trains from 1955, when steam began to decline. Well illustrated with photographs and drawings and much tabulated technical data.

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

"Locomotives at the Grouping" H.C. Casserly and S.W. Johnson. Parts 1, 2, 3 and 4. Part 1 of these books covers the locomotives taken over by the L.N.E.R. in 1923. Part 2 covers the locomotives after the S.R. amalgamation of 1923. Part 3 covers the locomotives taken over by the L.M.S., in 1923 and part 4 covers the G.W.R. locomotives in 1923. These books are well detailed, covering the complete range of locomotives and all the technical data concerning them. Well illustrated and written.

"Great Western Album", P. C. Riley, Ian Allen 30/Od. A photographic reminder of the Castles and Kings the might of the G.W.R. to the often obscure pannier tanks acquired from the Welsh companies and elsewhere.

You should also watch out for a new book to be published some time this autumn "THE RAILWAY ENTHUSIASTS HANDBOOK". It will contain an extremely wide range of reference material for railway enthusiasts including an upto date list of societies, details of locomotive preserved, operating lines, advice for enthusiasts going abroad and railway museums etc.

Forthcoming Publications by David & Charles due in circulation on 27th June, 1967. The G.W.R. Stars, Castles and Kings by O.S. Nock 42/Od., The Midland & South Western Junction Railway Colin G. Maggs 35/Od; Tomlinson's North Eastern Railway, introduced by K. Hoole 5 gns.

Two vouchers to the value of 10/-d. each will be given for the first two correct entries to be drawn out for the following competition on 10th August, 1967. Copy your answers onto a plain peice of paper, and send it to the General Secretary on or before 10th August, not forgetting to state your membership number & name.

In this issue we want you to answer correctly the full names of the Railway Companies with the following enitials

- | | |
|-------------------------|----------------------|
| 1. B. & M. _____ | 16. L.C.& D. _____ |
| 2. C. R. _____ | 17. L.T.& S. _____ |
| 3. C. W. R. _____ | 18. M.C. _____ |
| 4. C. L. C. _____ | 19. M.S.& L. _____ |
| 5. E. & M. _____ | 20. M.S.J.& A. _____ |
| 6. F. R. _____ | 21. M.R. _____ |
| 7. G. E. _____ | 22. N.& B. _____ |
| 8. G. N. _____ | 23. N.B. _____ |
| 9. G.N. of S. _____ | 24. N.E. _____ |
| 10. G.W.R. _____ | 25. N.L.R. _____ |
| 11. H. R. _____ | 26. R.& E. _____ |
| 12. I.of M.R. _____ | 27. S.& D. _____ |
| 13. I.of W.R. _____ | 28. S.E.R. _____ |
| 14. L & Y _____ | 29. T.V.R. _____ |
| 15. L.S.& P.Junc. _____ | 30. W.L.R. _____ |

Rules : All 30 names must be answered correctly before being put into draw. The judges decision shall be final, results will be published in the next edition of this journal.

THIS PART IS FOR AMUSEMENT ONLY

Following the recent success of the anagrams of motive power depots in the last edition, we have listed below another 12 shed names in the forms of an anogram for you to solve.

- | | |
|---------------------|----------------------|
| 1. MANPHORTON _____ | 7. TOKES _____ |
| 2. GADNIER _____ | 8. FLERN DUMEN _____ |
| 3. CHISWIP _____ | 9. NOCTERSAD _____ |
| 4. KALEWIFED _____ | 10. BUSILARSY _____ |
| 5. NIDSWON _____ | 11. TRILINGS _____ |
| 6. RICAFTROPT _____ | 12. SESHOWESTU _____ |

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