

BUCKLEY WELLS TRANSPORT ENTHUSIASTS

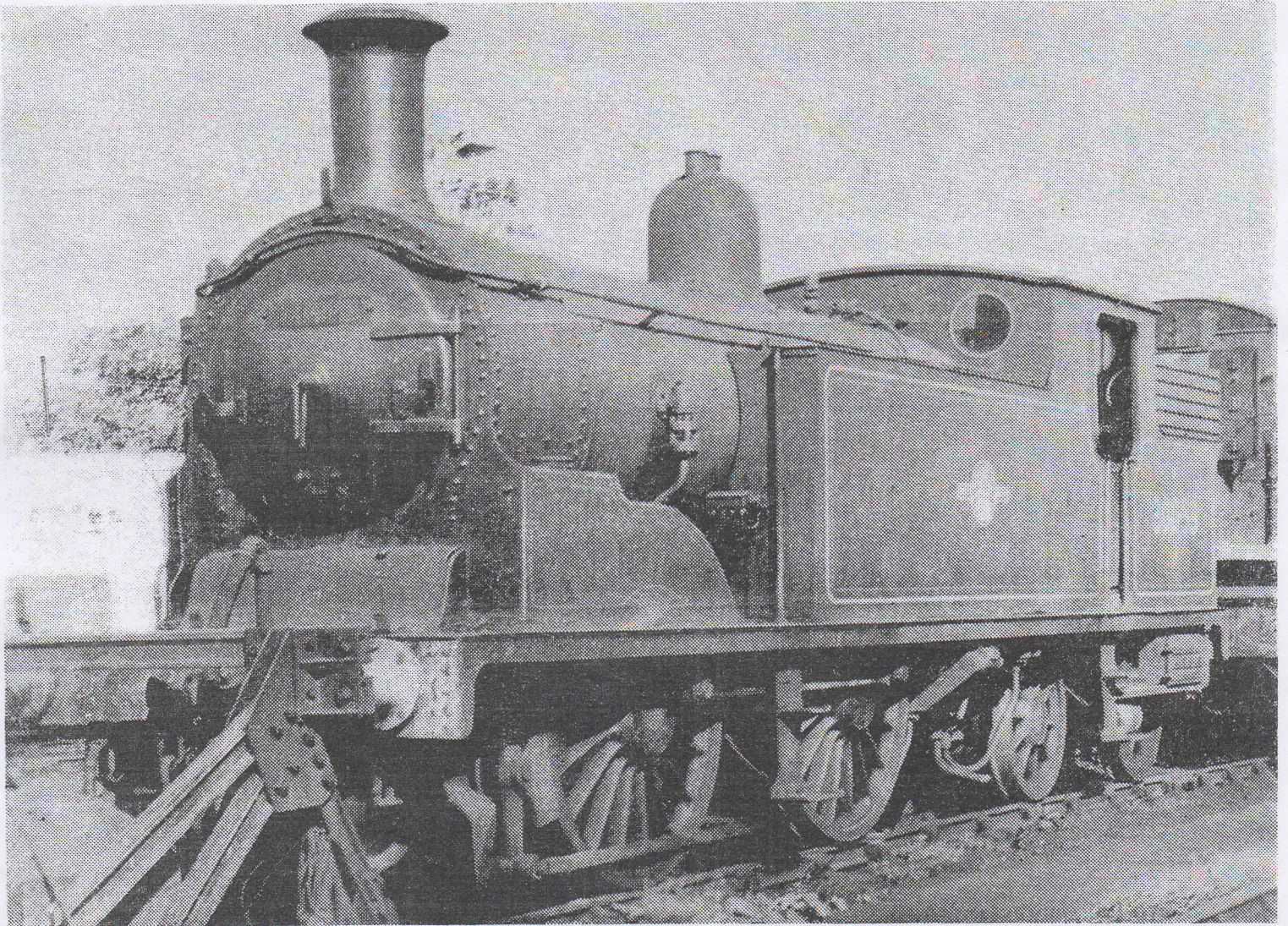
(Railway Section)

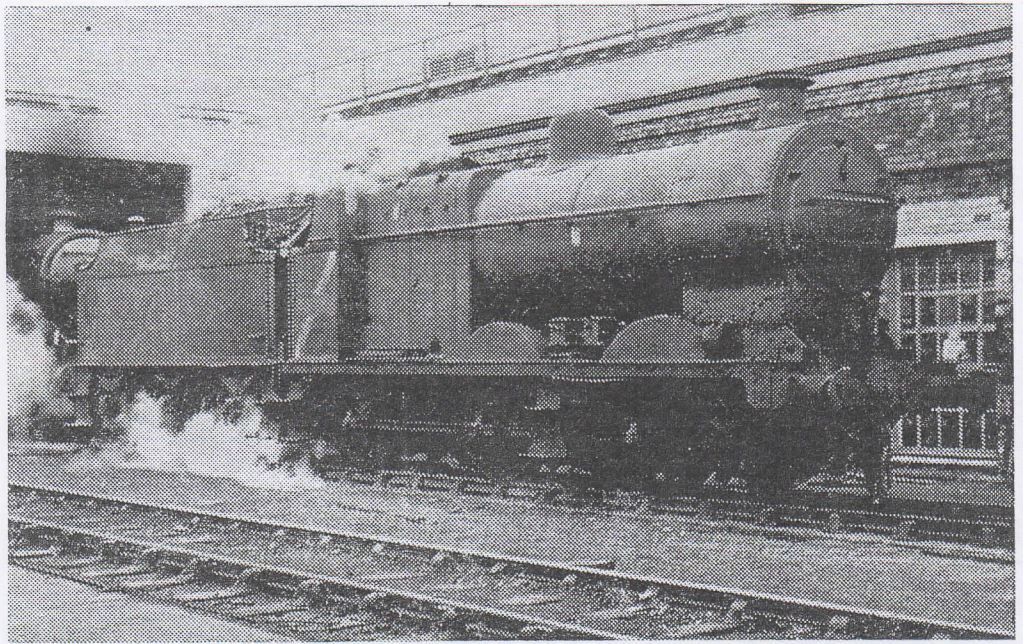
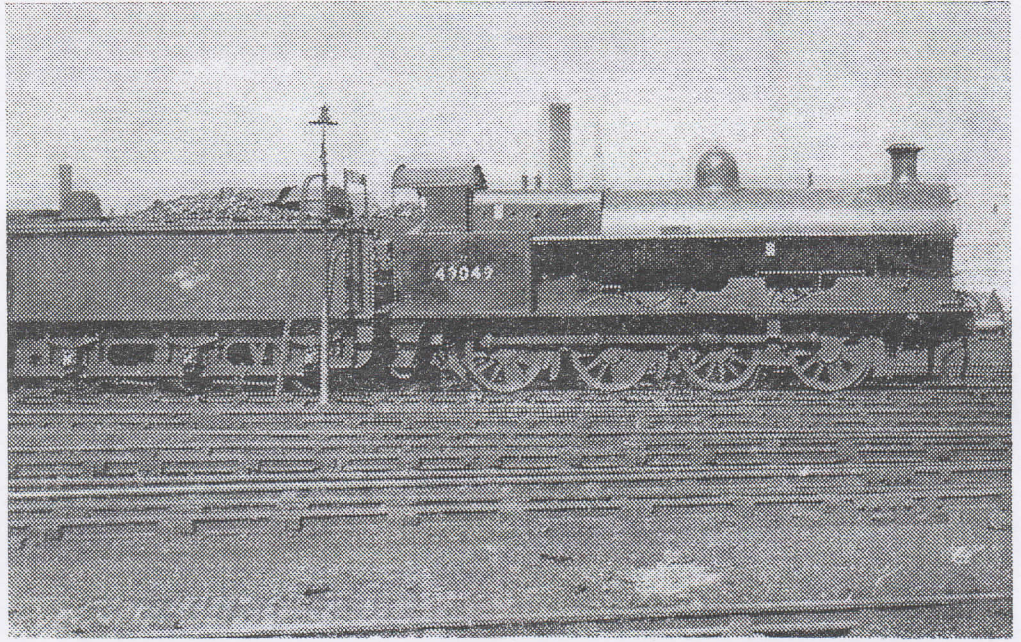
General Secretary:

D. FELTON

76 Heywood Street,
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Telephone 061-764 4230





BUCKLEY WELLS RAILWAY ENTHUSIASTS

Magazine Number 17: July, August and September, 1969.

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N. Midlands: S. Joseph, 7, Church Road, Blurton, Stoke-on-Trent.
Macclesfield: D. Bullen, 18, Amberley Road, Macclesfield, Cheshire.
West Manchester: C. Binch, 22, Lindum Ave., Old Trafford, M/cr.16.

We are in need of area representatives in many other area. If you are interested and over 15 years of age please contact our Publicity Officer (Address above) for further details.

COACH PICKING UP AND MEETING PLACES

Altrincham - Station Forecourt	Sheffield - Midland Station
Bolton - Trinity St. Station	Stockport - Town Hall
Bury - Art Cinema (Bingo Hall)	Hyde - Market Place
Burnley - Bus Station	Buxton - Market Place
Colne - Railway Station	Farnworth - Black Horse
Nelson - Nelson Centre	Swinton - Windmill Hotel
Manchester - Victoria Station under L & Y Map (19 Bus Stop)	

Photos: Front Cover: M7 30053 at Bournemouth
Inside Front Cover: 49049 at Bescot and an unidentified Derby 4
Inside Back Cover: Crab 42782 at Stockport Edgeley and two unidentified Britannia's at Paddington Station (London)
Back Cover: 65288 in store at Dunfermline.

Printed and Published by the Buckley Wells Railway Enthusiasts,
(Publications Division), 76, Heywood Street, Bury, Lancashire.
30th June, 1969.

As you may have seen from the previous page, Bryan Harrop (known to many as "Moggy") has resigned his position as Membership Secretary. Bryan has done this job for two years, in which time there has been a large influx of membership, and as done a very good job in keeping the membership files upto date. His position has now been filled by Roger Hendry of Glazebury, near Warrington, who we wish to welcome to the committee.

Following the success of our last magazine in its new format we have decided to keep this again for this edition. But due to the large increase in paper and printing costs over the last two years, along with the rise last year in the postal rate, we are now finding that it is costing too much to keep the magazine as it is at present. It is with regret therefore, that we have had no alternative but to increase our subscriptions from 2/0d per annum upto 5/0d per annum. This might seem quite a large rise, but when you consider a magazine costs in the region of 9d to produce, plus postage, we think that you are still getting good value for your money, and this should help to alleviate any other rise for quite some time to come. The increase will take affect as follows :- Members due for renewal on 31st August, 1969, will pay 2/0d on this occasion, after this date subs will be 5/0d. Any new members joining after 1st August will also be asked to pay the new rate.

As and from the 1st July, 1969, we are introducing a new service to members, for only 10/0d per year you will be able to obtain at the beginning of every month a full list of re-allocations and withdrawals, which B.R. have issued during the previous month. This will enable all members to keep right upto date with motive power stock alterations, issued direct from B.R. Full details of this new service can be obtained from B. J. Towey, 25, Calder Crescent, Whitefield, Manchester, or telephone, 061-766-6772, or the General Secretary, upon request. We shall still continue to list all re-allocations once every three months in this magazine, but as you will appreciate, these can be upto four months old by the time they are published.

Once again I must remind all members about telephone calls and/or personal calls to his home. Will you please note that the only nights which I am available every week are Mondays and Thursdays between 7-00pm and 9-00pm. Members ringing or calling on other evenings are very unlikely to find me available. Remember this is for your own benefit and NOT mine, so please take note.

We have made slight alterations in our tours programme, and instead of running a coach tour to Crewe once every four months, in future all visits to Crewe will be by rail only, members making their own way to Crewe. We have tried where possible to obtain a visit round the works on the first Sunday in every month both a 12-30pm and 2-30pm. Where possible, we would like members to book in advance, but booking will be accepted at the gate (Mill Street) on production of your membership card to the B.W.R.E. officials in charge, NOT the works guides.

NOTICES

We must apologise to the majority of members to keep inserting some of the following notices, but there are still quite a large number of members who do NOT take any notice of them.

POSTAL ORDERS : These must be crossed and made payable to :- "Buckley Wells Railway Enthusiasts" and not Society Officials or individuals. If you don't know how to fill a P.O. in correctly, please ask someone, or leave it blank.

STAMPED ADDRESSED ENVELOPES:- When a reply is required to a letter and/or booking, you MUST always send a S.A.E. Failure to observe this rule can result in replies not being sent.

CHANGES OF ADDRESS: These must be notified as soon as ever possible to the Membership Secretary, W. R. Hendry, Esq., 209, Warrington Road, Glazebury, Near Warrington, Lancashire.

MEMBERSHIP NUMBERS: These MUST be stated on all correspondence to all Society Officials at all times, otherwise delays can be incurred if this rule is not observed.

TELEPHONE BOOKINGS: These are not permitted under any circumstances, but if you wish to find out if there are seats on a particular tour, you may telephone the General Secretary.

BOOKINGS FOR TOURS: All bookings for tours MUST be sent to the Bookings Secretary (Address page number 3) along with your membership card and booking form. If you have paid a deposit towards a tour, your remainder or balance MUST be paid up in full at least 7 days before the intended tour.

ATTENDANCE ON TOURS: If a member fails to appear for a tour for which he has booked, he will only get his money refunded if medical evidence can be produced. If for some reason you do have to cancel your place at the very last minute please telephone the General Secretary, as there might be someone to fill your place, in which case your money will be refunded to you.

APPLICATION OF MEMBERSHIP FORMS Supplies of these can be obtained from either the Membership Secretary, Publicity Officer or General Secretary upon request (Address Page No. 3.)

APPLICATION FOR TOUR FORMS: A further supply of these are herewith enclosed, and if you require any more please ask the Bookings Secretary to send some when you are booking for a tour. Further supplies can be obtained from either the Bookings Secretary, Membership Secretary or General Secretary on request.

ADVERTS : Any type of adverts can be included in this magazine at very reasonable rates (Special rates for members). Remember this magazine has a circulation of nearly 1,000. For further details please contact the General Secretary.

COMPETITION: Closing date for competition entries in this magazine will be 16th August, 1969, send your entries as soon as possible to the Publicity Officer.

LOCOMOTIVE INFORMATION AND RAIL NEWS All items of Rail-News for inclusion in the next edition of this magazine should be sent to Mr. D. Lewis (address page 3) to arrive no later than 1st September, 1969. Remember, the quantity of rail-news depends on you, so if you do see anything interesting please don't forget to let us know.

TOURS PROGRAMME

Sunday 20th July, 1969. HULL & LINGHAM Tour Number 69/133H

Motive Power Depots to be visited will include :- 36A Doncaster; 36C Frodingham; 40A Lincoln; 41A Tinsley; 50B Hull Dairycoates; 50C Hull Botanic Gardens; 50D Goole; 55A Leeds Holbeck; 55B York; 55C Healey Mills and 55G Knottingley. Coach will depart Saturday evening as follows:- Bury at 6-30pm due back at 9-15pm
Cost will be £2-5-0d. Manchester at 7-00pm due back at 9-00pm
Minimum Deposit 15/0d. Sheffield at 8-30pm due back at 7-30pm

Sunday 27th July, 1969. BRISTOL Tour Number 69/134V

Motive Power Depots to be visited will include :- 82A Bristol Bath Road; 82C Swindon; 85A Worcester; 85B Worcester; 81D Reading; 1E Bletchley; 2A Tysley; 2B Salisbury and 2F Bescot, also Swindon Locomotive Works. Coach will depart Saturday evening as follows:- Bury at 6-30pm due back at 9-15pm
Cost will be £2-5-0d. Manchester at 7-00pm due back at 9-00pm
Minimum Deposit 15/0d. Altrincham at 7-25pm due back at 8-45pm
For information on the above tour please see page number 9.

Friday 1st August, 1969, until Sunday 10th August, 1969.

10 Day Coach tour of Motive Power Depots throughout the Midlands; South East and South West of England, along with part of South Wales. For full details of this tour please contact the General Secretary. Coach will depart Friday evening 1st August and return Sunday 10th August, 1969, as follows :-

Cost will be £25-0-0d. Bury at 7-00pm due back 9-00pm
Manchester at 7-30pm due back at 8-45pm.

Sunday 10th August, 1969. CREWE WORKS ONLY Tour Number 69/135C

Visit to Crewe Works Only. One party ONLY, meet Mill Street Entrance at 2-15pm. 2-30pm party round works, visit finishes appx 4-00pm. Visit Fee 1/6d (Payable in advance).

Sunday 17th August, 1969. GLASGOW & EDINBURGH Tour Number 69/136S

Motive Power Depots to be visited will include :- 62C Dunfermline; 64B Haymarket; 65A Eastfield; 65F Grangemouth; 66A Polmadie; 66B Motherwell; 67A Ayr etc. Coach will depart Saturday evening as follows:- Bury at 6-30pm due back at 9-15pm
Cost will be £2-5-0d Manchester at 7-00pm due back at 9-00pm
Minimum Deposit 15/0d. Bolton at 7-30pm due back at 8-30pm

Saturday, Sunday and Monday, 30th, 31st August, 1969, 1st September 1969. (Bank Holiday Weekend) SOUTHERN REGION Tour Number 69/137Q.

Motive Power Depots to be visited will include :- 14A Cricklewood; 30A Stratford; 34G Finsbury Park; 70B Feltham; 70D Eastleigh; 70F Bournemouth; 70G Weymouth; 73C Hither Green; 73F Chart Leacon; 75A Brighton; 75C Selhurst; 75D Stewarts Lane and 81A Old Oak Common. Also quite a number of the Southern Regions Stabling points will also be visited during this tour, along with both Southampton Old and New Docks. The coach will depart Friday evening 29th August, 1969, and return on Monday evening 1st September, 1969, as follows:-

TOURS PROGRAMME CONT.

Cost will be £7-15-0d. Bury at 7-00pm due back at 9-15pm
 Minimum Deposit 60/0d. Manchester at 7-30pm due back at 9-00pm
 Sheffield at 9-00pm due back at 7-30pm

The cost will be inclusive of two nights hotel accomodation in London on Saturday and Sunday evenings for Bed and Breakfast. Friday night will be spent travelling overnight to Weymouth. All bookings MUST be received on or before 17th August, 1969, by which date all remainders and balances of deposits must also be paid up in full. (Anyone requiring further information for this tour are asked to contact the General Secretary).

Sunday 7th September, 1969. CREWE WORKS ONLY Tour Number 69/138C

Visit to Crewe Works Only. Two parties, one at 12-30pm and one at 2-30pm prompt. Meet Mill Street Entrance. Visit fee 1/6d. PLEASE STATE WHEN BOOKING, WHICH PARTY YOU REQUIRE.

Sunday 14th September, 1969. SOUTH WALES Tour Number 69/139W

Motive Power Depots to be visited will include:- 82A Bristol Bath Road; 86A Cardiff Canton; 86B Newport-Ebbw Junction; 86E Severn Tunnel Junction; 87B Margam and 87E Landore, also Barry Island and other South Wales Scrap Yards, along with Valley Stabling points. Coach will depart Saturday Evening as follows :-

Cost will be £2-5-0d. Bury at 6-30pm due back at 9-15pm
 Minimum deposit 15/0d. Manchester at 7-00pm due back at 9-00pm
 Altrincham at 7-25pm due back at 8-45pm

Sunday 28th September, 1969. NORTH MIDLANDS Tour Number 69/140K

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

Cost will be £1-5-0d. Colne at 6-55am PICKING UP ONLY
 Minimum deposit 10/0d. Burnley at 7-15am PICKING UP ONLY
 Bury at 8-00am due back at 9-15pm
 Bolton at 8-15am PICKING UP ONLY
 Manchester at 8-45am due back at 9-00pm
 Stockport at 9-05am PICKING UP ONLY

Sunday 5th October, 1969. CREWE WORKS ONLY Tour Number 69/141C

Visit to Crewe Works Only. Two parties, one at 12-30pm and one at 2-30pm prompt. Meet Mill Street Entrance. Visit fee 1/6d. PLEASE STATE WHEN BOOKING, WHICH PARTY YOU REQUIRE.

Sunday 12th October, 1969. EAST ANGLIA Tour Number 69/142P

Motive Power Depots to be visited will include :- 31A Cambridge; 31B March; 32A Norwich; 40A Lincoln; 40B Immingham and 36C Frodingham, also various other stabling points en route. Coach will depart Saturday evening as follows:-

Cost will be £2-5-0d. Bury at 6-30pm due back at 9-15pm
 Minimum deposit 15/0d. Manchester at 7-00pm due back at 9-00pm
 Sheffield at 8-30pm due back at 7-30pm

MAILING LIST: The following names are on the mailing list for the year 1961. If you have moved, please inform the Sales Office. The mailing list will be sent to you by post, and you will receive a copy of the list at 10/6 per year in the near future.

MEMBERSHIP: The following are the names of the members of the Society for the year 1961. The total number of members is 14,452. The following are the names of the members of the Society for the year 1961: 1. A. B. C. D. E. F. G. H. I. J. K. L. M. N. O. P. Q. R. S. T. U. V. W. X. Y. Z. AA. AB. AC. AD. AE. AF. AG. AH. AI. AJ. AK. AL. AM. AN. AO. AP. AQ. AR. AS. AT. AU. AV. AW. AX. AY. AZ. BA. BB. BC. BD. BE. BF. BG. BH. BI. BJ. BK. BL. BM. BN. BO. BP. BQ. BR. BS. BT. BU. BV. BW. BX. BY. BZ. CA. CB. CC. CD. CE. CF. CG. CH. CI. CJ. CK. CL. CM. CN. CO. CP. CQ. CR. CS. CT. CU. CV. CW. CX. CY. CZ. DA. DB. DC. DD. DE. DF. DG. DH. DI. DJ. DK. DL. DM. DN. DO. DP. DQ. DR. DS. DT. DU. DV. DW. DX. DY. DZ. EA. EB. EC. ED. EE. EF. EG. EH. EI. EJ. EK. EL. EM. EN. EO. EP. EQ. ER. ES. ET. EU. EV. EW. EX. EY. EZ. FA. FB. FC. FD. FE. FF. FG. FH. FI. FJ. FK. FL. FM. FN. FO. FP. FQ. FR. FS. FT. FU. FV. FW. FX. FY. FZ. GA. GB. GC. GD. GE. GF. GG. GH. GI. GJ. GK. GL. GM. GN. GO. GP. GQ. GR. GS. GT. GU. GV. GW. GX. GY. GZ. HA. HB. HC. HD. HE. HF. HG. HH. HI. HJ. HK. HL. HM. HN. HO. HP. HQ. HR. HS. HT. HU. HV. HW. HX. HY. HZ. IA. IB. IC. ID. IE. IF. IG. IH. II. IJ. IK. IL. IM. IN. IO. IP. IQ. IR. IS. IT. IU. IV. IW. IX. IY. IZ. JA. JB. JC. JD. JE. JF. JG. JH. JI. JJ. JK. JL. JM. JN. JO. JP. JQ. JR. JS. JT. JU. JV. JW. JX. JY. JZ. KA. KB. KC. KD. KE. KF. KG. KH. KI. KJ. KK. KL. KM. KN. KO. KP. KQ. KR. KS. KT. KU. KV. KW. KX. KY. KZ. LA. LB. LC. LD. LE. LF. LG. LH. LI. LJ. LK. LL. LM. LN. LO. LP. LQ. LR. LS. LT. LU. LV. LW. LX. LY. LZ. MA. MB. MC. MD. ME. MF. MG. MH. MI. MJ. MK. ML. MM. MN. MO. MP. MQ. MR. MS. MT. MU. MV. MW. MX. MY. MZ. NA. NB. NC. ND. NE. NF. NG. NH. NI. NJ. NK. NL. NM. NN. NO. NP. NQ. NR. NS. NT. NU. NV. NW. NX. NY. NZ. OA. OB. OC. OD. OE. OF. OG. OH. OI. OJ. OK. OL. OM. ON. OO. OP. OQ. OR. OS. OT. OU. OV. OW. OX. OY. OZ. PA. PB. PC. PD. PE. PF. PG. PH. PI. PJ. PK. PL. PM. PN. PO. PP. PQ. PR. PS. PT. PU. PV. PW. PX. PY. PZ. QA. QB. QC. QD. QE. QF. QG. QH. QI. QJ. QK. QL. QM. QN. QO. QP. QQ. QR. QS. QT. QU. QV. QW. QX. QY. QZ. RA. RB. RC. RD. RE. RF. RG. RH. RI. RJ. RK. RL. RM. RN. RO. RP. RQ. RR. RS. RT. RU. RV. RW. RX. RY. RZ. SA. SB. SC. SD. SE. SF. SG. SH. SI. SJ. SK. SL. SM. SN. SO. SP. SQ. SR. SS. ST. SU. SV. SW. SX. SY. SZ. TA. TB. TC. TD. TE. TF. TG. TH. TI. TJ. TK. TL. TM. TN. TO. TP. TQ. TR. TS. TT. TU. TV. TW. TX. TY. TZ. UA. UB. UC. UD. UE. UF. UG. UH. UI. UJ. UK. UL. UM. UN. UO. UP. UQ. UR. US. UT. UY. UZ. VA. VB. VC. VD. VE. VF. VG. VH. VI. VJ. VK. VL. VM. VN. VO. VP. VQ. VR. VS. VT. VU. VV. VW. VX. VY. VZ. WA. WB. WC. WD. WE. WF. WG. WH. WI. WJ. WK. WL. WM. WN. WO. WP. WQ. WR. WS. WT. WU. WV. WW. WX. WY. WZ. XA. XB. XC. XD. XE. XF. XG. XH. XI. XJ. XK. XL. XM. XN. XO. XP. XQ. XR. XS. XT. XU. XV. XW. XX. XY. XZ. YA. YB. YC. YD. YE. YF. YG. YH. YI. YJ. YK. YL. YM. YN. YO. YP. YQ. YR. YS. YT. YU. YV. YW. YX. YY. YZ. ZA. ZB. ZC. ZD. ZE. ZF. ZG. ZH. ZI. ZJ. ZK. ZL. ZM. ZN. ZO. ZP. ZQ. ZR. ZS. ZT. ZU. ZV. ZW. ZX. ZY. ZZ.

SALES OFFICE AND MAILING

PHOTOGRAPHIC DEVELOPMENT AND PRINTING: This is carried out by one of our officials, Mr. E. Keys, 4, Caldbeck Road, Lancaster. This costs much less than a chemist, and results are first class. For further details please contact Mr. E. Keys direct.

PRINTING AND PUBLICATIONS: The Society will undertake to do any printing or duplicating for members at very cheap rates, for further information please contact the General Secretary.

NOTICE CONCERNING RE-ALLOCATION LIST: Following the very popular demand for this publication, we shall be once again "re-issuing" another reprint in the middle of August, and copies will be available to members at 2/6 each (3/6d to non members) from the end of August. Copies can be obtained from either the Sales Office or on any B.R.S. excursion.

RE-ALLOCATION LIST: We have a limited number of each of the following books available from our Sales Office at 2/6 and 3/6d respectively.

RE-ALLOCATION LIST: At the end of August we shall be introducing a new publication, this will contain a full list of all ex B.R. locomotives (Steam Only) which have been preserved and where they are situated, along with brief details and directions to the site. It is anticipated that this book will cost in the region of 5/0d or 5/6d each, depending on the number of pages. If you have any information on preserved locos, will you please forward this to the Publications Editor, J. J. Tovey (address page 3) as this could be of great assistance in the compiling of this booklet.

RE-ALLOCATION LIST: As issued every month by British Railways. This can be obtained at a cost of 10/6 per year, once per month as B.R. issue them. This will enable all members to be fully up to date with all re-allocation and withdrawals. For your lists please apply to J. J. Tovey, Esq. (Address page 3) or contact the General Secretary. Be in front of the various Railway Magazine with your allocations - get the book from the B.R.S. - NOW

SALES ETC.

For further information or details of any of the various items listed below please contact our Sales Officer, Mr. S. Willis (Address page 3).

Locomotive Stamps: Two special covers available soon :-

- 1) July 3rd, 31st Anniversary of Mallard. Special 'One-day' cover issued from Peterborough.
- 2) August-September. Flying Scotsman, Special 'One-day' cover issued from Liverpool on day of shipment to U.S.A.

These will be 5/6d each.

Locomotive Colour Slides: Available at reduced rate to members, these slides feature steam locomotives of all regions, in all settings, and it is impossible to list them all in this magazine. If you require any particular slides, we will try and obtain them for you. Here is a random selection of what is available "ex-stock"

Western Region: County's, at Bristol;
Castle's, at Chester and York.
Manor's, at Aberystwyth

Southern Region Merchant Navy's and West Countries
at Farnborough and Doncaster
Battle of Britain's and Merchant Navy's
at Bournemouth
S15's at Farnborough

London Midland Region:
Class 5's at Preston, Carnforth & Aberdeen.
Jubilee's at Preston, Accrington & Carnferth,
Patriot's at Preston and Scarborough
Coronation's at Preston
Class 8's at Carnforth and Rose Grove

Eastern Region: A2's; A3's; A4's, at Stonehaven, York, Derby,
Stirling, Dundee, Blackpool and Skipton.
E1's at Arbreath

British Railways: Britannia's at Carnforth, Preston & York.
Other B.M. Standard class's at Hellifield;
Stirling; Bournemouth; Stonehaven and
Farnborough

And many more to numerous to mention, ALL IN FULL COLOUR.

CORRECTION TO TOURS PROGRAMME

Tour Number 69/134V, to Swindon and Bristol, Sunday 27th July, 1969.

Due to circumstances beyond our control; (E.g. Swindon Works altering their Holidays) permits for Swindon Works will not be available for the above mentioned tour. Instead the tour will now be to EASTLEIGH AND BRISTOL, the tour number, departure times, etc will remain unaltered as so will other depots advertised, but Swindon should be deleted and in its place insert 70D Eastleigh Motive Power Depot. We regret this last minute change and apologise to those members who wanted to visit Swindon works for any inconvenience this may cause you. We hope to re-run this tour to Swindon during the next magazine.

MOTIVE POWER ALTERATIONS

In this magazine we are presenting the Motive Power Alterations in a different format, to enable every member to have a completely up to date allocation list. The list below is a list of all alterations that must be made to a 1969 Locoshed Book, as published by Ian Allan in March. This now brings the locoshed Book correct to the following dates: L.M.R. 17th May, 1969. E.R. and Sc.R. 31st May, 1969. S.R. and W.R. 15th June, 1969. Note:- 'st' denotes stored and 'wdn' denotes withdrawn

Locomotives omitted: 4105 (70F); 4106 (73F); 4107 (73F);

Locomotives reinstated: 8500/4/5/8/13/30 (66A); (Also 8605 should be 06)

Corrections and subsequent re-allocations

138 82A; 141 82A; 142 82A; 143 82A; 146 82A; 149 82A; 150 82A; 151 82A;
 154 82A; 155 82A; 156 82A; 157 82A; 164 52A; 165 82A; 217 D08; 296 D10;
 297 D10; 305 D09; 318 D09; 335 D09; 336 D09; 337 D09; 353 55B; 398 55B;
 399 55B; 807 84A; 830 wdn; 831 84A; 833 st; 834 83A; 837 81A; 839 82A;
 840 wdn; 842 wdn; 844 83A; 845 82A; 847 83A; 848 wdn; 852 83A and st;
 854 83A; 855 st; 856 81A; 857 st; 858 wdn; 861 81A st; 863 wdn; 865 st;

1004 84A; 1005 84A; 1006 84A; 1007 84A; 1008 84A; 1009 84A; 1010 84A;
 1011 84A; 1012 84A; 1015 87E; 1020 84A; 1021 84A; 1024 84A; 1025 87E;
 1026 87E; 1028 84A; 1030 84A; 1032 82A; 1034 82A; 1038 82A; 1053 84A;
 1055 82A; 1059 82A; 1061 87E; 1065 82A; 1067 82A; 1069 87E; 1070 87E;
 1072 82A; 1101 52A; 1102 52A; 1110 52A; 1111 52A; 1536 52A; 1537 52A;
 1540 D05; 1542 41A; 1544 D05; 1545 D05; 1546 D05; 1562 32A; 1563 32A;
 1564 32A; 1565 32A; 1566 32A; 1567 32A; 1579 51L; 1582 51L; 1583 81A;
 1587 81A; 1594 81A; 1596 81A; 1603 87E; 1606 87E; 1610 87E; 1611 87E;
 1612 87E; 1613 87E; 1614 87E; 1615 86A; 1621 D16; 1622 D16; 1623 D16;
 1624 D16; 1625 D16; 1626 D16; 1627 D16; 1650 87E; 1652 81A; 1653 81A;
 1674 81A; 1675 81A; 1676 30A; 1677 30A; 1678 81A; 1679 81A; 1702 st;
 1706 32A; 1735 D05; 1736 D05; 1737 D05; 1738 D05; 1739 D05; 1740 D05;
 1741 D05; 1742 D05; 1743 D05; 1744 D05; 1745 D05; 1746 D05; 1751 D02;
 1755 D02; 1756 86A; 1757 87E; 1768 34G; 1785 51L; 1788 51L; 1789 51L;
 1797 30A; 1805 D16; 1808 D16; 1809 D16; 1813 D16; 1819 D02; 1822 D16;
 1823 D16; 1834 D05; 1835 D05; 1841 D05; 1870 34G; 1925 86A; 1926 86A;
 1939 D16; 1943 D02; 1945 D16; 1982 41A; 1983 34G; 1998 34G; 1999 34G;

2000 wdn; 2001 wdn; 2002 wdn; 2003 wdn; 2021 40A; 2022 40A; 2023 40A;
 2024 40A; 2028 70D; 2031 wdn; 2040 wdn; 2043 73F; 2049 50D; 2062 50B;
 2063 55B; 2083 wdn; 2084 70F; 2095 55A; 2111 55F; 2123 wdn; 2125 wdn;
 2128 82A; 2132 wdn; 2134 84A; 2136 82A; 2138 wdn; 2156 52A; 2178 81F;
 2179 70F; 2184 wdn; 2185 wdn; 2186 81F; 2190 wdn; 2192 wdn; 2193 wdn;
 2197 70F; 2198 8F; 2215 wdn; 2225 wdn; 2239 75C; 2253 wdn; 2259 wdn;
 2267 50D; 2274 wdn; 2277 wdn; 2279 40A; 2295 70D; 2300 wdn; 2310 wdn;
 2341 wdn; 2385 8J; 2403 wdn; 2404 wdn; 2407 wdn; 2410 wdn; 2419 wdn;
 2421 65A; 2426 64E; 2429 wdn; 2863 st; 2867 8J; 2868 st; 2869 st;
 2952 wdn;

3001 55H; 3006 10D; 3008 8J; 3041 75A; 3042 73C; 3047 70D;
 3048 70D; 3053 1E; 3055 1E; 3066 1E; 3093 5A; 3094 75C; 3095 LMR;
 3096 75C; 3100 75C; 3101 73F; 3177 8F; 3183 82C; 3195 40B; 3205 40A;
 3207 31B; 3211 60A; 3217 5A; 3218 75C; 3221 5A; 3224 73F; 3241 51A;
 3267 82C; 3271 70D; 3272 70D; 3273 70D; 3274 70D; 3281 36C; 3308 41A;
 3310 41A; 3358 82C; 3361 8J; 3387 40A; 3411 62A; 3444 wdn; 3449 wdn;
 3479 wdn; 3483 wdn; 3504 51A; 3511 2E; 3513 85A; 3515 86A; 3517 84A;
 3520 40B; 3521 31B; 3522 31B; 3523 30A; 3524 30A; 3528 31B; 3532 36A;
 3533 40A; 3535 36A; 3537 36A; 3542 31B; 3544 64E; 3547 62A; 3549 40B;
 3551 60A; 3559 64B; 3560 62A; 3565 12A; 3612 wdn; 3613 wdn; 3614 wdn;
 3605 81A; 3607 82C;

MOTIVE POWER ALTERATIONS (Continued)

3618 wdn; 3619 wdn; 3622 wdn; 3623 wdn; 3629 wdn; 3639 36A; 3640 wdn;
 3645 wdn; 3704 34D; 3709 34G; 3728 65A; 3736 12A; 3761 81A; 3762 81A;
 3777 16A; 3797 1E; 3822 86A; 3859 1E; 3860 5A; 3864 2E; 3868 5A;
 3903 67C; 3904 63A; 3924 67C; 3936 81A; 3954 81A; 3972 81A; 4014 83A;
 4017 83A; 4040 34G; 4041 34G; 4065 40A; 4075 40A; 4079 36A; 4095 65A;
 4098 65B; 4108 70B; 4110 73F; 4111 70B; 4112 8J; 4114 75C; 4122 82C;
 4126 87E; 4132 1A; 4133 1A; 4136 9A; 4142 12A; 4169 82A; 4171 87B;
 4174 87E; 4179 86A;

5000 wdn; 5001 wdn; 5005 wdn; 5007 st; 5010 wdn; 5011 st;
 5012 st; 5013 st; 5016 st; 5017 st; 5019 wdn; 5143 D05; 5165 55A;
 5238 D16; 5240 D16; 5241 D16; 5244 D16; 5245 D16; 5246 D16; 5270 D02;
 5271 D02; 5320 64B; 5321 64B; 5322 64B; 5323 64B; 5324 64B; 5325 64B;
 5326 64B; 5327 64E; 5328 64B; 5329 64B; 5373 D16; 5374 D16; 5375 D16;
 5403 65A; 5404 65A; 5405 65A; 5406 65A; 5408 65A; 5409 65A; 5410 65A;
 5411 65A; 5412 65A; 5413 65A; 5528 81A; 5530 81A; 5535 81A; 5536 81A;
 5537 34G; 5539 81A; 5543 41A; 5568 34G; 5577 40B; 5583 40B; 5622 34G;
 5627 31B; 5650 30A; 5651 30A; 5652 30A; 5653 40A; 5655 34G; 5660 40B;
 5679 34G; 5685 40B; 5689 40B; 5697 41A; 5801 40B; 5802 40B; 5803 40B;
 5828 40B; 5854 31B; 5855 40B; 5856 40B; 5859 40B; 5900 wdn; 5903 wdn;
 5904 wdn; 5908 wdn; 6108 wdn; 6140 wdn; 6306 wdn; 6308 st; 6314 wdn;
 6329 wdn; 6331 82A; 6336 81A; 6341 wdn; 6342 wdn; 6346 wdn; 6348 82A;
 6351 wdn; 6352 82A; 6354 83A; 6356 84A; 6357 wdn; 6552 70D; 6555 70D;

6604 86A; 6711 52A; 6712 52A; 6720 30A; 6722 30A; 6779 52A; 6780 52A;
 6785 52A; 6798 52A; 6818 52A; 6819 30A; 6826 51L; 6832 51L; 6834 51L;
 6871 51L; 6872 51L; 6874 51L; 6910 86A; 6912 41A; 6913 41A; 6924 86A;
 6926 55C; 6935 41A; 6938 40B; 6941 87E; 6943 87E; 6944 87E; 6964 31B;
 6965 31B; 7018 82A; 7050 81A; 7056 82A; 7057 82A; 7059 82A; 7060 82A;
 7087 86A; 7090 86A; 7100 81A;

7502 D16; 7506 D16; 7513 D02; 7536 D16; 7537 D16; 7545 D10; 7560 D02;
 7609 D02; 7610 D02; 7627 D02; 7628 D02; 7629 D02; 7630 D02; 7631 D02;
 7649 D16; 7650 D16; 7651 D16; 7653 D16; 8012 D16; 8013 D16; 8014 D16;
 8015 D16; 8042 D16; 8043 D16; 8044 D16; 8058 40B; 8070 66A; 8071 D16;
 8073 66A; 8075 65A; 8077 66A; 8078 65A; 8079 66A; 8081 65A; 8085 65A;
 8086 65A; 8091 D16; 8102 65A; 8111 D16; 8114 D16; 8115 D16; 8125 D16;
 8136 D16; 8137 D16; 8138 D16; 8139 D16; 8140 D16; 8141 D16; 8203 wdn;
 8220 30A; 8221 30A; 8222 30A; 8224 30A; 8225 30A; 8226 30A; 8228 30A;
 8229 30A; 8233 wdn; 8237 wdn; 8243 wdn; 8315 50B; 8317 64B; 8322 66A;
 8325 64B; 8326 64B; 8327 64B; 8347 wdn; 8556 wdn; 8560 wdn; 8564 wdn;
 8571 66A; 8572 66A; 8573 66A; 8574 66A; 8576 wdn; 8577 wdn; 8578 66A;
 8579 66A; 8582 wdn; 8599 52A; 8600 52A; 9500 wdn; 9501 wdn; 9502 wdn;
 9514 wdn; 9518 wdn; 9521 wdn; 9524 wdn; 9526 wdn; 9527 wdn; 9535 wdn;
 9536 wdn; 9538 wdn; 9555 wdn;

12033 wdn; 12038 wdn; 12045 wdn; 12046 wdn; 12047 wdn; 12048 wdn;
 12049 1E; 12057 wdn; 12059 wdn; 12064 wdn; 12065 8J; 12066 5A;
 12067 wdn; 12071 6A; 12086 12A; 12088 1E; 12090 1E; 12092 wdn;
 12095 wdn; 12096 wdn; 12097 1E; 12100 wdn; 12117 wdn; 12131 wdn;
 12133 wdn; 15216 wdn; 15223 wdn; 15226 wdn; 15228 wdn; 15233 wdn;
 15234 wdn; 15235 73C; 15236 wdn;

E3025/7/8/9/31/5/99 E3100 stored; Departmental 88 wdn; DS75 st;

I would be obliged if anyone who thinks that there are any errors in the above would give me a list, in writing, with reasons why they are wrong. All such lists will receive replies. Send to B.J. Towey.

RAIL - NEWS

Western Region: Swindon built type 1's 95XX class have now all been withdrawn. The last 10 of the class were all withdrawn on 26th April, 1969, including the first and last ones to be built.

Scottish Region: Have recently re-instated a number of Clayton type 1's previously withdrawn by the London Midland Region. 8500/4/5/6/8/13/30 were all put back into service at 66A Polmadie on 18th May, along with 8506, which has since been withdrawn once again. They have been in store on Kingmoor Yard Carlisle along with other members of the class for quite sometime.

Class 34 - Push and Pull Fitted in this class are 6511/3/4/6/7/9 20/1/5/7/8/9/31/2/3/5/6/8/80.

Chesterfield: Noted here on 29th March, 1969 were Pullmans :- W60740/1/2/3; W60090/1/2/3 and W60730/1/2/3 enroute to Sheffield for a cup semi-final match.

Wolverhampton: Diesel involved in the freight and passenger train mishap during April, 1969, was Brush 4 1908 (86A), and this is now in store on Crewe Works awaiting Ministry of Transport report.

Salisbury. 7052 and 7089 were both noted here on 26th April, 1969, hauling special.

Derby Type 3's are frequently seen here now. The crews that work them are usually conducted from Derby, as very few Derby men have been trained on these locos. 6570 was still at the testing house at Derby during week commencing 23rd June, 1969.

Beattock Locomotive recently involved in an accident with a north bound express was 400, which has since been repaired at Crewe Works.

Eckington & Renishaw Locomotive recently involved in accident here was 1732, which became derailed, and then a few minutes later a type 2 collided with the rear of the train.

Kestral Reports that this locomotive was to go onto main line passenger trails appear to have been subsided. This loco was noted with a coal train from Colwick to Whitemoor on Monday 23rd June, through Sleaford.

Peterborough: 73050 is still undergoing restoration work at the factory of Baker-Perkins Engine Co., Westwood.

Harwich-Manchester Boat Trains: As usual, these are still being hauled by B.E. type 3's, although they appear to be struggling to keep on time. Over recent weeks trains in both directions have been noted arriving upto 30 minutes late (giving a very quick turn round in Manchester). 6724 was noted hauling this train on 20th June.

English Electric Type 1's These have regular double headed workings from the Nottingham Division to the Lincoln area, and especially to Boston and Whitemoor. Most of them work back light engine.

Hornsey Noticed stored here for the day on 21st June, was 238 (52A), at a depot officially closed to locomotive traction.

Peterborough Noted here on 20th June, was 5395 and 5398 double headed with a freight train on the main line heading north. Also noted here on this date was 1992, which was later seen at Doncaster and again at York with a passenger. 173 was also noted here on this date after working a freight from Doncaster. This loco was also noted earlier in the day working a passenger train into York.

R A F L - NEWS

Eastern Region (South) Stabling points: on 21st June the following locos were noted:-

Boston; 4065; 2135; 2021. Spalding: 2022; Grantham: 1557; 1553; 1560; 5660; 5611; 1576 and 5573. Peterborough: 4074; 1997; 6723; 5628; 5648; 3128; 1783; 1100 and 5580. Welyn Garden City: 3722; Hatfield; 5647 and Hitchin 3709.

Bury: Locomotive stored here on 28th June, 1969, were as follows:-E3024/5/6/7/9/30/2/3/4/5/6/7/8/9/40/1/2/4/5/55/98/9 27000/1/2/3/4/5/6. 26000 has now been towed back to Reddish, presumably for use for spares, by 1730 on 12th June, 1969. Crewe Electrics Stored here are E3028/31 and E3100, opposite the works.

Tyseley The open day here on 4th May once more proved a big success. On show in steam were 7029 Clun Castle; 5593 Kolhapur and the new named 5428 Eric Treacey. The next open date at this depot is anticipated to be 28th September, 1969.

Woodhead Line Test runs commenced once again on 18th June, with 26011 and 26016 in multiple, between Rotherwood, Tinsley, Motterham and Dewsnap. Recent report also suggest that 27000/1/2/3/4/5/6 after being inspected may be run in on the Manchester - Sheffield service and then shipped to the Netherlands, although this report has not yet been confirmed by British Railways.

Scrap Sales: Birds, Long Marston, 2114/87/8. G. Cohen Kingsbury, 2127/91. G. Cohen Kettering, 3441/94; 3477; 4071; 8217; 8400/2/3; 3484; 4083/6/7; 44816; 45134. T. W. Ward Beighton; 45287; 48253/94; 48752. J. McWilliam, Shettleston, 8537/53; 6109/10.

Doncaster 60532 Blue Peter is now in the final stages of being repainted after its complete overhaul.

Longsight Noted here on 14th May, 1969, 12033 (Wdn); 200/17/337/344; 3842; 4136; 5200; 7597; 5276; 5008.

Allerton Locomotives stored here for over 12 months have been 12034/5/57 and 2221. These have since been joined by 2300 and 2274.

Doncaster 5823 was noted here on 17th April hauling 12112.

Crewe Noted here on Sunday 22nd June, where 262 (64B) presumably waiting works, and on the works 8301; 400/7; E6012; 1503/4/7/10/7 along with 26021/3 being fitted with dual brake.

Chesterfield: Unusual power for a special coke train (8Z-37) on Monday 23rd June, 1969, were 6804; 8016, and 8066 enroute for Immingham.

Manchester The 21-00 ex Victoria to Heysham boat train was hauled by 1745, a rare sight on this particular train, on 21/6/69.

Hammerton Street: An unidentified Brush type 4 was noted on this depot on 21st June, 1969, along with 129 in Exchange Station.

For notes in this section we are indebted to Messrs. D. Lewis; D. Felton; B. J. Towey; A. Eden; D. Goldie; D. Holt; M. Bury; M. Garritty; M. Tarren; E. Carline; C. G. Hill; P. Hall; M. Besks; K. Beveridge; A. Hudson; G. Muir; A. Doggrell; W. J. Frisby; H. Collier and K. Howarth.

Items for inclusion in the next edition should be sent to D. Lewis (Brush) as and when available.

The competition in this edition of our magazine is once again anagrams; as these seem to be the most popular form of competition with members. All these anagrams are of various L.M.S. locomotives. Send your entries to our Publicity Officer, Mr. A. Fawcett, 30, Lower West Ave., BARNOLDSWICK. All fully correct entries received before 18th August, 1969, will be put into a draw, and the first two out of the hat will receive vouchers to the value of 10/0d each towards any future B.W.F.E. coach tour. Copy your answers onto a plain piece of paper and do not forget to state your membership number and name on this. Both winners will be notified accordingly and their names along with the answers will appear in the next edition of our magazine. Please note that the judges decision shall be final.

- | | | |
|-----------------|------------------|----------------|
| 1. TALBRIDGE | 18. PHOKLARU | 35. DEERTHURN |
| 2. LANESQUEND | 19. TANSULEDS | 36. DULONLAND |
| 3. STENILER | 20. LIGROWA | 37. RAVITICO |
| 4. SHEEPNONT | 21. DADMEN | 38. NACHOREC |
| 5. SULSTIOLURI | 22. SUNBEN | 39. CHEESELYS |
| 6. SOBRADAB | 23. SYMEWS | 40. WASHBARD |
| 7. TILESRESBIRI | 24. TAPLEN | 41. NANARVEORC |
| 8. NOOTACORIN | 25. DADHERBAY | 42. SEXREPS |
| 9. GOBRAN | 26. CANTVOREAR | 43. ROYSEM |
| 10. RAWNLISLOC | 27. TODLENABIMI | 44. HANDSWIC |
| 11. PINEXHC | 28. LLAPBOOCK | 45. FEETPELKM |
| 12. FEELBIXLIN | 29. PUBJAN | 46. LOVESHL |
| 13. PURAIRU | 30. IANCONERAM | 47. TOOTSHRUP |
| 14. MARSAD | 31. CANHANDABELU | 48. RAPOTIT |
| 15. TYTRANSEP | 32. ORPOLEBELHEN | 49. ALISTARUA |
| 16. TAIMNOBA | 33. SAMBAAH | 50. DEALHOYH |
| 17. DEWELFCOT | 34. LOEJELIC | |

INDUSTRIAL LOCOMOTIVES - Astley Green Colliery, Near Bolton.

The engine used is always "Warrior" an 0-6-0 J94, which is painted in red and always in good condition. The engine starts out from Astley Green Colliery and then passes the closed Mösley Common Colliery, Ashton Field (Walkden) and eventually up a very steep gradient to Buckley Lane (Little Hulton). The engine backs its wagons onto the "Moss" (Situating between Kearsley & Walkden) where the wagons are left, the loco thus returning to the depot at Ashton Field. A type 2 comes up from Kearsley and takes the wagons filled with coal to the power station at Kearsley.

The trains work once a day, except Sundays. On weekdays it arrived at Buckley Lane about 14-00 hrs and on Saturdays about 11-00 hrs.

There is also a depot at Astley Green Colliery, where 0-6-0's J94's "REPULSE" "RESPITE" AND "STANLEY" work in the yard. Astley Green can be seen from the East Lancs Road (A580) near Tyldesley. There are also a number of other J94's at Ashton Field depot, but regretfully these are no longer in use.

