

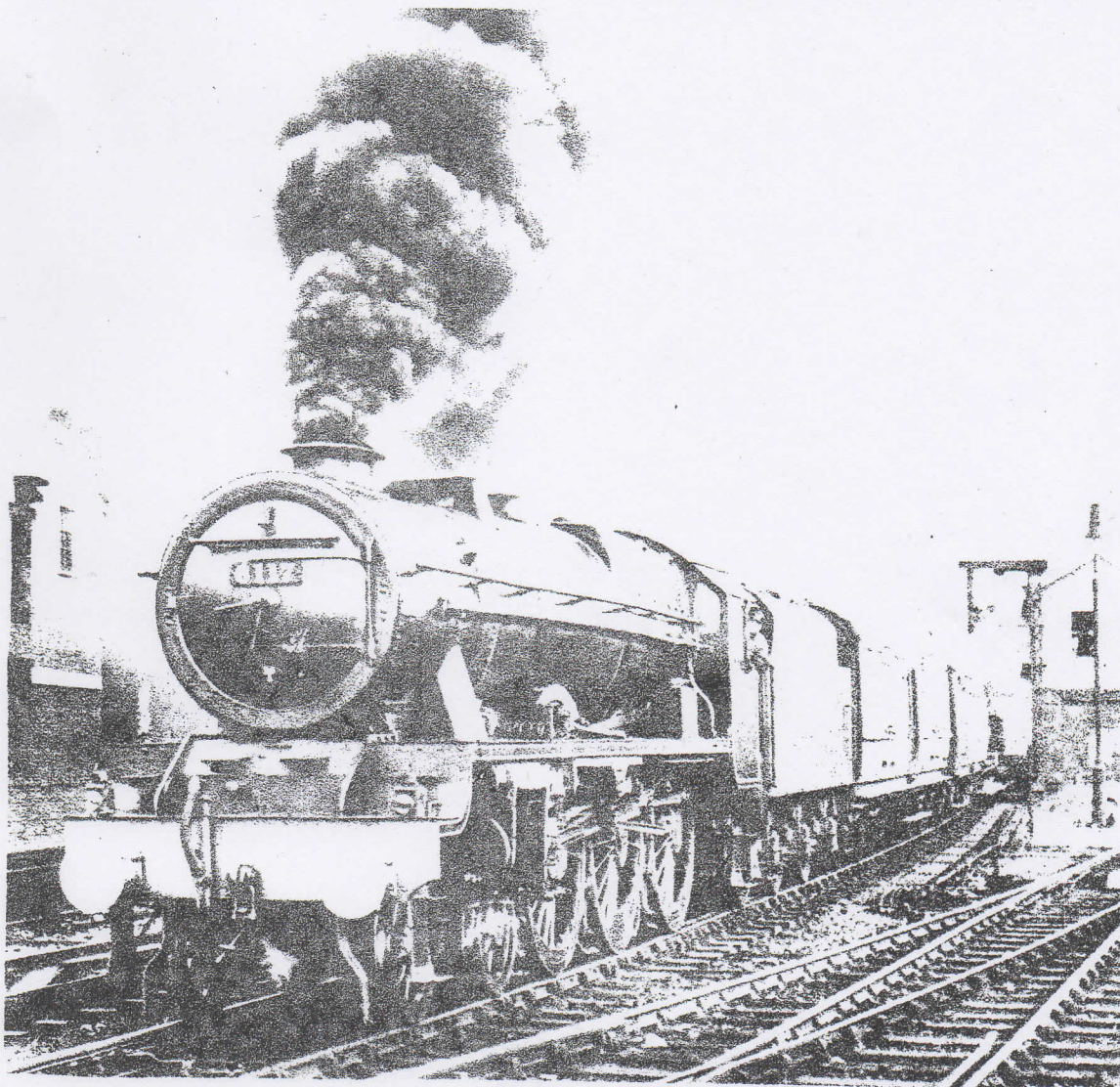
BUCKLEY WELLS

RAILWAY

ENTHUSIASTS



MAGAZINE NUMBER : 5



JULY, AUGUST AND SEPTEMBER, 1966.

BUCKLEY WELLS RAILWAY ENTHUSIASTS

General Secretary

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

Tours Secretary

Mr. A. J. Corfield,
3, Hawarden Road,
ALTRINCHAM,
Cheshire.

Membership Secretary

Mr. B. H. Crick,
4, Kirkstone Road,
Moston,
MANCHESTER, 10.

Officials :- P. F. Blunn; F. Cronin; E. J. Hyde; C. Pownall;
C. Clouston; D. Abbott.

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Coach Picking up and meeting places :-

Altrincham - Station Forecourt	Rawtenstall - Town Centre
Bolton - Trinity St. Station	Stockport - Town Hall
Bury - Art Cinema (Bingo Hall)	Whaley Br. - Oppiste Station
Chorley - Opposite Odeon Cinema	Wigan - Wallgate Station
Pendleton - 58 (Stretford) bus stop in front of Pendleton Church	
Manchester - Victoria Railway Station under L & Y Railway Map	

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

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20th June, 1966.

As you will see from the above, Peter Blunn has now given over dealing with bookings for tours, owing to other commitments. We thank him very much for doing a very good job over this past twelve months. We are unfortunately losing the services of Mr Hyde, who has had to resign his position of Treasurer owing to Political commitments, although both Mr. Blunn and Mr. Hyde will still remain on the committee and help with the running of the club in general. Andy Corfield has now taken over the bookings and the Treasurers job has been incorporated with that of the General Secretary.

We are again appealing for members and following the big success of our idea to give everyone a couple of membership forms at the end of last year, we are agin enclosing some more forms. There will be a prize given to the member who gains the most new members before 31st October, 1966. The prize will be a voucher towards any coach tour. The member who won the last one was 177: Bryan Harrop of Stockport who gained 14 new members over a period of 4 months, which shows what you can do when you really try, He will receive a voucher worth 10/-d towards any coach tour. Please write your membership number and name on the reverse side of the application form that we then know who it has come from.

We are still offering our services to those member who require any printing of any description undertaking, please write of ring Mr. Felton for further details of prices without obligation. If any member uses at lot of paper for any 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 you will have no doubt by now seen, we have enclosed with this magazine your new membership card. These are primary designed to serve as visit cards on tours, and you must send it with every booking, along with special application form, supply of which is herewith enclosed. If you run short of these booking forms, please ask the Bookings Secretary to forward you another supply, because if for some reason you do not enclose one, your booking will be returned to you. If you by anychance should lose your card a duplicate may be bought from the membership secretary at 1/-d. You must always present your membership card to the official in charge at a meeting point before the start of a tour. As you will see from its cover you can tell when your subscriptions fall due, although you will still continue to receive a reminder with your previous magazine. So please note those members whos subs fall due on 31st August, if you wish to continue as a member and get our next magazine, which we hope will be better still than this one, please fill in the renewal form and return it to the membership Secretary as soon as possible.

As a number of members are aware, Mr. Felton is now on the phone at home and if any member wants to know anything he will be quite willing to help you as far as possible. Unfortunatley we can not accept bookings for tours over the phone, although we will try our best to let you know if they are full or not, if you leave your booking late. It is advisable though, to phone any evening after 6-00pm and not before as your phone call most likely will be wasted time and money, but please do not ring after 10-30pm or on the days we have a tour. Just for the record the number is BURY 4230, if you live outside the Manchester area and have STD dailing the code is 061 - BUR - 4230. We must impress on members that Mr. Felton is the only official you are allowed to phone, calls to other officials are only allowed in cases of extreme emergancy.

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 P.O. and if you are not sure how to cross a postal order please ask a club official or your parents, 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 as accumulated, and if our subscriptions are to remain at 1/-d YOU MUST NOT FORGET.

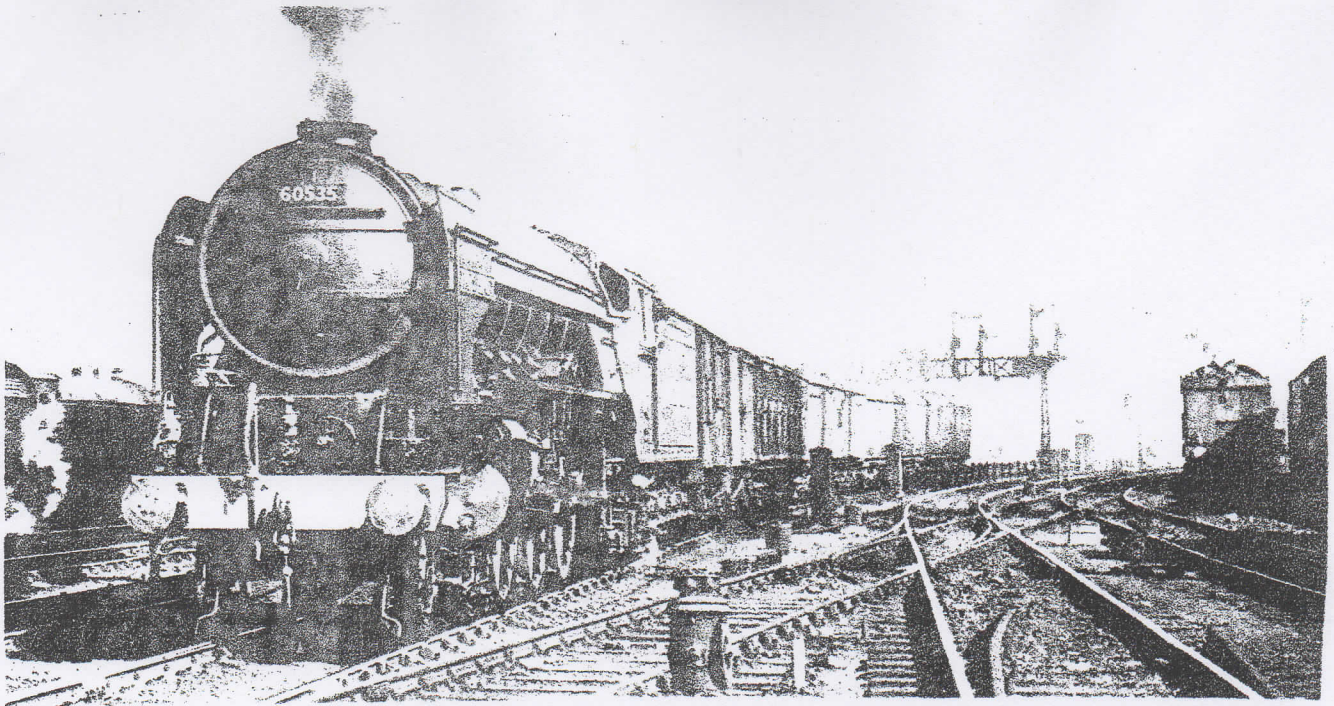
DEPOSITS AND BOOKINGS - All bookings for tours must be sent to the tours secretary at least 7 days before intended tour, also all outstanding monies for tour MUST also be paid at least 7 days before the intended tour. Members who fail to pay outstanding money are liable to have there place resold during the 7 days before a tour. If you are ill or unable to go on a tour at the last moment please give Mr. Felton a ring.

RAILWAY ROUND-UP

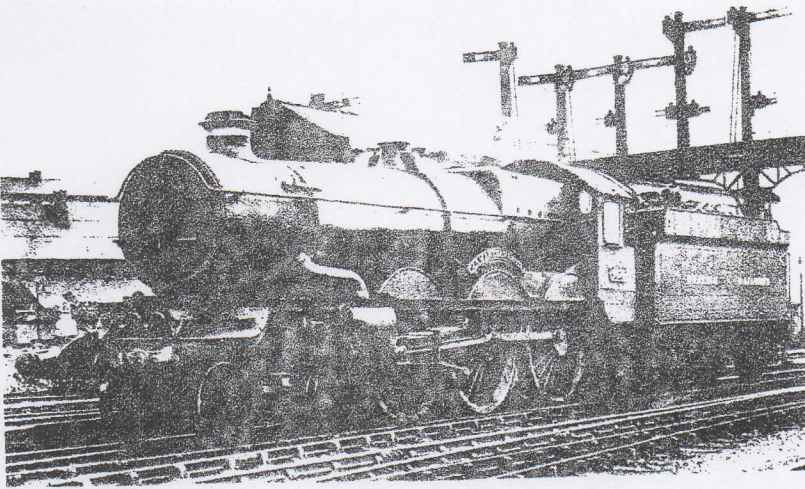
The following depots have now been completely closed to all locomotives :- 6B Mold Junction; 8M Southport; 10C Fleetwood; 10H Lower Darwen; 10J Lancaster Green Ayre; 41J Langwith Junction; 51A Darlington; 81F Oxford; 82E Bristol Barrow Road 82F Bath Green Park; 83E Templecombe; 83D Exmouth Junction and 36C Frodingham. 85A Worcester and 85B Gloucester have been officially closed by British Railways, although they are both still used to store a few diesel locomotives, when not in use. It is expected that Cockshute diesel depot at Stoke will close at the end of June owing to the electrification, which is now nearing completion in this area. It is expected that the shunters will return to the main Stoke depot, where in the first place they came from when Cockshute was first opened a few years ago.

At Derby works on Saturday 26th March D7610 - D7618 were being built, and 21 peaks were being overhauled or repaired, including D1 Scafell Pike and D5 Cross Fell, whilst on Derby Shed there remained very little steam, most of the traction being that of Type 2 and 4 diesels. 16A Toton was fairly well filled for at Saturday afternoon with a total of 67 diesels, including at least 7 named Peaks. This should easily be broken by our next tour to the North Midlands as it is on a Sunday, and there are usually in the region of 100 locos on shed on a Sunday. Stored in the old steam round houses were 78020; 78044; 78055 and 78064, which have been there quite some time now. On the same day there were approx 80 locos mostly steam on 16B Colwick, which also again again beaten on Sundays, they included on this occasion 61092; 61390 and 61233. Staveley Barrow Hill had its usual crop of Claytons on shed as well as a few Eastern Region Brush type two's. Buxton shed was about normal with approx 20 loco's on shed including 68012 and 68079, it is believed that the other J 94 allocated to this depot was out somewhere on the High Peak line.

The Scottish tour at Easter proved to be a very memorable one if only for the rain which we saw. Carlisle as usual proved to be the most interesting depot in the way of named locomotives, with at least 22 Britannias on shed when we called there on our way home on Monday Afternoon they included :- 70061/2/5/9/10/1/3/6/9/20/1/4/30 70031/5/6/7/9/48/51/52/4, as well as a clan class loco 72008 Clan Macleod. We also saw another clan at 67E Dumfries that being 72006 Clan Mackenzie. No fewer than 9 British Railways Standard Locos 77XXX class were seen on 67B Hurlford and 66B Motherwell. Also at Motherwell was 60026 Miles Beevor awaiting to be scrapped at a local scrap yard; where it has since been learnt that a few Scots and Patriot class locomotive have been cut up. 65E Kipps is still the home for the preserved Scottish Region locomotives Ben Alder; 103; 123 and 256 Glen Douglas, although this depot was closed some time since it has a small allocation of diesel shunters which work in have duties in local goods yards.



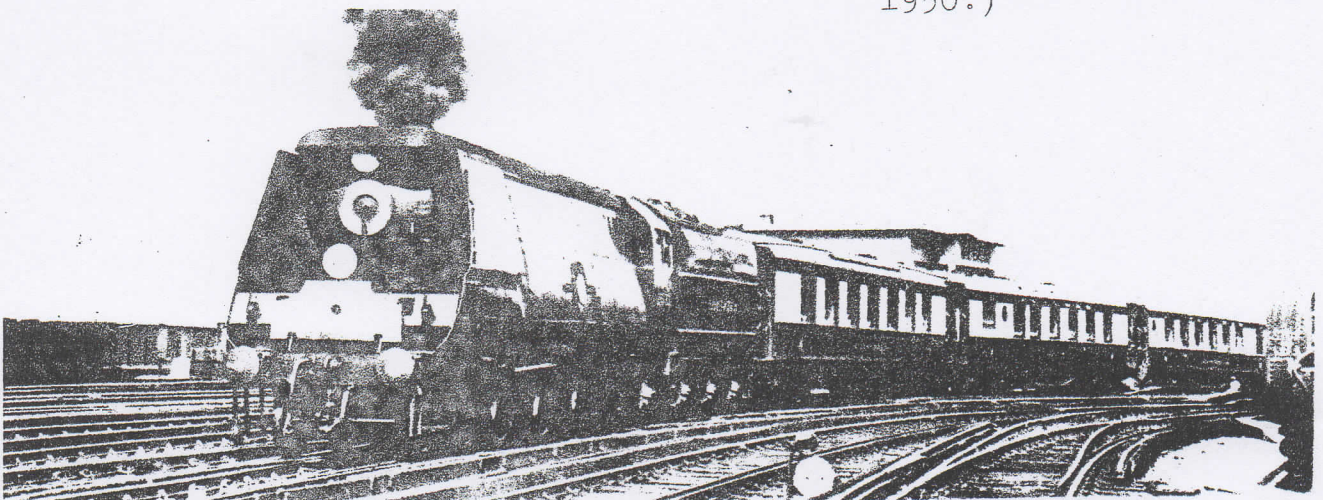
ABOVE "A2" Class
No. 60535 "Hornets
Beauty" leaves York
with a parcels train



CENTRE "Castle"
Class loco No. 4076
"Carmarthen Castle"
on stand-by at Chester

BELOW Unmodified S.R.
Light Pacific "Merchant
Navy" Class 35020
"Bibby Line" with a
West Country Pullman
train outside Waterloo

(All these photographs
where taken around
1950.)



65A Eastfield had a contingency of 83 locos, of which 60019 Bittern the A4 which recently pulled our special from Manchester on Sunday 6th March, but now has a red backed name plate, on the special train it was still backed in green paint. Also on this depot where 60532 Blue Peter and 61008 Kudu, which used to be a Agcroft engine for some years. 66A Polmadie held a total of 103 locos, of which approx two thirds where diesel, including a big percentage of Clayton type ls. 62B Dundee Tay Bridge housed 60530 Sayajirao amongst its A2's 61B had "A4" pacific locomotives 60004 William Whitelaw; 60007 Sir Nigel Gresley (awaiting overhaul before being transferred to the Keighley and Worth Valley Line); 60009 Union of South Africa and 60034 Lord Faringdon (which it is hoped will pull the B.W.R.E.'s own rail tour on Sunday 30th October). 64A St. Margarets credited 60824; 60868 and 60876, as well as the last two remaining in-tact "A3"s whilst on 64B Haymarket which is now completely dieselised.

On Saturday 23rd April, 1966, the Waverley Special pulled out of Manchester Exchange en-route for Edinburgh behind the "A2" loco 60528 Tudor Minstrel. On reaching Tebay there was no banker available to assist the train up Shap, so the "A2" took water and did the climb alone in only 11 minutes. On the way down the other side she almost topped 100 m.p.h. On leaving Carlisle the loco began the climb over the Waverley Route and took it in fine style to the delight of the many photographers on board. At Edinburgh the "A2" was detached after a very delightful run and "V2" 60836 was attached. The run to Berwick on Tweed was done at an average of 70 m.p.h. (and easily reaching 80 m.p.h. in places) although the loco had an off beat pattern, sounding like a 9F pulling hard at slow speed. On arrival at Berwick the "V2"s changed places, 60824 now being in charge of the train, the run to York down the East Coast main Line was uneventful. With no time wasted on arrival at York Jubilee 45565 in a very clean condition was put in charge of the train and pulled away with terrific power. The engine crew changed at Leeds, and the Jubilee then raced onto Huddersfield. Here the train picked up water for which a stop had been allocated and left 8 minutes late, despite this the train arrived in Manchester only 2 minutes late, and this was only through a 5 minute stop at Miles Platting. A magnificent example of what steam power has done and what it can continue to do.

Sunday 24th April was the day of our South Yorkshire tour, and we again saw 45565 Victoria which had pulled the previous days Waverley Special, it had returned to its own depot of Farnley Junc. shortly after the tour the previous night. Also on Farnley was 70000 Britannia which worked off doubled headed with a standard class five from Patricroft while we were going round the depot. We also saw these two locomotive again passing Newton Heath with a parcels train. Wakefield had its usual WD's on shed, although

RAILWAY ROUND - UP CONT.

the number has slightly decreased in recent months and there were only 52 on shed on this occasion. Also at Wakefield where 61022 Sassaby, 61237 Geoffrey H. Kitson; 61040 Roedeer; 61030 Nyala and 61024 Addax. 45660 Rooke was noted on 55D Royston. 45694 Bell-erphon was seen on 55H Neville Hill. 45675 Hardy; 45593 Kholapur 45574 India where present on 55A Leeds Holbeck. 45562 Alberta 45581 Bihar and Orissa, as well as 45565 Victoria where seen at Farnley Junction. 61013 Topi was on 55 Normanton; 61189 Sir William Grey and 61004 Oryx where on 56F Low Moor. 77000; 77003 and 77013 where all seen on 55B Stourton. On the return journey we called at Newton Heath (as previously stated) where 70044 Earl Haig, 70034 Thomas Hardy 70021 Morning Star and 70017 Arrow, were all seen.

On Sunday 1st May, 1966, we were joined by a few of our Sheffield area members on a visit to Doncaster Works. The visit first of all started with a bus ride from Hathersage owing to engineering work under Dore and Totley Tunnel. We then caught our train from Sheffield Midland to Doncaster, on this journey we saw the usual crop of diesel shunters along the track side. 7 Deltics were seen on this day. Although we could not visit the shed, as it is closed due to reconstruction, we were lead to believe that that there were in the region of 45 locos in store including 29 WD's. 84019 and 84026 were seen in a Sheffield scrap yard.

Crewe Works were in the process of building from D1100 to D1109, on Sunday 8th May, 1966, 46235 City of Birmingham was still in the paint shop, awaiting the time when it will be towed to its final resting place in the new museum at Birmingham. 71000 Duke of Gloucester is still outside the paint shop sporting both name plates and front number plate. Going through the electric shops were 4 EML's including 26000 Tommy. 5B Crewe South housed 95 locomotives on this date the majority being steam, only the few usual shunter at the side as usual. 9 Britannia class locos were on shed. 6A Chester Midland had 74 locomotives to its credit, including 70013 Oliver Cromwell. 6D Shrewsbury there were only 42 locomotives on shed one of which was its last remaining Manor 7802 Bradley Manor, all the rest now in South Wales awaiting to be cut up. Croes Newydd had quite a number of Western Region tanks on shed. 8E Northwich was also visited on the return journey but there was nothing special on shed. This tour was booked to capacity and there were over 30 rejection, this is the reason why on this tour programme we have included two tours of this nature, as one is on Sunday next please book straight away for this tour to secure a place.

On Saturday 16th April the last scheduled steam train was run on the CLC route from Warrington to Manchester Central and was hauled by 42080, although reports suggest that there are occasional trains which still manage to have a steam loco in charge

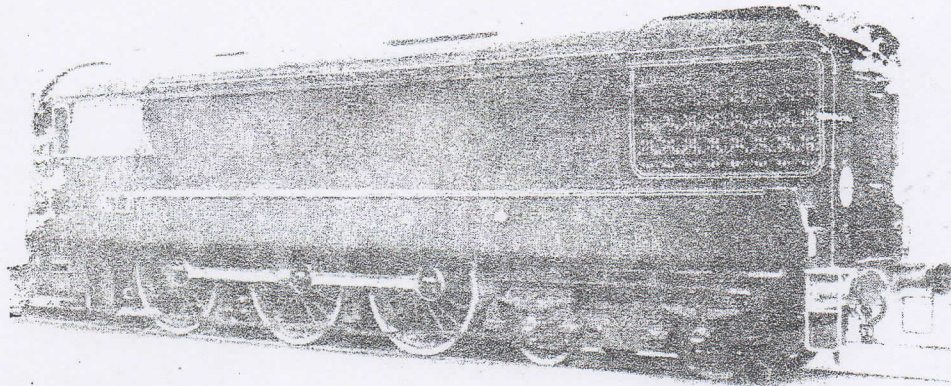
Railway Round Up concluded pg.12.

GT3

The experimental English Electric 2,750 h.p. 4-6-0 gas turbine locomotive, which was built at Vulcan Foundry during 1960, to which as Britain's third gas turbine loco the number GT3 was allocated has now ended its days at the breaker's hammer. Constructed from a steam locomotive's frame, was coupled to a six-wheel streamlined tender on Standard B.R. tender frame. This handsome locomotive looked rather unusual in its light brown livery, with dark green lining and orange bands, with a dark green base and wheels.

The locomotive began trial runs on the London Midland Region's Shropshire lines from Crewe on January 9th, 1961, after being the first locomotive apart from steam to use the Rugby testing plant. After the period of trials was completed the locomotive entered revenue passenger services on the Great Central line between Nottingham and Marylebone, as well as certain duties from Marylebone and Paddington to Shrewsbury, Chester and North Wales. It was at first hoped that it could be used on services on the West Coast main line between Euston and Carlisle and Glasgow, but this did not materialise, to the extent it was hoped.

The locomotive weighed 123.4 tons (79.4 locomotive, 44 tender) and had a maximum tractive effort of 38,000 lbs at starting. High transmission efficiency enabled full use to be made of the 2,750 hp developed by the turbine at its maximum speed of 9,000rpm.



GT3 seen in this photograph, shortly after being built at Vulcan

GT3 has now been completely cut up and all that remains are the two number plates, one of which has been purchased on behalf of the club by Mr. Hyde, and is now in the possession of Mr. Felton. If any member wishes to view it they are welcome to call, although the number plate was damaged on being removed from the locomotive and needs renovating badly.

RAIL TOURS

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

Special train from Manchester Piccadilly to Crewe and Derby Works. Train will leave Manchester Piccadilly at approx 8-45am, Motive Power will be ex L.N.E.R. "A4" Pacific, although we are not yet certain which locomotive it will be, it is hoped that it will be 60034 Lord Faringdon. The cost will be £2-0-0d. per head, and there will be a limited number only of half fares at £1-10-0d to B.W.R.E. members under 14 years of age. Please tell your friends about this tour and ask them to join us. You may also bring your wives, girl friends, parents, children or infact anyone, they need not be members of the club, although half fares only are appliable to members and members children, under the age of 12. Further details of times etc will be published in our next magazine, although bookings are now acceptable. To secure your place please book early to :- Mr. FELTON, 76, HEYWOOD STREET, BURY, LANCASHIRE. NO DEPOSITS CAN BE ACCEPTED FOR THIS TOUR. Any inquiries about this tour should also be addressed to the General Secretary

Sunday 20th November, 1966. :- As published in our last magazine Williams Deacon's Bank Club, will be running another tour, this time to Doncaster Works, and York, Motive Power will be a Southern Region light pacific. No prices or timings are yet available, but it is hoped the route will be from Manchester Central to Chinley, Dore and Topley, Sheffield, Doncaster, York and returning by L & Y Main line. Full details of this tour will be published in our next magazine.

The B.W.R.E. also hope to run their own Southern Region Pacific Rail tour at the begining of December to Eastleigh, as well as their doubled headed Britannia tour, which we hope will now be at the begining of January, 1967, to Carlisle and Gateshead, visitng Upperby Kingmoor and Gateshead depots. This tour will be run jointly between the B.W.R.E. and the Dalescroft Railfans Club of Bradford, and will consist of one train from Manchester and one from Leeds, joining at Hellifield and then running over Ais Gill to Carlisle, then via Hexham to Newcastle down the East coast, to Leeds and on to Manchester. Here again British Railways are holding us up for prices and we can not give you further details until our next magazine is published.

All enquiries and bookings for the above tours will be dealt with by the General Secretary, Mr. D. Felton, 76, Heywood Street, Bury, Lancs.

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For those members who are interested, the Southern Region Pacific Rail tour recently proposed by the Altrinchamian Railway Excursion Society for Sunday 3rd July, to Carlisle etc from Manchester has now been cancelled, owing to various circumstances.

TOUR PROGRAMME

Sunday 26th June, 1966

Crewe & District

Tour Number 66/48C

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

Bury	at 8-00am	due back at 9-30pm
Bolton	at 8-15am	due back at 9-15pm
Pendleton	at 8-35am	due back at 9-00pm
Manchester	at 8-45am	due back at 8-45pm
Stockport	at 9-15am	and does not return here

Cost will be 17/6d
NO DEPOSITS PLEASE

Sunday 10th July, 1966.

Liverpool

Tour Number 66/53E

Motive Power Depots to be visited include :- 8A Edge Hill; 8B Warrington; 8C Speke; 8F Springs Branch; 8G Sutton Oak; 8H Birkenhead; 8K Bank Hall and 8L Aintree. The coach will depart :-

Bury	at 8-30am	due back at 9-30pm
Manchester	at 9-00am	due back at 9-15pm
Bolton	at 9-30am	due back at 8-45pm
Wigan	at 10-00am	picking up only

Cost will be £1-0-0d.
Minimum deposit 5/-d.

Sunday 24th July, 1966

South Wales

Tour Number 66/49W

Motive Power Depots to be visited include :- 86A Cardiff Canton; 86B Newport Ebbw Junction; 86E Seven Tunnel Junction; 87B Margam; 87D Swansea East Dock; 87E Landore; 87F Llanelly, as well as few scrap yards, hoping to include Barry Island. The coach will depart Saturday Evening :-

Bury	at 6-30pm	due back at 9-45pm
Manchester	at 7-00pm	due back at 9-30pm
Altrincham	at 7-20pm	due back at 9-15pm

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

Sunday 7th August, 1966

North Midlands

Tour Number 66/50K

Motive Power Depots to be visited include :- 16A Toton; 16B Colwick; 16C Derby; 16E Kirkby; 16F Burton; 16G Westhouses, also Derby Loco Works. Coach will depart

Bury	at 8-30am	due back at 9-45pm
Bolton	at 8-45am	due back at 9-30pm
Pendleton	at 9-05am	due back at 9-15pm
Manchester	at 9-15am	due back at 9-00pm
Stockport	at 9-40am	due back at 8-45pm
Rising Sun	at 9-50am	due back at 8-30pm
Whaley Bridge	at 10-00am	due back at 8-15pm

Cost will be £1-0-0d.
Minimum Deposit 5/-d.

Wednesday 17th August, 1966. Healey Mills Yard Tour Number 66/52Z

Visit to Healey Mills Marshalling yard, Educational visit seeing how the marshalling yard works, and a visit round control tower. Limited numbers only on this tour. It is also hoped to visit 56A Wakefield and 56D Mirfield depots, if time permits. Visit fee for this tour will be 2/-d. Members make their own way to Mirfield and meet in front of Railway Station at 10-30am. From Manchester 9-10am train from Exchange (via Huddersld) or 9-25am train from Victoria (Via Rochdale and changing at Sowerby Bridge) Book day return fare to Wakefield at a cost of approx 13/3d.(Full) Then after visitng MPD by public Transport to Ossett (Healey Mills). Visit Marshalling yard and then by Public Transport to Wakefield mpd. Cost of Bus fares approx 4/-(Full)

TOUR PROGRAMME CONT...

Sunday 21st August, 1966 Southern Scotland Tour Number 66/51T

Motive Power Depots to be visited include :- 12A Carlisle Kingmoor; 12B Carlisle Upperby; 12C Barrow; 12D Workington; 65A Eastfield; 65B St. Rollox; 66A Polmadie; 66B Motherwell; 67A Corkerhill; 67B Hurlford; 67C Ayr; and 67E Dumfries. Coach will depart Saturday Evening as follows :-

Bury	at 6-00pm due back at 9-45pm
Manchester	at 6-30pm due back at 9-30pm
Bolton	at 7-00pm due back at 9-00pm
Chorley	at 7-30pm due back at 8-45pm

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

Sunday 28th August, 1966 Crewe & District Tour Number 66/54C

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

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

Cost will be 17/6d.
Minimum deposit 7/6d.

Saturday 10th September, 1966 North Eastern Region Tour No. 66/55N

Motive Power Depots to be visited include :- 50A York; 50B Hull; 50D Goole; 51C West Hartlepool; 51L Thornaby; 52A Gateshead; 52F North and South Blyth; 52G Sunderland; 52H Tyne Dock. Coach will depart Friday Evening :-

Manchester	at 8-30pm due back at 9-30pm
Bury	at 9-00pm due back at 9-15pm

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

Rawtenstall	at 9-30pm due back at 8-45pm
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Visits to Crewe Locomotive Works Only :- On both tours to Crewe and District (Nos 66/48C - 66/54C) there will be a limited number of places available for Crewe Works Only. Visit fee 1/6d. Meet in front of Mill Street Entrance to Works at 12-20pm.

PLEASE DO NOT FORGET TO SEND YOUR MEMBERSHIP CARD AND BOOKING FORMS, AS WELL AS A STAMPED ADDRESSED ENVELOPE WHEN APPLYING FOR ANY OF THE ABOVE TOURS, FAILURE TO OBSERVE THIS RULE WILL MEAN REJECTION OF YOUR BOOKINGS. Thank you.

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NOTICES

Lancashire Traction Engine Club, announce that they will be holding their annual rally for steam traction engines at Haydock Park Race Course, Liverpool, on July 16th and 17th (Saturday and Sunday) all B.W.R.E. members are warmly welcomed to this event, which should prove very interesting.

Derby Open Day - will be held on Saturday 27th August, 1966.

Sale of Railway Relics - To be held by British Railways, Liverpool Street, Warehouses, Manchester, on Saturday 25th June, 1966.

The Southern Region tour which ran over the weekend of 21st and 22nd May, 1966 was one of our most successful to date. 36 West Countries, 15 Battle of Britains and 14 Merchant Navy Class locomotives were noted. We visited 22 installations including Eastleigh & Swindon Locomotive Works. 70A Nine Elms is expected to be completely closed by the end of the year, with the electrification coming into being. Oxford mtd on the return journey proved to be a waste of time with only 4 deisels standing outside the depot, all the stored steam locos had been removed the previous week, the last one going only the day before we arrived 2D Banbury was visited on the return journey and we saw the last few remains of four Hall which had been cut up at the side of the depot. they were 6916 Misterton Hall; 6930 Aldersey Hall; 6957 Thorncliffe Hall and 6808 Penrhos Grange .

60004 William Whitelaw is to be withdrawn and parts from it used to put 60009 Union of South Africa back into working order. Last reports say that there are 170 are in store at Barry Island Which we hope to visit on our South Wales tour during the coming months.

We wish to thank all those members who have sent us items for the above section of the magazine, also all other members who have help to complice this magazine.

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WE WOULD LIKE TO INFORM ALL MEMBERS THAT ON THE UNDERMNETIONED TOURS A DRAW WILL TAKE PLACE FROM MEMBERS ON THE COACH FOR VOUCHERS TOWARDS FUTURE TOURS AT THE VALUES SHOWN :-

Crewe and District (Tour number 66/48C)	-	Voucher of 10/-d.
Liverpool (Tour Number 66/53E)	-	Voucher of 10/-d.
South Wales (Tour Number 66/49W)	-	Voucher of 20/-d.
North Midlands (Tour Number 66/50K)	-	Voucher of 10/-d.
Southern Scotland (Tour Number 66/51T)	-	Voucher of 20/-
Crewe and District (Tour Number 66/54C)	-	Voucher of 10/-d.
North East (Tour Number 66/55N)	-	Voucher of 20/-d.

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STOP PRESS :- Birmingham tour on Sunday 5th June, 1966, was very interesting. At Oxley (2B) it was noticed that 60843; 45590; 47681 where stored in a siding near the shed. There where 3 ex G.W.R. tender two of which where from Castle class locomotives; 2E Saltley; depot was fairly well packed and included quite a number of engines from Bescot depot which is now completely closed. 90300 ex 56A Wakefield was noticed on this depot and one of the round houses has had its roof removed. 2A Tysley boasted 6 ex G.W.R. tanks one of which 4176 which it is believed was providing steam for heating the depot. With Birmingham New Street Station being closed on Sundays there where quite a number of English Electric Type 4s on the depot.

The castle class is not dead yet - as a new member as just been appointed - 7038 Barbara Castle ????????

COLLECTOR ITEMS FOR SALE

The club can obtain; at the prices shown below, the following collectors items. All orders or enquires should be sent to either Mr. F. Cronin, 7, Claife Ave., Moston, Manchester, 10 or to Mr. Felton. All prices include carriage paid to your local station, thus you must arrange collection from there, other special prices are available to members on certain tours, if we can arrange collection from British Railways on this tour.

Number Plates :- WD, LM4MTT, LM4MT, LM8F ex North Eastern Region depots at £2-15-0d. each
:- 36XX; 37XX; 46XX; 56XX; 67XX; 84XX; 87XX; 94XX
96XX and 97XX ex Western Region at £2-0-0d each

Works Plates :- LM4MTT; LM4MT; LM5MT; LM4F; LM8F; K1; WD; BR9F.
Ex North Eastern Region at £2-5-0d each

Whistles :- WD's ex North Eastern Region at £3-5-0d each
B1; V1 and A1's ex North Eastern Region at
£6-10-0d each.

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Named locomotive list - A Complete list of all named locomotives which were in service when British Railways came into being in 1947. Price - Only 2/6d on tours or direct from D. Felton, not forgetting to enclose a foolscap stamped addressed envelope.
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Photographs :- There still remain a limited amount of photographs which were advertised in our last magazine, either direct from Mr. F. Cronin, 7, Claife Ave., Moston, Manchester, 10, or on any B.W.R.E. coach tour at 6d each. A detailed list of what is yet available may be obtained from Mr. Cronin, not forgetting to enclose a stamped addressed envelope.

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

NUMBER PUZZLE

This looks like a crossword, but it is different in that all the answers are numbers. When the squares are completed correctly, each column, down, across and diagonally will add up to 100 exactly. This is for amusements 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. ? The number of Stanier Class five named locos.
 2. 600?? was named Diamond Jubilee. 3. The last ? V O R locomotives are numbered 7, 8 and 9. 4. 455 ?? was named Planet. 5. No. ? Ben Alder. 6. 60 ?? was named King Edward VIII. 7. The L & Y Railway was merged with the LMR in 19 ?? 8. ?? A was the old shed code for Accrington. 9. GT ? 10. 600?? Mallard. 11. The first Britannia to be withdrawn was 700 ?? Coeur-de-Lion. 12. 462 ?? was named Princess Alexandra. 13. There were ?? Coronation class locomotives built. 14. 600?? mentioned in this magazine and seen at Motherwell. 15. There were ? clans cut up at Darlington. 16. There are ? ALA - ALA Warships. 17. How many Station are there in Wakefield ? 18. The shed code for Kings Cross was ??A. 19. B.R. introduced ?? different types of tender for standard locomotives. 20. The only Britannia to remain unnamed is 700??. 21. British Railways built a total of ?? Britannias. 22. 600? was the first King to be withdrawn. 23. 18000 is now renumbered to E200? 24. Departmental number ?? was originally numbered 68961. 25. ?? named Calbourne.

Printed and Published by "Bucklet Wells Railway Enthusiasts"
 76, Heywood Street, Bury, Lancashire. 20th June, 1966.