

TRANSPENNINE

THE PENNINE RAILWAY SOCIETY

MAGAZINE No.7

FEBRUARY 1976

President.
Geoffrey Bambrough,

Membership Sec.
Terry Spriggs

Chairman & Fixtures Sec.
Robin Skinner,

Treasurer
John Sanderson,

Magazine Editor.
Jon Davis,

NOTES FROM THE COMMITTEE

May we take this opportunity of thanking you for renewing your membership of the PENNINE RAILWAY SOCIETY, and hope that you will be able to support some of the many trips that we are running in 1976.

Since our last magazine, Terry Spriggs has been elected to the Committee and has taken over the post of Mick May as Membership Secretary. Consequently all communications on matters regarding membership should in future be sent to Terry.

Work on the Gresley Buffet Car at Loughborough has stopped temporarily since the MLST is running the vehicle on the new service to Rothley. Negotiations are in hand enabling PENNINE members to travel at reduced rates on the MLST line Loughborough-Rothley. We hope to give you more details on this in our next magazine.

Support for our visits is extremely encouraging and in fact we are having to run 'relief' visits to certain installations to cater for the demand. To avoid disappointment, members should contact John Sanderson or Robin Skinner as soon as they decide to go on any visit.

Membership cards are enclosed with this magazine which should be brought on any visit you attend.

FUTURE EVENTS

Sunday 29th February - Doncaster Works 10.50 and Shed 12.15. Meet 'Plant Hotel' 10.45. Members 40p Non-members 60p.

Wednesday 3rd March - Social Evening at 'Masons Arms' Doncaster. Slide show by Keith Marshall 'Steam' 19.30.

Sunday 7th March - Doncaster Works 13.50 and Shed 15.15. Meet 'Plant Hotel' 13.45. Members 40p Non-members 60p.

Wednesday 10th March - Members Quiz at 'Masons Arms' Doncaster. All members welcome to attend and participate. 19.30.

Saturday 13th March - Eastleigh Works 14.15 and Shed 15.30. Meet Works entrance Campbell Road at 14.00 or travel on BR excursion Sheffield-Southampton. Members 70p Non-members £1.00.

Sunday 28th March - Crewe Works 14.30. Meet Works entrance 14.15. Members 15p Non-members 35p.

Wednesday 7th April - Social evening at 'Masons Arms' Doncaster. Slide show 19.30.

Saturday 10th April - St.Leonards Depot, Hastings 15.00. Meet depot entrance 14.45 or travel on BR excursion from Sheffield. Members 35p Non-members 55p.

Saturday 17th April - St.Rollox Works 14.30 and Eastfield 15.30. Meet Works entrance at 14.15, or travel on BR excursion Sheffield-Edinburgh and then by Inter-City express to Glasgow. Members 35p Non-members 55p.

Sunday 2nd May - Doncaster Works 10.50 and Shed 12.15. Meet 'Plant Hotel' 10.45. Members 40p Non-members 60p.

Wednesday 5th May - Social evening at 'Masons Arms' Doncaster 19.30. Railway quiz PENNINE v Doncaster Railway Circle v Grapes Hotel

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(Sheffield) **Tuesday 11th May** - AT GRAPES HOTEL, TRIPPET LANE, SHEFFIELD
Railway quiz Grapes Hotel v PENNINE 19.45. SUPPORTERS WELCOME.

Saturday 29th May - London depots by tube, rail, and bus. To include
Finsbury Park, Stratford, Hither Green, Selhurst, Old Oak Common.
Meet Kings Cross travel centre at 10.20. Return to Central London
before 19.00. Members £1.55 Non-members £1.80 (EXCLUDING TRAVEL)

Sunday 23rd May - Crewe Works. Details as per 28th March.

Sunday 13th June - Doncaster Works and Shed. Details as per 7th March.
ADVANCE BOOKING ON DEPOT VISITS IS ESSENTIAL. If you do not book in
advance there is a chance you will not be allowed around the depot.
All bookings to John Sanderson at 35 Becket Walk Sheffield S8
7HF. Enclose SAE if acknowledgement required.

LOCOMOTIVE STOCK ALTERATION

EASTERN REGION

W/E 29th November: 03111-HM;

W/E 7th December: 08004/63-DN;08064-DR;08859-FP;

W/E 13th December: 08071-DN;08550-HI;08671-GD;08758-SF;

W/E 4th January: 08872,37073/6-GD;03036-BG;08102-DR;37021/96-MR;

W/E 25th January: 03069-GD;08077/9/90/108-CA;08086-HM;08243-NL;08540-
YK; 31004-SF;31196-IM;

W/E 1st February: 25018/9/21/3/5-ScR;40036/46-LMR;40048-HA;47179-
HA; 47255-SF;

WESTERN REGION

W/E 30th November: 08111-EJ;08816,47020/91-BR;08836-WS;25155/219-CF;
31136/286-OC;

W/E 6th December: 37178-CF;37290-LE;

W/E 13th December: 08091-NA;08281-BR;08849-GL;

W/E 10th January: 25063,47054/5/6/131-CF;25167/8,50035/41-BR;50017-LA;
25161-5-LMR;08089/108-ER;08364-OC;

LONDON MIDLAND REGION

W/E 29th November: 08120-ER;

W/E 16th December: 08303-DY;24027/38/40/1-CD;25239-TO;25302-SP;

40093/134/41-KD;25161-5/82/3/248-CD;25264/323,47353/438-CD;25203/4-CW;
25266.40055/131/81-SP;50017/35/41-WR;

SCOTTISH REGION

W/E 22nd November: 24117-HA;

W/E 20th December: 24065/9/94-HA (ex-store)

W/E 22nd January: 47207-ed;

LOCOMOTIVES WITHDRAWN

1012;1016;1027;1046;1055;1064;1067;03012;03020;03027;03044;03095;03135;
03157;03163;03164;03166;03174;24021;24024;24029;24042;25015;25016;25017
25020;25022;25024;27006;40005;40039;40102;40189;

LOCOMOTIVES STORED

03386;20008;20012;20013;20014;20038;24040;24041;24049;24053;24064;24075
24086;24089;24117;24126;24127;24135;24143;24140;24144;24145;24146;40011
40190;LOCOMOTIVES RENUMBERED

125-45071;27114-27208;47046-47601;24061-RDB;968007.

DB FITTED

08849;08853;08859;08893;08928;08938;20009;20035;20062;20066;20118;31142
37026;40006;40135;45040;45071;47124;47138;47147;47148;

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DMUs WITHDRAWN

50406;56303;56412;

DMU REALLOCATIONS

50597, 51489, 56186, 56464, 56468-NR;

50195, 50201, 50218, 50222/60, 50751, 51223, 56052, 56364/83, 59526-BG;

50058/102/8, 51130, 59006, 59440-CW (on loan) 50198, 51207, 56220,

56401-NL; 51673-AN; 51857-ME;

COACHING STOCK NEWS

VEHICLES WITHDRAWN

24868;24906;35102;

TRANSFERS

TO EASTERN REGION

5173;14203;25216;35388;

TO WESTERN REGION

14051;14058;

TO MIDLAND REGION

14035;25602;25797;

TO SCOTTISH REGION

4159;

VEHICLES REINSTATED

W4268;E4497;13225;87838;M31096.

CARRIAGE NOTES

On 20th December a Colchester-Sheffield special hauled by 47006 included Gresley RB E9128 in the formation. The vehicle was in ex-works condition.

REVIVED SUNDAY SERVICE

Trains are again running on Sundays between Watford Junction and St.Albans Abbey for an experimental period to 28th March. The service had been withdrawn in October as an economy measure. The full pre-October service of 15 trains in each direction will run.

SUCCESS ON ESK VALLEY LINE

The 35 mile Middlesbrough-Whitby line is a railway success story. Due to ambitious promotions August carryings alone have risen from 31,000 in 1972 to 55,000 in 1975, and current winter traffic levels show a 40% increase on the previous year's totals. Due to the success of the line it is hoped to provide a new station at Gypsy Lane, between Guisborough and Nunthorpe.

ALTERATIONS TO MOTORAIL SERVICES

Services to be withdrawn this summer are:- Dover-West of England, London-Exeter, London-Carmarthen, Newcastle-Plymouth, Bristol-St.Austell. Services to the West of England will be concentrated at Newton Abbot whilst facilities at Totnes will be withdrawn. Apart from all the year round Motorail trains there will be 50 services this summer linking the main centres of population.

NEW DEPOT FOR PENZANCE

Western Region is to build a new £1½m locomotive and carriage maintenance depot at Penzance to cater for air-conditioned coaches soon to be introduced on West of England expresses, and for HSTs to be introduced in the 1980s.

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LOCOMOTIVE NAMED

Electric locomotive 87001 was recently named 'Stephenson' at Euston. The nameplates were presented by the Stephenson Locomotive Society. How about a Class 76 locomotive called 'PENNINE'.

MARK 111s ON ANGLO-SCOTTISH TRAINS

Streamlined Mark 111 coaches are now being used on the 10.10 and 17.30 Glasgow-Euston trains and on the 10.45 and 17.45 Euston-Glasgow services.

SUNDAY DIVERSIONS

The WCML between Carlisle and Preston is to have some sections closed on Sundays up to 15.00 until 2nd May. Services will be diverted via Hellifield and over Ais Gil.

NEW YEAR STORM DAMAGE

Nationwide Britain's railways received a tremendous battering from the storms which hit Britain on the night of Friday 2nd January. As expected the worst hit was the West Coast electrified lines between Euston and Carlisle. All passenger services were cancelled and the current was switched off, leaving 50 trains stranded between stations. Wherever possible passengers were given blankets and hot meals. Those less fortunate were put up at hotels at such places as Morecambe and Penrith.

On Southern Region, New Cross Gate carriage cleaning shed collapsed blocking all four main lines, and Streatham station facade fell into the road. At Dover three ferry vans were blown on their sides.

On Eastern Region, services between Liverpool Street and Southend were delayed when overhead wires were blown down between Wickford and Rayleigh, and a light aircraft parked at Southend Airport was lifted over the boundary fence onto adjoining tracks. Services were severed between Grimsby and Cleethorpes, as were those from Norwich to Cromer, Yarmouth and Lowestoft.

On Western Region, signalling equipment was put out of action by gale force winds, and time-interval working was put in between Droitwich and Worcester, when a light diesel locomotive (1055) collided with the rear vehicle of the 05.30 Birmingham-Worcester parcels which had stopped at Worcester Tunnel Junction. Two men were killed. A 20.15 Paddington-Swansea struck a tree in the Foxhall Junction area and was delayed 100 minutes. Cardiff Canton depot was also badly damaged.

Scottish Region escaped the worst of the weather, but Anglo-Scottish trains were severely delayed when wires at Shap were blown down, bringing the 15.45 Euston-Glasgow to a stand. It arrived at Glasgow at 05.00 next day. The 16.45 and 17.45 Euston-Glasgow trains were terminated at Lancaster and Preston respectively and passengers were accommodated in local hotels.

Main delay belonged to a Euston-Manchester train which stood 17 hours at Leighton Buzzard.

MORE FARE INCREASES

BRB HAVE ANNOUNCED THAT FARES WILL RISE BY AN AVERAGE OF 12% from 28th March. This brings a total increase of 87% over the last 2 years. In addition cuts planned to take effect from January but postponed, will now take effect from 1st March.

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The editorial of the Summer 1949 Railway Digest is interesting to note:

IS YOUR RAILWAY REALLY NECESSARY?

'Viewed in a general sense this query may appear to border on the ridiculous when applied to the railways of this country, yet it strikes a note of reality when, for instance, unremunerative branch lines come beneath the probing eyes of railway economists, but what short memories we all have. Only a short while back the railways were passing through the acid test of the war years - they were so essential, so vital to the nation's needs that would-be travellers were shooed away by the ubiquitous slogan 'is your journey really necessary?'

'Personally we think there is only one possible answer to the question in our heading. We are convinced that the public will use the railways if they can; it is just a matter of adjustment of finances, or in other words, more money in the public pocket and plenty of cheap rail travel to absorb it.

THE RAILWAYS ARE NOT MERELY NECESSARY - THEY ARE ESSENTIAL;
AND IN FACT VITAL TO THE PROGRESS OF ANY COUNTRY.'

THE LAST MAIN LINE TO LONDON

By
J.G.Davis

Just 77 years ago, 9th March 1899, the then President of the Board of Trade, opened at Marylebone Station the London Extension of the Great Central Railway from Annesley in Nottinghamshire - the last main line to link the metropolis to the provinces, formerly the Manchester, Sheffield & Lincolnshire Railway, a none too wealthy line, its initials MS&L giving it the nickname of the 'Money Sunk & Lost'. This developed as the GC into 'Gone Completely'.

Earlier on that day of March, three special trains conveying guests from Manchester, Sheffield and Nottingham had arrived in Marylebone, having been enthusiastically cheered on by crowds assembled at stations and other vantage points all along the route. Altogether some 700 people came to Marylebone to celebrate the opening of the line, and in order to accommodate them at the magnificent lunch which had been arranged, a portion of the platform and lines at Marylebone were boarded over, thus converting the place into an enormous banqueting hall, complete with orchestra.

In 1890, seven years before it changed its name to Great Central, the MS&L was a struggling provincial system linking Grimsby, Lincoln and Doncaster with Sheffield and Manchester, reaching also by means of joint lines to Southport, Liverpool, Chester and Macclesfield. To the south, it had got no further than Beighton, but lines to Stavely, Chesterfield and Annesley had been authorised and were under construction.

The southward extension to Annesley was the first step towards London, which the MS&L had first attempted to reach, in association with the Midland Railway in 1873, dissatisfied at having to hand over London and intermediate traffic to bigger neighbours. Sir Edward Watkin, ambitious Chairman of MS&L, and one of the last of the Railway Kings was determined that his company should possess its own metals to the capital. Sir Edward was also Chairman of the Channel Tunnel, Metropolitan and South Eastern companies. With these linked with the MS&L his dreams of through carriages from Manchester to Dover and Paris (under an international route largely under his control) would be realised.

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The Bill for the London Extension came before Parliament in the session of 1891. It proposed the construction of 98 miles of railway from Annesley to Quainton Road, whence access to London would be secured over the metals of the Metropolitan Railway. The terminal was to be near Baker Street, to the west of Regents Park, reached by a cutting through St John's Wood and by bordering on or tunnelling underneath Lords cricket ground.

This project was opposed tooth and nail by rival railways, especially the GN, but the most vociferous attacks came from the art colony of St John's Wood, and the cricketing world. The artists led by Alma-Tadema, J MacWhirter and Briton Riviere and the cartoonist Harry Furniss described the proposed line as an act of vandalism, despoiling the valuable residential property for 'a line for the conveyance not only of passengers, but of coal, manure, fish, and other abominations'. To the cricketing world the thought of a railway desecrating the sacred turf of Lords was a national calamity. Solutions were put forward to prevent this act of sacrilege. He should be brought before W G Grace and intimidated by Spofforth the demon bowler, and if that failed Briggs, the Lancashire bowler should cripple him, and he should even be handed over to his own navvies and blown up with dynamite.

The Chairman of the MS&L did everything within his powers to mollify and win over the antagonists aligned against him. The MCC were offered a very good bargain, with the gift of land and the lease of more, and the promise that play would not be disturbed, in return for just a small strip of practice ground. But in other directions the opposition remained firm and the Bill was thrown out.

Undaunted Watkin decided again to seek powers in the next Parliamentary session and in the meantime endeavour to reach agreement with his opponents. The landowners received a satisfactory land settlement but the allegations of the Alma-Tadema were bordering on the stupid. They claimed that vibrations from passing trains would make it impossible to draw a straight line on canvas. The attitude of the London County Council was more serious. They sought to make the railway responsible for widening existing and constructing new roads.

The Bill went before a special committee in late March 1892 and was virtually passed in July when Parliament was dissolved. A General Election and a new Government under Gladstone followed and the Bill did not receive Royal assent until 28th March 1893.

NOTES AND NEWS

EASTERN REGION

Gale force winds in the New Year resulted in severe delays to many trains and subsequently some interesting workings. At Sheffield on 3rd January, the 22.50 Glasgow-Nottingham sleeper was noted running 190 minutes late, behind 45121, and the 19.15 Oxford-Sheffield parcels (4E05) arrived 260 minutes late behind 45139. In addition the 07.45 Sheffield-St.Pancras (1M11) formed of air-conditioned stock departed behind 40047.

Several derailments have disrupted services recently. A derailment at Deepcar on 21st January meant that some Sheffield-Huddersfield trains ran via Barnsley and Dodworth to Penistone, whilst on 18th February a Stainforth-Toton coal train was derailed in Conisbrough Tunnel, blocking both lines until 06.30 on 20th February. Passengers were ferried between Doncaster and Mexborough by bus, and on Friday 20th February a derailment at Woodhouse disrupted Sheffield-Retford services.

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A visit to Doncaster Works on 18th January revealed that withdrawn 31150 had been cut up. Deltics 55006/9/12/6/20/2 were noted. On 6th February 55009 failed whilst hauling the 09.45 Edinburgh-Kings Cross near Cromwell, and as it was coming to a stand, the engine mounting gave way, and the 'guts' of the loco crashed onto the track. The loco was eventually replaced by 40086 and was reported running 262½ minutes late passing Grantham.

On 6th February 13 wagons on 8L00 (03.15 Whit Moor-Healey Mills) became derailed at Kesteven Sidings, between Gainsborough Lea Road and Lincoln Central. The train was hauled by 40049.

ER is still suffering from a shortage of DMUs and several units at Botanic Gardens have been taken out of service for re-engining and the fitting of new gear boxes. Some services normally worked by DMUs have been loco hauled. Those noted have included on 9th February the 07.30 Hull-Beverley, hauled by 31272, and the 16.53 Goole-Hull, hauled by 40031. On 2nd February 1D02, 12.20 Kings Cross-Cleethorpes, hauled by 40052 failed north of Lincoln and was replaced by 47220.

On 9th February the 17.34 York-Sheffield DMU was diverted into Sheffield via Tinsley Yard owing to an obstruction on the line at Brightside. The train arrived in Sheffield 67 minutes late.

On 20th February 1E18, 16.15 Bristol-Newcastle was hauled by 47076 'City of Truro', whilst on 21st February, 1N31, 17.42 Sheffield-Newcastle was hauled by 37108. This locomotive was also noted hauling 1V97, 16.36 Leeds-Cardiff on 24th February.

On 23rd February 47070 caught fire at Kilnhurst whilst working 1E54, 08.48 Cardiff-Leeds. The fire brigade were summoned to extinguish the blaze, and the engine was then removed from the train and taken to Tinsley. A class 37 took the train forward to Leeds.

A new arrival at Doncaster loco on 26th February was 5901 from Derby. It is assumed that the loco will be cut up in the Works. Also arrived in the Works was 24100 to accompany those other Class 24s which have arrived. This engine and 24101 were noted heading towards Doncaster on 12th February, hauled by 40156.

Another loco on fire was 47280 which was ablaze at Parkgate on 10th February at 22.30. The fire brigade was in attendance. Loco noted on Barrow Hill on 15th February included 25016/7/20/2/4.

An unusual sight on 13th February was 7098 being hauled through Rotherham by 25188.

Several Scottish 47s have been noted in the Sheffield area recently. On 7th February 47268 was seen on the Harwich boat train, as was 47271 the following week. 47271 was also noted at Silverwood Colliery on 22nd February. The League Cup Final between Newcastle and Manchester City at Wembley resulted in 23 specials being run from the Newcastle area.

LONDON MIDLAND REGION

As has been reported elsewhere in this magazine, the LMR electrified services suffered severe disruption at the hands of the New Year gales. Loco noted at Manchester Piccadilly on 3rd January included 40173 HA, 47068 OOC, and 40016, which was an unusual sight on 1M84, 18.06 Manchester-St.Pancras. Signal failures on 6th February caused disruption at Manchester Piccadilly with many trains stranded in and outside the station.

With so many Class 24s and 25s in store, it was good to note 5 Sulzers in active service on Chester MPD on 17th January. Those noted were 24037/9/47, 25109/320.

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Sighted at Warrington Bank Quay on 18th February was 50022 on a freight, while 50010 and 50040 were seen at Preston, along with 37283.

Since it has been some time since our Society has been around Derby Works members may be interested in the locos noted in the Works on 7th February:

08057/74/83/94/108/13/25/30/41/79/236/9/41/81/303/33/415/62/631/745/818
08821/911/43; 09010/22; 20022/74/81/228; 24086; 25015/39/45/51/6/76/90/
25139/98/219/30/57/94; 45001/5/14/25/6/33/63/69/71/3/4/116/23/9/37/41;
46019/21/36/40/5/6/9/54; 47276.

RESEARCH CENTRE: 08043; 832; 5901 (now at Doncaster); 312101.

ETCHES PARK: 03386/97/9; 08067/178/219/94/379/455/6/536/73/605/12/22/5/842
08899/926; 20008/13/38/45/50/142/53/69/89; 25047/74; 47271/348/490.

Due to the reconstruction of bridges 5 and 5A at Willesden, all main line expresses from Euston-Birmingham/Wolverhampton will depart from Paddington on Sat/Sun 28/29 March, and 10/11 April. Trains will run via Leamington and Coventry into New Street. They will leave Paddington 17 minutes after advertised departure from Euston. The local EMUs will start from Wembley Central.

On 12th January, 46047 developed trouble whilst working 1E78 10.05 St.Pancras-Sheffield, and was piloted into Derby by 44007. Both engines were replaced by 31295(OOC) for the remainder of the journey.

It has been confirmed that 1041 was piloted northwards for cutting up by 45008 on 5th January.

Class 25, 25257 is in Derby Works following collision damage, and is awaiting a decision as to its future. It is also reported that three Class 44 locomotives will be withdrawn and sold abroad in the near future.

On 25th February, 46050 failed at Repton whilst working 1E18, 16.15 Bristol-Newcastle. The train was propelled into Derby by 47050 from where 46050 was able to take the train forward, 58 minutes late. Noted at Bescot on the same day were 24023/7/35/77, whilst 24134 was noted at Wolverhampton, and EMU 312204 was sighted at Smethwick Sidings.

SOUTHERN REGION

Noted at Victoria on 7th February was 71010, and on the same day, 73113, 73110 and 73137 were seen at Stewarts Lane. At Gillingham on 7th February was 08374.

SCOTTISH REGION

Unusual motive power was supplied on the 17.50 Edinburgh-Newcastle on 6th February, when 24121 took charge.

WESTERN REGION

On 7th February the 16.00 Crewe-Cardiff was powered by 37184 hauling 5 vehicles. Class 52 locomotives continue to take charge of main line trains. On 31st January, 1063 was noted on the 14.05 Paddington-Birmingham, whilst 1033 was seen on the same train on 25th February.

On 10th January, the following Westerns were sighted:

1001-Arr.Paddington 07.00	1005-Dep.Cardiff 04.20 on freight
1009-Arr.Llanwern 06.12	1010-Arr.Laira 02.58
1013-Arr.Laira 03.00	1015-Arr.Old Oak Common 06.10
1021-Arr.Plymouth 07.00	1022-Arr.Plymouth 08.00
1023-Arr.Laira 20.21 (9.1.76)	1028-Arr.Canton 00.20
1030-Dep.Westbury Yard 00.25	1033-Arr.Newton Abbot 06.30
1036-Arr.Canton 06.14	1037-Dep.Acton Yard 03.46
1040-Dep.Severn Tunnel Jcn. 02.40	1041-Arr.Laira 04.45
1043-Arr.Milford Haven 08.50	1047-Arr.Bristol T.M. 04.23

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1048-Arr.Plymouth 06.50	1049-Arr.Old Oak Common 22.27 (9.1.76)
1051-Arr.Westbury Yard 00.15	1053-Arr.Laira 09.00 (9.1.76)
1054-Arr.Old Oak Common 05.25	1056-Arr.Old Oak Common 05.37
1057-Arr.Bristol Bath Road 02.20	1058-Arr.Paddington 07.00
1063-Arr.Laira 21.00 (9.1.76)	1065-Arr.Laira 00.05 (9.1.76)
1067-Arr.Laira 23.15 (9.1.76)	1068-Dep.Acton Yard 05.25
1070-Arr.Laira 18.40 (7.1.76)	1071-Not sighted
1072-Arr.St.Erth 05.50	

LATE STOCK ALTERATIONS

03027,03135 WITHDRAWN

LATEST MARK 111s OUT OF DERBY: 12120/1/2/4
WITHDRAWN STOCK AT DERBY: 25077/117/9/50, 31413
RECLASSIFIED AND RENUMBERED: M5970-M1800 (SSO)
REALLOCATED
TO MIDLAND REGION
3009, 13479
TO EASTERN REGION
3014/7, 5273/83/6/7/93-5, 5305-7, 13458
TO WESTERN REGION
526070
TO SCOTTISH REGION
13380

For the above information we are indebted to Messrs Calvert, Mellors, Wallace, Sanderson, Marshall, Davis, Hill, Lee, Monks, Fox, Douglas, Spriggs, Skinner, and any others we may have omitted.

CREWE WORKS 23rd May 1976 - Due to increased costs, the charges for the visit are now 25p for members and 45p for non-members.