

THE PENNINE RAILWAY SOCIETY

MAGAZINE No.9 June 1976

President: Geoffrey Bambrough
Membership Sec: Terry Spriggs
Chairman & Fixtures Sec: Robin Skinner
Treasurer: John Sanderson
Magazine Editor: Jon Davis

NOTES FROM THE COMMITTEE

We have continued to receive your support on the visits we have arranged recently, all of which have been fully booked up. Our policy of refusing to organise visits by road transport has continued, for we feel that the policies of other societies old and new of arranging visits solely by road deprives BR of much needed revenue. We prefer our members to pay into the pockets of BR rather than the pockets of private coach hire forms.

Would members please note that all enquiries concerning visits should in future be sent to Robin Skinner.

The PENNINE RAILWAY SOCIETY has taken part in a triangular quiz recently with the Grapes Hotel, Sheffield, and Doncaster Railway Circle. The Society did reasonably well against some very tough and experienced (not to mention aged) opposition.

As in the past, it is Society policy to obtain official permission for all visits. We would be pleased to see others following our example.

FUTURE EVENTS

Sun 25th July – Doncaster Shed 13.30 and Works 14.30. Meet Depot 13.20. Members 40p Non-Members 60p.

Wed 28th July – Doncaster Control 19.15. No charge. Limited Accommodation.

Sun 1st August – Doncaster Works 11.00 and Shed 12.15. Meet Plant Hotel 10.45. (BY INVITATION ONLY NO CHARGE).

Wed 4th August – Social evening at Masons Arms, Doncaster 19.15. Members Slides – all welcome – bring your slides along.

Sat 7th August – Hull (Botanic Gardens), Immingham, Frodingham, by rail. Cost £3.00 (including all travel from Doncaster).

Sun 8th August – Crewe Works 14.30. Meet Goddard St entrance at 14.15. Members 25p, Non-Members 45p

Wed 11th August – Doncaster Control 19.15. No charge. Limited accommodation.

Sat 14th August – Derby Works 11.30. Meet Siddalls Rd entrance at 11.15. Members 35p, Non-Members 55p.

Wed 18th August – Doncaster Control 19.15. No charge. (Reserved for members of London Group.)

Wed 1st Sept – Social evening at Masons Arms, Doncaster 19.30 – Mr P Fox.

Sun 5th Sept – York MPD and National Railway Museum.

Sun 12th Sept – Crewe Works. Details as per 8th August.

Sun 26th Sept – Doncaster Works 11.00 and Shed 12.15. Meet Plant Hotel at 10.45. Members 40p, Non-Members 60p

Wed 6th Oct – Social evening at Masons Arms, Doncaster 19.30.

Mr M Crawley-Shildon Steam Cavalcade.

Sat 16th Oct – NORTH PENNINE RAILTOUR – ECML - South Tyne Valley Line -Kingmoor MPD - Settle & Carlisle Line Circular Tour.

ALL ENQUIRIES CONCERNING THESE VISITS SHOULD BE SENT TO ROBIN SKINNER - ADVANCE BOOKING IS ESSENTIAL ON ALL VISITS.

LOCOMOTIVE STOCK ALTERATIONS

London Midland Region

W/E 7th April: 25103-CW;25214-CW;50008/40-BR

W/E 4th May: 08598-DY;25042/3/55/6/9/61-CD;25078/9-HA;25116-CW;25166-CD; 25112/4/5-SP;25192/248-SP;25251/6-CW;25266/78/9/308-CW;31422/3/4-FP; 40011/7/42-LO;40036/46-KD;40087/8-LO;40093/140/1-SP;40144-LO;40179-KD; 45023/72-TO;47074/95/249-BS;47490/1-CD;50012/31/4/6-LA

W/E 23rd May: 25059-HA;25078-TO;25081-CD

Scottish Region

W/E 10th April:47464/9-ED

W/E 8th May: 25030/1/92/3/6/231, 47045/141/208/472-ED; 25062-HA

W/E 15th May: 08952-ED;08145-GM;08735-HN

Western Region

W/E 10th April: 50001/2/4/5/50-LA W/E 1st May: 08643-PZ;08954-LA

W/E 8th May: 25052/80-LA;25227-LA;46011-7-CF;47020/4-BR;47026-LE;47074-BS; 47151/2-LE;50008/12-LA;50018/20/3/4/31/6-LA;31209/10/3-BR;08113-BZ

Eastern Region

W/E 10th April: 03075/159-TE

W/E 2nd May: 31101/2/3/14/22/9/33-SF;31111/5-YK;31119/47-TI; 31411-FP; 31120/4/32/4/59-IM;31167-SF;31168-FP;31288-IM;31418-GD;31422/3/4-FP; 37057/9-GD;37064-HM;37084/5/7-MR;37090/3/4-HM;37120/1-TI;40049/59-YK; 47045-ED;47047-IM;47167/77/80/1-TI;47415-GD;47430/1-GD;47520/1/2-HO

W/E 9th May: 08064-HM;08336/88-YK

W/E 16th May: 31105/6-SF;31268-HO;47170-IM

W/E 23rd May: 08093-FH;08124/38-NR;08218-BR;08238-LA;08250-NR;08816-TI; 08824-SB;31109/13-MR;31211/33-IM; 31195/255-MR;31234/7-FP

LOCOMOTIVES RENUMBERED:

27117-27211

LOCOMOTIVES REINSTATED:

20008-TO;25012-HA;40026-LO;44010-TO

LOCOMOTIVES STORED:

20018,24009/32/7/9/54/79/84/5/108/28/37,31001/7/9-12/4/6/8,40021,44003

LOCOMOTIVES WITHDRAWN:

03004/7/68/76/386,20012/4/38,24078/83/125,1030/43/9/57/63

DMU REALLOCATIONS:

50857/910/1138/51-TS,59368/448-TS,51339/48-CF,50342/442/6/94/7/766-NH, 59150/65-NH,50168/226/9082-NL,50240/5/9095-NL,50630/41/9249/390-NL, 50154/241-BG,51443/508-NL,51065/93-BR,51574/83/9284-LA,59424-BR, 51429/500-CF,50168/240/5/66/9082/95-CF,50081/123-NH,50866/919/9374/86-

EMUs STORED:

61137/43/5/6/9/54/82/4/5/8/9,70137/43/5/6/9/54/82/4/5/9,75137/43/5/6/9/54/82/3/4/8/9,70166/72/3/5,70151,75166/72/3/5,70187,75187

NEW EMUs:

312104/6/7/8/9/11/18-CL,312201/2/3-BY

VEHICLES WITHDRAWN:

3000,3020,4501,15008,15311,15328,21087,21104,21206,24939,25068,25127, 25178,25186,25194,25231,25239,31228,34138,34143,35167,35202

TRANSFERS:

To Eastern Region:

3018,5158,5179,5284,5288,5289,5290,5298,5299,5300,5301,
9418,9419,9421,9434,9435,13448,13451,13461,14023,25211,25471,26047,26052, 86769,86955

To Western Region:

1056(RUO),5257,5262,5269,5275,13443,14063

To Midland Region:

13421,14031,25392,25600,86818

To Scottish Region:

5155,5203

Reinstated:

24012

MAGAZINE CONTRIBUTIONS

Will any members who have rail information which may be of use for future issues please contact Jon Davis, (address on front page).

We also offer free advertising facilities to members wishing to sell or exchange railway relics/magazines etc provided the items have been acquired legally.

NEW STATIONS

The introduction of the new timetable in May saw the opening of two new stations on the Exeter-Exmouth branch, at Lympstone Commando situated between Exton and Lympstone, and Exmouth, built on a former disused platform adjacent to the old station.

VICTORY FOR RAIL USERS

In our last magazine we mentioned that a group of our members who were regular users of 1M27, Leeds-Derby Midland would be travelling on its last journey on 1st May. It gives us great pleasure to inform you that as a result of pressure brought to bear on BR by our Society and other individuals the service has been reinstated between Leeds and Chesterfield, in the form of a DMU.

CRASH DRIVER CLEARED

The driver of the London-Glasgow sleeper, which was involved in the Nuneaton Trent Valley disaster last June, was cleared of a charge of manslaughter on Saturday 12th June.

ROMANIA BUILD FIRST BATCH OF NEW BR LOCOS

The first of 30 diesel-electric freight locos being supplied to BR by BRUSH Electrical Machines has been completed ready for trials.

The locomotives, to be known as Class 56, using over 70% of British components and to a Brush design, are being assembled at the Craiova Works of Electroputere, Romania. A further 30 locos are to be built at Doncaster. The 30 locos being assembled in Romania where there was capacity to provide early delivery will all be completed this year. They will be rated at 3250hp and have a top speed of 80mph and will weigh 126 tons fully loaded.

HIGH SPEED TRAIN SCHEDULED

Western Region plan to run 46 trains per day at speeds of up to 125mph on London-Bristol/South Wales routes from October. Fifteen high speed services each way will run between Paddington and South Wales and eight each way will serve Bristol. Remaining services on this route will continue to run at conventional speeds.

The fastest train of the day will cover the 112 miles from Paddington to Bristol Parkway in 73 minutes, an average speed of 92mph. The journey to Cardiff will be 23 minutes quicker, while 15 minutes will be cut off the schedule to Bristol.

Altogether 27 high speed trains are on order and following completion of delivery next year all regular services on these routes will be run at high speed from May 1977.

LANCASHIRE, DERBYSHIRE AND EAST COAST RAILWAY COAL TRAFFIC

by J.G.DAVIS

The Lancashire, Derbyshire and East Coast Railway was promoted primarily to create new outlets for the Derbyshire/Nottinghamshire coal fields to the newly opened Manchester Ship Canal at Warrington in the west, and to the east at the company's own docks at Sutton-on-Sea.

The enterprise, although opposed by the MS&L (later to become the Great Central) Midland, and North Western Railways enjoyed the support of landowners, coal producers and consumers, the Miners unions and of every town along its route, and on 5th August 1891 became the most important railway scheme ever passed by Parliament in a single Bill.

But the railway never lived up to its great start and only 38 miles of its main line were ever opened, from Chesterfield (Market Place) to Pyewipe Junction near Lincoln. Apart from colliery branches, their only other line was from Langwith Junction to Beighton Junction, which by means of running powers on other railways afforded a connection to Sheffield (Attercliffe). Despite the ambitious title of the company neither Lancashire nor the East Coast had been reached when the concern was bought out by the Great Central on January 1st 1907.

By 1960 the bulk of the LD&EC route traffic was coal from the Derbyshire/Nottingham fields which were administered by the East Midlands Division of the NCB who were sending about $\frac{3}{4}$ of their output by rail. Coal from Bilsthorpe, Blidworth, Clipstone, Ollerton, Rufford, Thoresby and Welbeck collieries was worked to Mansfield Concentration Sidings, whilst Cresswell, Langwith, Shirebrook and Warsop collieries sent their output to Langwith Junction. From there two yards and Warsop Junction, trains ran to the north (via Rotherwood), West of England (via Annesley and Woodford), and via Lincolnshire to Immingham, Grimsby, New England and Whitemoor. The returning empties were usually worked direct to the collieries. The traffic from Mansfield Concentration Sidings to the east was by far the largest from the area. Most of the Immingham/Grimsby traffic continued by coastline "Colliers" to CEBG power stations. The New England traffic was for the GN area and the Southern Region by way of the cross-London lines, whilst the coal reaching Whitemoor was sorted out for East Anglia, the industrial area of the Lea Valley, and for East London. With steam haulage the working of this traffic was far from ideal, and there was ample scope for improvement and rationalisation. Most of the locomotives employed were life expired and punctuality was almost impossible to achieve. This frequently caused bunching to occur, particularly between Mansfield and Lincoln. To make matters worse, the steam times were so slow that it was necessary for all crews to be relieved at Pyewipe Junction to allow them to return to their depot within a normal rostered day's duty. These shortcomings of the LD&EC coal services were well known to the GN area of the Eastern Region, who were anxious to introduce an improved train working scheme at the earliest possible opportunity. Two developments enabled such a scheme to be devised – the new freight train classifications and the allocation of sufficient Brush Type 2 diesels to Darnall Depot to provide 12 engines to work the coal trains, from

Langwith Junction Depot. The new train classifications allowed faster train timings with a "head" of fitted wagons to supplement the locomotive's braking power. In conjunction a new diagram was carefully devised, which allowed one crew to work a round trip from Mansfield or Warsop Junction to Immingham, New England, or Whitemoor and back within a normal 8 hour shift, and enabling the New England trains to run direct between Lincoln and Spalding instead of using the circuitous route by way of Boston. With the co-operation of the NCB, certain consignees were nominated to be fed with "minfits", working in a circuit between colliery and customer. One such customer was Halling Cement Works on the Southern Region, and their wagons formed the fitted "heads" on the New England trains. Each of the 12 Brush "2"s were operated on a cyclic diagram, covering 1,500-2,000 miles between weekly maintenance at Darnall. These 12 diesels replaced 29 steam locomotives which were previously required. Although a thriving marshalling yard, Mansfield Concentration Sidings was very hard to find. It could only be reached by road by means of a long, private, unmade lane through neighbouring fields. Because of the yard's isolated position BR provided a mini-bus service to ferry train crews to the yard from Warsop Junction, Langwith Junction and Mansfield. About 2 miles east of Dukeries Junction (Tuxford), site of the now derelict LD&EC locomotive works and their passenger exchange station to the East Coast main line, is the High Marnham power station, which at the introduction of the diesel service was fed by some 10 trains daily from the East Midlands Division collieries. The second half of the sixties saw further changes to the coal services with the closures of Darnall and Langwith Junction MPD's and the introduction of the "merry-go-round" system of coal haulage. The trains are now worked by Brush Type 4 locomotives based on Shirebrook West, and serviced at the parent depot at Tinsley (Rotherham). The "merry-go-round" system has increased train capacity and with the trains working on a continuous circuit, between colliery and power station, has cut down the work of the yards at Warsop Junction, Langwith Junction and Mansfield. In 1975 a new connection was laid in, to the Midland Railway Shireoaks (Worksop)-Mansfield line, to ease the negotiation of the Shirebrook area, but the Sheffield line has been lifted between Langwith Junction and Spinkhill. Only the section from Spinkhill Tunnel to Beighton Junction now remains, to extract the produce of Westhorpe Colliery. This line is well known for its severe inclines and is known to loco men as the "slog&knock it". At the eastern end of the main line (officially titled the Dukeries route), the viaduct over the river Trent, at Fledborough near High Marnham power station is now unsafe and consequently the track over it has been singled, and a 10mph speed limit imposed. The latest question mark over the LD&EC coal traffic is the proposed closure of Langwith Colliery, which has been the centre of much controversy of late. But whatever the future may hold, the Lancashire, Derbyshire and East Coast Railway has undoubtedly been one of the world's foremost mineral conveyors since the first coal train left Barlborough Colliery by way of the Beighton Junction-Langwith Junction line on 16th November 1896.

NOTES AND NEWS

EASTERN REGION

On Saturday 1st May the Haltwhistle-Alston branch went down fighting, with service trains packed and specials running from Leicester (MLST) and Newcastle (SLS), and a DMU organised by the Carlisle Round Table, which was attached to the last train to run on one of the most essential rail links in Great Britain. Immediately after the last train the track was severed to stop the South Tyne RPS running over two unprotected level crossings, at Slaggyford, and on the new "all weather road" at Coanwood.

The 1st May also saw 45041 haul the last 1M27, Leeds-Derby. The train was fairly well populated and the front coach was suitably decorated for the occasion.

The Spalding festival created activity on 8th May. Noted were 47086(ex-Swansea),37140(ex-Weston),47130(ex-Shoeburyness),1036/7(DMU ex-Hastings),37268(ex-Ramsgate),37081(ex-

Ramsgate).

The alterations to Retford are now well advanced, but one platform is to remain in its present condition as the buildings have been designated as being of architectural interest.

One of the 2 Class 84 locos, 84008, which has been in Doncaster for a number of years was noted in the departure sidings on 20th June. Also noted were 24086 and 25015 which had recently arrived. Withdrawn Class 03 locos, 03166 and 03174 entered C F Booths scrap-yard on 3rd May and were quickly dismantled.

On 21st May 6229 "Duchess of Hamilton" was moved from Swindon to York Museum, whilst on York in the early hours of Saturday 19th June included the APT-E (now in the museum), 4472 "Flying Scotsman" and 92220 "Evening Star", the latter two being in steam.

Noted at Rotherwood on 10th June was 44010 on a freight train, whilst 2 days later 37118 had charge of a Spalding-Whitby Mystex.

The following Class 55 locos were seen in Doncaster Works on 13th June: 55002/11/14/17/19/21, whilst D5901 was still intact, and a decision was being awaited as to its future. Other withdrawn locomotives included 24015/6/71/117.

The following shunters were sighted in the North-East on 25th April:

Darlington- 03044/67/95/8,08003/120/59/61/7/268/388

Tyne Yard- 03170,08058/512/6

Gateshead- 03059/66/102/5/10/56/63,08044/54/147/217/632/708/888

Newcastle Station-03061/4/94/107 Gosforth-08562 Blythe-08370

Heaton-03079,08116/747/872 Felling-08148

Sunderland-03069,08001/254/325 Hartlepool-03171,08059/310

Thornaby-03010/68/76/99/153/4,08006/53/174/212/5/51/336/89/502/10/770/4/5.

On 3rd July, the 19.20 York-Scarborough was hauled by 37101 and 37111. A PENNINE party visited Stratford MPD and Works on 10th July. Noted on the MPD locomotives included – 31001/2/4/5/7/8/9/10/12/13/14/15/ 16/19, in addition to 31018 which is now out of service and earmarked for preservation.

Shunters on the depot were –

08863/698/417/547/231/262/518/233/758/482/264/958/522/554/724/207/422/519/232.

Noted on the Works included – 31011,45007,08627 and 08758, in addition to Gresley Buffet E9132.

Noted on Finsbury Park on the same day included – 08545/56/834/73

DB968002,31149/81/5/94/8/208/18/37/49/324/408/22.

On 16th July, 47088 "Samson" was noted passing Rotherham on 1V46, Bradford F.S. – Plymouth overnight mails.

LONDON MIDLAND REGION

Railway enthusiasts from all over Britain travelled on the Settle & Carlisle line on 1st May to mark the line's centenary, many marking it with a last trip on the Alston branch. A return excursion to Euston was noted passing Hellifield behind 47449.

Sulzer Class 25 locomotives, 25242/92 were noted at Radcliffe-on-Trent working a return Skegness-Derby excursion on Sunday 30th May. On the following day the same pair worked a Beeston-Southport Mystex, whilst a Burton-Southport was worked by 45047. The trains crossed Manchester via the Ashburys (for Belle Vue) – Phillips Park - Miles Platting – Manchester Victoria line.

Class 20 locomotives are still seen occasionally on passenger duties. On 31st May the 09.20 Derby-Skegness was hauled by 20020/56, whilst on 3rd July 20135/83 had charge of the 08.00 Leicester-Skegness relief.

On Saturday 5th June a return Blackpool-Kilmarnock excursion was noted entering Carlisle Citadel behind AL1,81007. This was replaced by Eastfield pairing 25241 and 27105, which took the train to

its G&SW destination.

Disaster struck on the main line from the North to London on the evening of Friday 25th June when just south of Luton station an express hit the wreckage of 2 suburban DMU's which had collided seconds earlier. DMU's which were wrecked included M51632 and M59618. Several trains to/from London were cancelled whilst others were diverted into Euston running from Market Harborough and joining the WCML at Northampton. The first express to work into St Pancras was the 12.10 from Sheffield on 26th June. However at Wellingborough the locomotive 45135 was replaced by 45108.

On the same day a special train ran from Wolverhampton, Birmingham and Coventry to Wembley Central for the World Speedway Championship Intercontinental Final. This meeting was dominated by the English with Wyer, Collins, Morton, Simmons and Louis qualifying for the World Final at Chorzow in Poland in September.

On 23rd June, 24091 was noted in the Derby area working several trip freights, whilst on 25th June 24063 was working in the Saltley area.

Locos noted on Derby Works on 8th May included 24086 and 27207, whilst 44003 was "in store" in bad external condition and minus nameplates.

On 3rd July the Lickey incline bankers at Bromsgrove were 37253/93.

Several notings of double-headed working have occurred recently. The 19.30 Sheffield-St Pancras is now rostered to leave Sheffield behind 2 x Class 45/1s. On 5th July the locos involved were 45101/18 and on the same day, 1E56, 16.50 St Pancras-Leeds entered Sheffield behind 45008/149.

A visit to Willesden on 10th July revealed the following:-

08903/921/681/533/234/680/934/904/010, 81007/10, 85038/006, 86237/214/226/

259/007/031/213/234/236/228/212/204/221/036, 87023/13/10/12.

Noted at Euston on the same day included 25193/265, whilst sightings at Derby on the 10th included 25029 and 25303 double-heading on passenger duties.

WESTERN REGION

Once again this section is dominated by sightings of the once common "Westerns". The following members of this persecuted breed were noted over the Easter weekend:-

D1001-Truro (Good Friday), Plymouth-Paddington-Birmingham (Sat)

D1005-N.A.(G.F.) D1009-N.A.(G.F.) D1015-N.A. Paddington (Thur) Penz.(Sat)

D1021-Westbury(Thur) D1022-Westbury(Thur)

D1023-Penz.-Padd. (G.F.) D1028-Penz.-Ply. (G.F.)

D1033-Padd.-Cardiff(Thur) D1036-Ply.-Padd. Thur), Laira (G.F.)

D1041-Newbury(Thur) D1048-Paignton-Padd.(G.F.) D1049-Padd.-Penz. G.F.)

D1053-Westbury(Thur) D1054-Dawlish(G.F.) D1056-Padd.-Penz. (Sat)

D1058-Exeter(Thur), Taunton(Sat) D1065-Ply.-Padd. Thur), Padd.- Ply. (G.F.)

D1070-Ply.-Padd. Thur), Padd.-Penz. (G.F.) D1072-Saltash(G.F.)

A tour of the Western region on the weekend 29th May revealed the following named locomotives:-

29th-47077(Worcester);1036(St Clears Jcn);47086/484(Landore);47089(Swansea High Street).

30th-1010/28(Landore);47082/3(Margam);1036(Canton).

31st-1010/54/70(Taunton);1041(Exeter St Davids);1023/71(Laira); 1034/43/49/63(Laira-cond.).

June 1st-1001(Plymouth);1065(Lostwithiel);1070(Hayle);1033(Laira); 7089,1023/56/72(Penzance); 1005/21/68(Exeter St Davids).

2nd-1028(Exeter St Davids);1036(Gloucester Horton Road).

Noted at Taunton on parcels on 10th June was 1009, whilst 1036 had charge of a freight. 1036 was also seen entering Paddington on a West of England arrival on 26th June.

Several Class 52s were in evidence on 3rd July, for 1033 was an unusual sighting on Gloucester Horton Road, 1009 hauled a Spalding-Tenby excursion from Cardiff to Tenby and 1068 was also

seen on Canton.

On 3rd July two sets of the new triple-headed ore trains were seen, one set hauled by 37192/270/233, and the other by 37302/305/241. Noted at Llanelli on the same day were 03141/2/51 and 03145 was at Pembrey.

A visit to Old Oak Common on 10th July revealed two "Westerns", those being 1028 and 1048. However visitors were rewarded by no less than 4 Class 47 "namers" – 47081/3/7/9. Class 08s noted on OOC were:- 08678/109/630/797/779/947/798/787/484/948/793/786.

SCOTTISH REGION

Withdrawn Barclay dock shunter 06010 was noted on Polmadie on 15th May. Also on depot were a trio of Class 24s, 24069/120/8.

A BR overnight excursion from Spalding-Aberdeen on 18/19th June was hauled by a variety of motive power. The train left Spalding behind 47184 (no boiler), which was exchanged at Newcastle for 40091, which in turn was replaced at Edinburgh by 47268. At Aberdeen the stock was shunted by 08764 to release 47268 from the bay platform to work the return train to Edinburgh, where 40091 again took over to Newcastle and 46033 took over for the last leg of the marathon run. Cold passengers were kept going through the night (behind N.B.47) by piping hot tea and coffee supplied by expert Buffet Attendants/Pennine Committee Robin, John, Geoff and Jon.

Noted at Markinch on 19th June was 06008, whilst 06005 was seen at Dundee. At Aberdeen Ferryhill on the same day were-

06006,08515/443/710/764/817,24120,25084,26015,27018,27108,40158/62,47467.

Locos on Haymarket on 19th June included 20223,24069/119, 25004/226/37 and 26005.

SOUTHERN REGION

A Society visit to Hither Green on Saturday 10th July noted the following locomotives:- 33037/045/051/208/054/061/063/205/212/206/042/049/203,71007,73114/118, 08374/378.

LONDON VISIT

On Saturday July 10th, the society ran a very successful visit to London depots via tube and rail. All participants enjoyed the visit, which was extremely well organised. Depots visited were Stratford MPD and Works, Finsbury Park, Hither Green, Willesden and Old Oak Common. We hope to run another London trip in the autumn.

HOLIDAY PREVIEWS

Subject to confirmation the following holiday preview excursions will run from Sheffield later in the year:- 18th Sept.- Rhyl, Bangor, Holyhead (Ffestiniog Railway available) 25th Sept.- Carlisle, Glasgow, Gourock

2nd Oct.- Paignton-Kingswear-Dartmouth-Totnes (Dart Valley Railway)

9th Oct.- Berwick, Dunbar, Edinburgh

16th Oct.- Llandrindod Wells

23rd Oct.- Weston-Super-Mare-Plymouth

30th Oct.- Oxford-Winchester-Bournemouth

6th Nov.- Edinburgh, Dundee.

NEW SERVICE

Plans are in hand for the re-opening of Peartree and Normanton station, just south of Derby station on the West of England main line. It is anticipated that Matlock trains will call at this station on a new Matlock-Sinfin Pay-Train service.

APOLOGIES

We must apologise for the late publication of this magazine – this was due to annual holidays etc. Our next edition is due to be published at the end of August.

LONDON GROUP

Our London group now hold social evenings every month for the benefit of our Southern members. The meeting place is the "Cock Tavern" on Phoenix Road, which is off Eversholt Street and opposite Euston Station. The next meeting is on Friday 13th August commencing at 19.30. Any enquiries concerning meetings should be made to Mr S Barnes, address Keepers Lodge, Brook Road, Buckhurst Hill, Essex, tel 01-505-2813.

COACHING STOCK ALTERATIONS

VEHICLES CONDEMNED

1044(RUO),21102,25081,25128,25320,34094,34145,34359,34464,34468,34915, 35241.