



REDDISH
DIESEL / ELECTRIC
MAINTENANCE DEPOT

**Open
Day**

SUNDAY
9th. SEPT. 1973

10p



British Rail

Box

Some of our Steam Locomotives are on display at Reddish. You have only to travel 12 miles to the east of Manchester to see the rest of our unique collection of preserved examples from "The Great Age of Steam".

THE DINTING RAILWAY CENTRE Glossop
near Manchester, is your local preservation site.

Large Exhibition Hall, extensive picnic area, free car park, refreshment facilities. B.R. service to Dinting on weekdays.

Open most weekdays and every weekend.

Engines in Steam each Sunday until 14th October.

Adults 12p children 6p (V.A.T. included)

We welcome your support of this voluntary project to maintain an operational steam centre in the North West.

*Society membership details available to those who send S.A.E. to
K. J. Tait, 15 Priestnall Road, Heaton Mersey, Stockport, Cheshire.*

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AND A HOST OF INTERESTING EXHIBITS IN THE SMALL
SECTION, TOGETHER WITH A FULLY STOCKED SALES SHOP

WE GET STEAMED UP THE LAST SUNDAY IN
EVERY MONTH

***Foreword to
Reddish Open Day
Programme***



This is the first Open Day to be organised by the Manchester Division of British Rail and I hope that its success will determine the occasion as an annual event.

Over the past decade, there have been outstanding improvements in the standard and service of British Rail and the next ten years will also produce some exciting developments on the railways - the introduction of High Speed Diesel Trains, the Advanced Passenger train and the Picc/Vic. underground scheme for Manchester are but a few of the treats in store.

The purpose of this Open Day is to give you some idea of what British Rail has achieved in recent years, the picture of things to come and the contribution we are making to the economic growth of the country together with environmental planning.

I hope that you will thoroughly enjoy your visit to Reddish and you will return home with a better understanding of the part that British Rail is playing to make Britain a better place to work and live.

A handwritten signature in black ink that reads "K. J. Davies". The signature is written in a cursive style with a long, sweeping underline that extends to the right.

K. J. DAVIES.
Divisional Manager.
Manchester Division.

History of Reddish Electric and Diesel Depot.

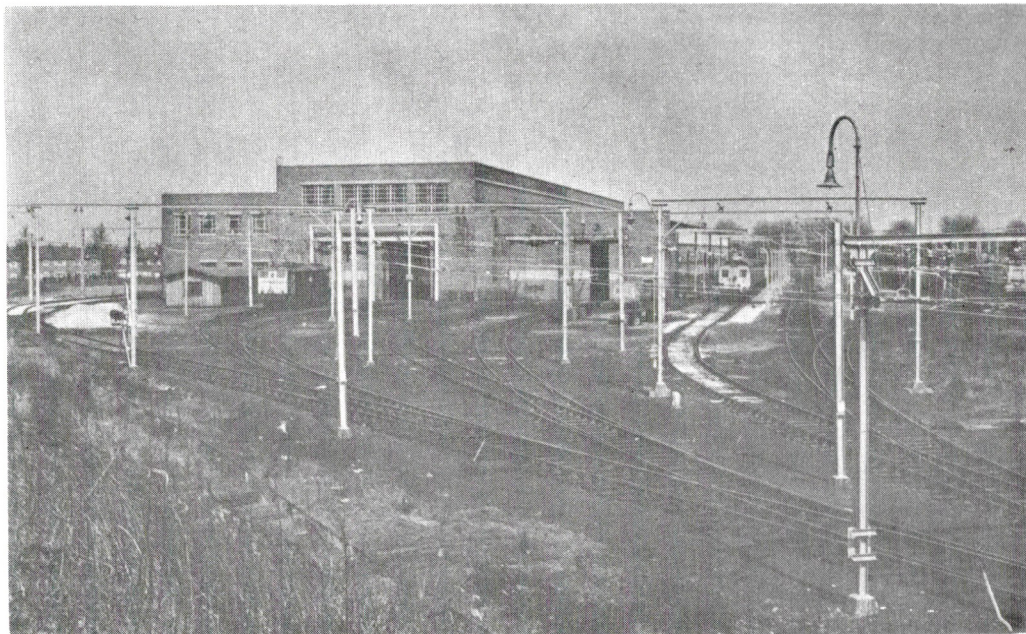
D.J. WHINCUP M.I.Mech.E., M.I.E.E.
AREA MAINTENANCE ENGINEER, REDDISH.

Reddish Depot was built for the maintenance of electric locomotives and multiple unit trains when the railway between Manchester and Sheffield via Woodhead was electrified in September 1954. With electrification, passengers and train crews making this journey over the Pennines no longer had to contend with a labourious climb and a smoky three miles of single track tunnel at Woodhead. A new tunnel was opened and British Railways' first fully electrified service for both passenger and freight traffic was introduced.

The system of electrification is by overhead wire catenary supplied at 1500 volts D.C. Reddish was thus originally sited to cope with locomotives and trains equipped for this system. In 1955 however, when it was decided that future electrification should be carried out at 25,000 volts A.C., Reddish could not look forward to working to its full capacity as an electric depot and at this point was destined to take on maintenance of diesel trains and locomotives in addition to the D.C. stock.

One of the first important diesel jobs arrived in the shape of the Midland Pullman sets in 1960. These have gone but diesels are now responsible for over half the maintenance work at Reddish.

In fact visitors to Reddish are likely to see a variety of rolling stock including A.C. coaches and all classes of diesel electric locomotives. This is because of the important facilities which have been provided such as an under floor wheel tyre profiling machine, a 35 ton overhead gantry crane and a diesel engine load test unit.



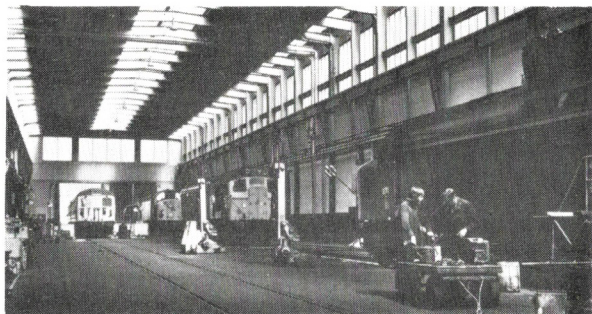
Changes too have taken place on the D.C. electrified route. When Sheffield Victoria closed in 1969, the passenger service on this line came to an end. The Class EM2 D.C. locomotives which hauled most of the passenger trains can now only be seen on the Netherlands Railways but the route does remain very important for freight, particularly coal.

The Class 76 D.C. electric locomotives which work this service are still maintained at Reddish as is the D.C. Multiple Unit stock used for the suburban passenger service between Manchester and Glossop.

So it is that Reddish depot has progressed from electric maintenance to diesel electric maintenance and has had to achieve high standards on both. Perhaps it is the challenge of variety which has given Reddish something of its individuality as a depot.

Reddish ~

Present Day



The depot consists of two sheds each having two roads served by inspection pits. The inspection bay roads are wired for testing D.C. locomotives and multiple unit stock. The repair bay is served by a 35 ton overhead travelling crane and is also provided with strengthened concrete strips alongside the track so that locomotive bodies may be lifted using four 20-ton Matterson lifting jacks.

At one end of number 9 road in the repair bay is an under-floor wheel tyre profiling machine and adjacent to this road are workshops, stores, heating plant and offices.

Outside the inspection bay at the southern end is a test unit for load testing and running in diesel engines of diesel electric locomotives.

The maintenance staff consists of 48 dual trained electrical/mechanical fitters supported by clerical staff, mates and cleaners. The depot staff, totalling approximately 120, are under the control of an Area Maintenance Engineer and his supervisory staff.

Tyre Profiling



If wheel tyre profiles are not kept within certain dimensional tolerances, rolling stock will be liable to bad riding and thin flanges may split facing points. Some times during severe braking, wheels may pick up causing "flats". All these faults can be corrected on an ordinary centre lathe when it is necessary to remove the axles from the unit. An under-floor wheel profiling machine makes it possible to re-machine a correct profile without going to the expense of removing the axle from the vehicle.

The machine at Reddish is often referred to as a lathe but is in fact a milling machine using cutters shaped to the correct profile. Some machines are in operation at other depots which are true lathes but they are also under-floor machines. The Reddish machine is very heavily utilised covering requirements in the whole North West of England.

Exhibits at Reddish Open Day

Most of the following locomotives, coaching stock and engineering equipment will be shown, subject to availability.

Class 76 D.C. Electric Locomotives

These locomotives were previously known as the Class EM.1.

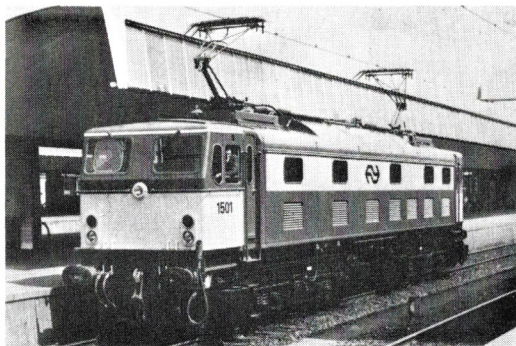
The first locomotive, No. 26000, now withdrawn, was built before the war. At the end of the war it was loaned to the Netherlands Railways, then severely short of locomotives, and it was possible to gain service experience. The locomotive was known there as Tommy, a name afterwards conferred officially.

Locomotive No. 26020 (now 76020) was exhibited at the Festival of Britain in 1951.

Fifty of the class remain in service. Of these, 21 have been equipped to work in multiple, and to haul air braked trains. Further locomotives are to be so modified. All locomotives are equipped for regenerative and rheostatic braking.



Max. T.E. 45000 lb. One Hour rating 1868 H.P. Weight 84 tons. Wheel Arrangement - Bo - Bo. Max. Speed 65 m.p.h. Built at B.R.Gorton Works. Electrical equipment by Metro-Vickers.



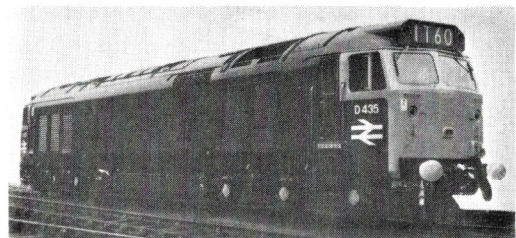
Class EM2 D.C. Electric Locomotives

All this class, previously numbered 27000 to 27006, have been withdrawn from B.R., and are in service on the Netherlands Railways.

Max. T.E. 45000 lb. One Hour Rating 2,760 H.P. Weight 102 tons. Wheel Arrangement - Co - Co. Max. Speed 90 m.p.h. Built at B.R.Gorton Works. Electrical equipment by Metro-Vickers.

Manchester/Glossop/Electric Multiple Unit Sets

These trains are made up of three coaches, a motor coach, trailer coach and driving trailer coach. The motor coach is provided with four traction motors, supplied from one roof mounted pantograph. The motors develop a normal accelerating rate of 1.24 m.p.h/sec.

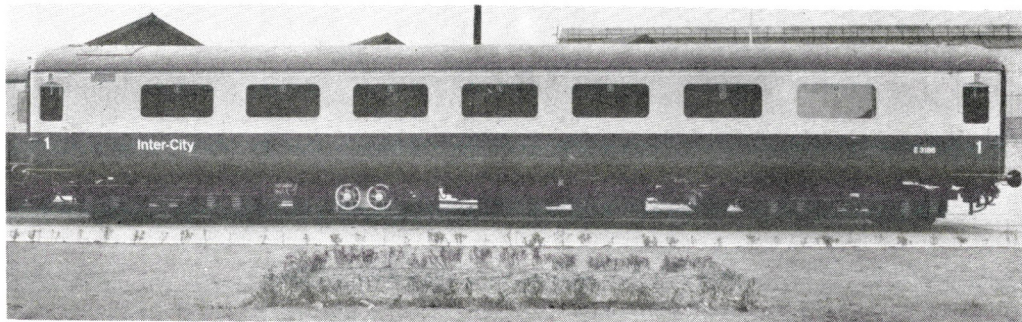


Class 50 Diesel Locomotive

Engine : English Electric 16 C.S.V.T
2700 H.P. Max. T.E. 48,500 lb.
Cont Rated T.E.33,000 lb. Weight 115 tons
Wheel Arrangement - Co - Co. Max. Speed 100 m.p.h. Built by English Electric Co. Newton-le-Willows.

The Cool and Quiet Way to Travel

Air Conditioned Mk.II D Coach



The new, improved, air conditioned, soundproofed carriage which is now being utilised on Inter-City routes. This new kind of train is designed to give you all the comfort you could possibly wish for on your journey. The coaches are all air-conditioned — the unit constantly cleans and filters the air — in fact, it is changed every four minutes.

The coaches also have sealed windows which are double-glazed to keep out draughts and reduce noise. You can hear a watch tick at 100 m.p.h.! One pane of the double windows is tinted so that the outside looks almost black. But inside, it allows you to enjoy the countryside undisturbed by the glare of the sun or the flash of passing lights at night.

In addition to these features, the carriages carry a public address system which keeps you informed of arrival times, catering facilities, etc.

Inter-City new air-conditioned rolling-stock has been designed to give you, the passenger, the highest possible standard of comfort on your journey. For instance, there are shaving points in the washrooms. This new kind of train is designed to give you all the comfort you could possibly wish for on a long or even short journey.

Longsight Breakdown Train

(SUBJECT TO BEING AVAILABLE)

This train stands ready for any call to a derailed vehicle or accident. It is also used for programmed renewal of bridges. The train comprises the following vehicles:—

- 1 Crane
- 2 Equipment Vans
- 1 Van of special M.F.D. Jacking Equipment
- 1 Riding & Messing Van for the Breakdown Gang

The crane which is usually No. 1013/50 is of 50 ton maximum capacity (at 18'0" radius) down to 18 ton capacity at 40'0" radius provided the bogies are propped on their jacking pads. Speed in a train is limited to 45 m.p.h. — the overall length of crane and runner wagons is 84'7½".

The equipment vans carry portable hydraulic and mechanical jacks, (for small jobs such as empty wagons), timber packing, lighting equipment and cutting gear.

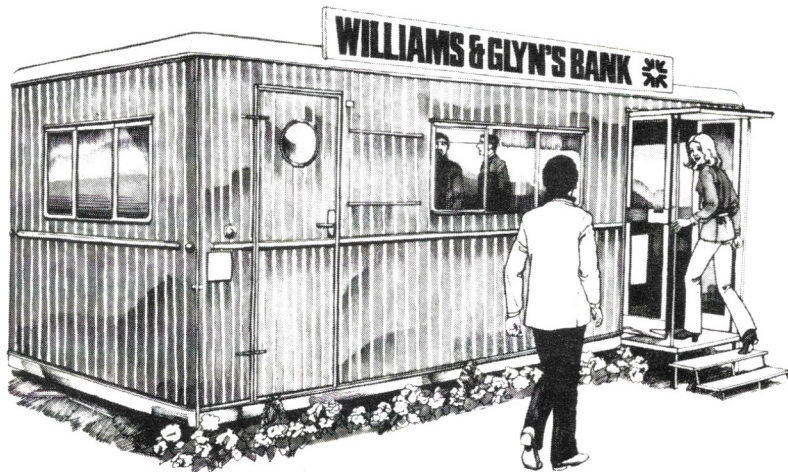
The special van of M.F.D. (Machinenfabrik Deutschland A.G. Dortmund) carries the equipment for re-railing vehicles where cranes cannot be used (e.g., in tunnels or under live overhead equipment).

The principle is of hydraulic jacks, four of which can be operated either individually or together from a control console, the jacks are of varying sizes up to 120T lift. Lightweight beams and trolleys are available upon which the jacks can be placed before lifting. Once lifted the locomotive or vehicle can then be traversed sideways to position correctly for re-railing.

The riding and messing van has facilities for cooking (emergency rations are always carried). Washing and rough sleeping accommodation is available for some work, such as the bridge work, which may necessitate the gang being away on occasions as much as 48 hours.

See you at the show

Sometimes, where a bank is can
be as important as what it does.
So you'll find we have a branch
offering our customers on-the-spot
advice and service.
Drop in and see us. We'll be very
pleased to welcome you at the
Reddish Open Day



Corporate Image Exhibition Train

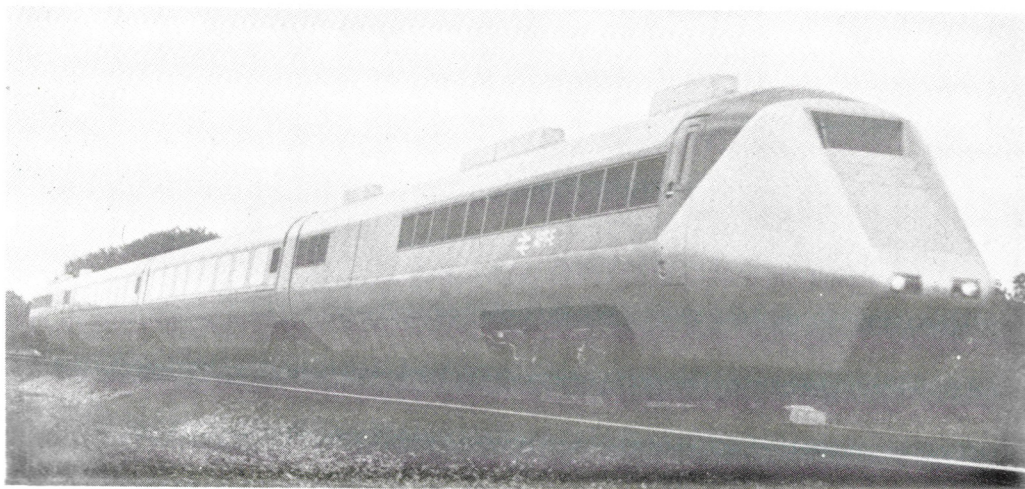
The Corporate Image Exhibition train was designed to prove that British Rail is a great British investment. After an extensive tour of Great Britain, it has visited most countries in Europe and now, refurbished, it is making its second tour of Britain.

Apart from demonstrating the value of British Rail to the environment, the train depicts all the aspects of British Rail — railways, shipping, hotels, engineering, signalling, scientific research and the trains of the future.

Stop Press!

Providing the weather is favourable, the "Manchester Evening News" free-fall parachute team will drop in the fields alongside Reddish Maintenance Depot between 3 and 3.30 p.m. Listen to the loudspeaker announcements to ensure that you do not miss one of the great thrills of the day.

The Train of the Future



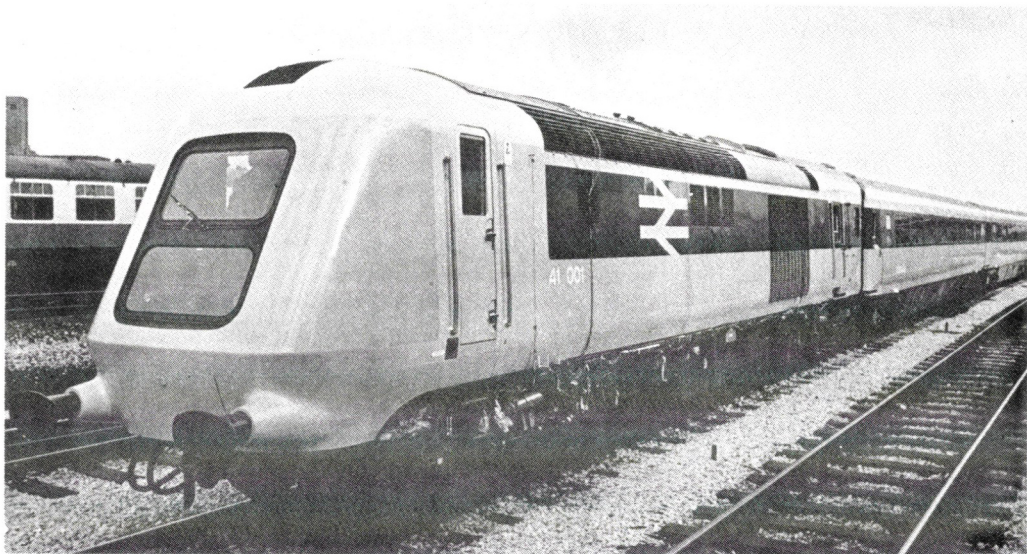
The Advanced Passenger Train projects' objectives are to reduce journey times to a minimum by exploiting fully the potential of existing track and signalling equipment and provide superlative comfort at the 155 mph top speed.

Picture shows: APT-E (experimental) on its first main line proving run prior to starting the most stringent test programme ever devised for a railway train. Information from APT-E will be used in designing two prototypes, APT-Ps, due to carry passengers in 1975.

Prizes for Lucky Programme Holders.

A number of travel vouchers (valued at £5, £2 and £1) will be handed out by British Rail hostesses during the Open Day. They will approach people carrying this souvenir programme, ask a simple question and if correctly answered, the lucky programme holder will receive one of the travel vouchers.

British Rail's High Speed Train Prototype



The High Speed Train, designed to be capable of 125 mph maximum speed, enables the extension and further development of the best features and principles to be found in conventional railway technology. The prototype train comprises two 56 ft. long power cars containing a 2250 hp diesel engine, at each end of seven of the 75 ft. long Mk III coaches which have been designed to set new standards of passenger comfort.

Picture shows: The prototype train during commissioning at the Railway Technical Centre, Derby.

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The Matisa Track Recording Trolley



To provide safe running for trains the track must be maintained in first class order. Under stresses of heavy and fast traffic the condition of the track can deteriorate quite quickly. The rails can settle slightly or perhaps the distance between the rails might widen if fastenings or sleepers become worn. The alignment can become irregular on a straight piece of track or on a curve.

The Matisa Track Recording Trolley is used on every line two or three times per year to check and record this "track geometry". The more urgent faults found on each run are put right by the track maintenance gang immediately on the day of the run.

A "Trace" of the run is produced. This is rather similar to the graph of a person's heart beat which is often taken by doctors. A series of pens record the movements of pendulums and springs on the machine which move directly as they are affected by the "geometry" of the track over which the machine is running. The pens draw on a roll of graph paper which unwinds as the machine moves and hence a continuous record of the track is obtained. The operator punches mileposts and principal landmarks onto the graph to provide subsequent identification.

The trace is taken back to the Divisional Engineer's Office where it is carefully studied, so that the necessary maintenance work which this very important machine has shown to be needed can be assessed, planned and carried out.

The 'On Track' Machines

A good deal of the routine track maintenance work is now carried out by machines running on the rails.

Firstly there is the **TAMPER**, the most widely used type being known as a "Duomatic 06". This machine has vibrating arms which it thrusts into the ballast either side of the sleeper, and then closes to squeeze the ballast tight under the sleeper, in order that the sleeper and rail are lifted to the correct level and are solidly supported by the ballast. Two sleepers are treated simultaneously with this type of tamper.

The **LINER** machine by hydraulically jacking the rails sideways, is able to smooth out irregularities in curves and straights — hence its name.

The **CONSOLIDATOR** has hydraulically operated vibrating plates with which it forces the ballast to be compacted down round the sleepers to minimise the risk of track buckling and to keep the ballast tightly held around and under the sleepers thus giving good track support.

The **S.L.C.** machine combines the functions of the last three types mentioned.

The **REGULATOR** spreads the ballast evenly along the track and around the sleepers. Again this is to prevent track buckling and to provide adequate sleeper support.

These machines are all in much demand, especially at weekends when much of the track work has to be carried out during periods of light traffic. It is therefore not possible to show them all to you at the Open Day, and the ones that you see have been working during last night.

Ultrasonic Rail Testing Equipment

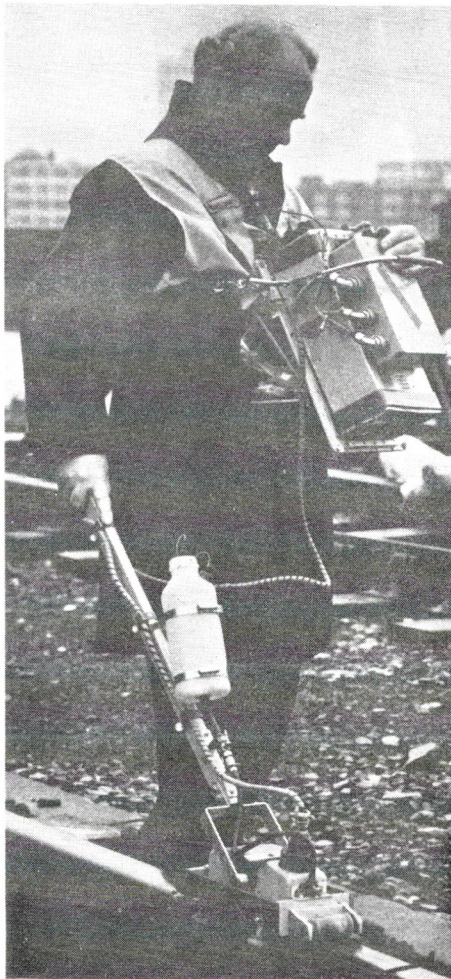
To increase the standard of rail safety the British Railways Board now use Ultrasonic Rail Testing Equipment to test every rail in the track at least once every year. On principal routes it is more frequent. This equipment will find minute flaws before they develop into cracks, which in turn can develop into breaks in the rail. Such breaks in the past have occasionally caused serious derailments.

The principle of the test is that a very light frequency sound is despatched down from the top surface of the rail, and the time that this sound takes to travel down to the bottom of the rail, be reflected back off the bottom of the rail, and return to the top of the rail again is recorded electrically, and can be diagrammatically represented on the screen of the oscilloscope which the operator carries.

If, however, the sound comes back sooner than the calibration indicates that it should take from the bottom of the rail, then the sound must have travelled a shorter distance. In other words it has been reflected from a surface within the rail, i.e. a flaw, defect or crack.

On Manchester Division a team of eight men are continuously employed on rail testing by this method.

Any rails found to be defective are removed from the track as soon as possible.



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The climb up to Woodhead Tunnel from Manchester or from Sheffield forms one of the longest continuous inclines in the British Isles. With a gradient of 1 in 120 most of the way continuous braking is necessary down the inclines to control the speed. With the D.C. electrification it was possible to introduce a system of regenerative braking. The locomotive traction motors are changed into electric generators which re-supply power to the overhead line. The power is available for trains ascending the inclines and no mechanical braking is normally necessary to hold the train.

'Clear Call'

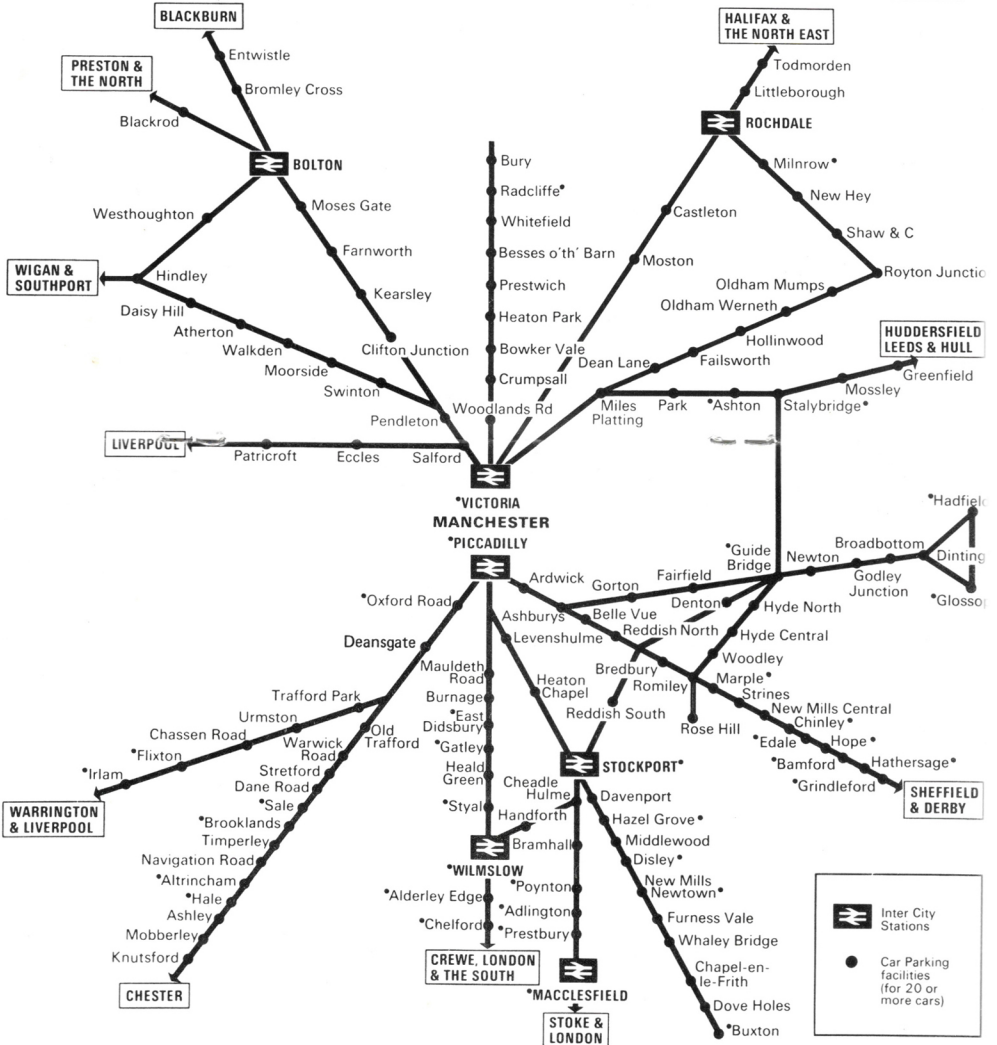
At Barnsley Junction, just beyond Penistone on the Sheffield side of Woodhead is a 14 mile branch to Wath. This branch is important for coal traffic destined for the Lancashire side of the Pennines. There are two miles at 1 in 40 on this branch and to maximise the loads which could be hauled over the whole route by locomotives, it is necessary to provide assistance up this bank.

When trains are being banked, it is necessary for drivers of train engine and banking engine to communicate. Steam engines used to use their whistles. At first electric locomotives used to use their horns but in 1968 it was decided to modify some locomotives so that they could work in multiple as pairs and haul bigger loads in longer trains. The distance was now too far for satisfactory communication by horn signals.

Radio communication was tried but this was found to be subject to too much interference. A system was therefore developed for sending frequency waves along the D.C. wire. This system known as "Clear Call" was developed with Messrs. A.E.I. and enables the drivers of the train and banking locomotives to talk to each other.



Manchester Rail Network



**Some stations are restricted to peak-hour services only:
please enquire locally for fuller details**

One of the most successful campaigns organised on British Rail has been "Explore Britain". Over the past two years, thousands of people in the Manchester Division have enjoyed journeys and holidays all over Great Britain at bargain basement prices.

EXPLORE BRITAIN ?

The Explore Britain programme offers a wonderful opportunity to see and enjoy the land you live in. For example, a day out in Eastbourne would only cost you £2.10 and this includes a special train, buffet car service and your own personal reserved seat.

And Explore Britain also offers you a variety of choices e.g.:-

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Mystery excursions

Theatre trips

**Mini-weekends in London and
Edinburgh**

Trips to the Continent

**plus many more exciting ideas
to follow.**

For details of Explore Britain, write to Divisional Manager (Special Services), Rail House, Store Street, Manchester, M60 9AJ.

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55 PORTLAND STREET,
MANCHESTER, M60 1BA.

Still Steaming in the North.

In 1968, Britain's national railway system, apart from the Vale of Rheidol narrow gauge line at Aberystwyth, became steamless. Like most other countries in the world, the steam loco had become uneconomic in comparison with other forms of motive power which had been developed over the years.

There were many who breathed a sigh of relief — the humpers of coal — the loco crews who were looking forward to better working conditions — the early rising for the "lighter-up" — the men who had to clean up after iron horse came to rest in the shed — the householder who resided near a big loco depot like Newton Heath over which hung a continual black pall of smoke.

But there were others for whom the end of steam was almost a personal tragedy. For many on the footplate, steam was a challenge. Great skill was needed to fire and drive these bygone engines to get the best out of them. Perhaps today's push-button age does not always give the satisfaction of achievement over difficult odds to our present drivers that their fathers experienced.

The steam locomotive had character. It expressed itself by the noises it made and the spectacle it presented. Its designers seemed in tune with this idea of character for one could see at a glance whether a loco was an important high flyer, a local passenger type, a goods engine or a shunter. Each loco had its place and behaved as such.

In 1968, the enthusiast could no longer experience the drama of the steam engine fighting its way with a heavy train up Shap Fell. Finding no great satisfaction in industrial systems, he took the lead from the Tallylyn Narrow Gauge Railway preservation project in Wales, he rescued engines and short lines so that the romance of the "Steam Horse on the Iron Road" would not be lost for ever.



The Bahamas Society at Dinting, near Glossop, with its museum depot of working steam locomotives is well known to us here in Manchester. Equally interesting and well worth a visit is a similar museum at Carnforth, north of Lancaster – the museum is located in the ex-B.R. locomotive running sheds.

Preservation societies and companies own lines in the North where steam engines can be seen and travelled behind. Two have commenced running public services this year. One, known as the Lakeside Railway, runs from Lakeside at the south end of Windermere Lake to Haverthwaite. The other, the North Yorks Moors Railway, runs from Grosmont to Goathland (and Pickering occasionally).

But the one that has been running increasingly successful for some time now is the Keighley and Worth Valley Line with headquarters at Howarth, a charming West Riding village associated with the Bröntes. Some of the society's forty steam engines were used in the film "The Railway Children". This is another line which is run entirely by unpaid enthusiasts in their spare time.

The Middleton Railway in Leeds and the Ravenglass and Eskdale Narrow Gauge Railway should not be forgotten while if you are going to the Isle of Man, the narrow gauge steam line from Douglas to Port Erin is a marvellously preserved Victorian period piece which should not be missed and urgently needs your support.

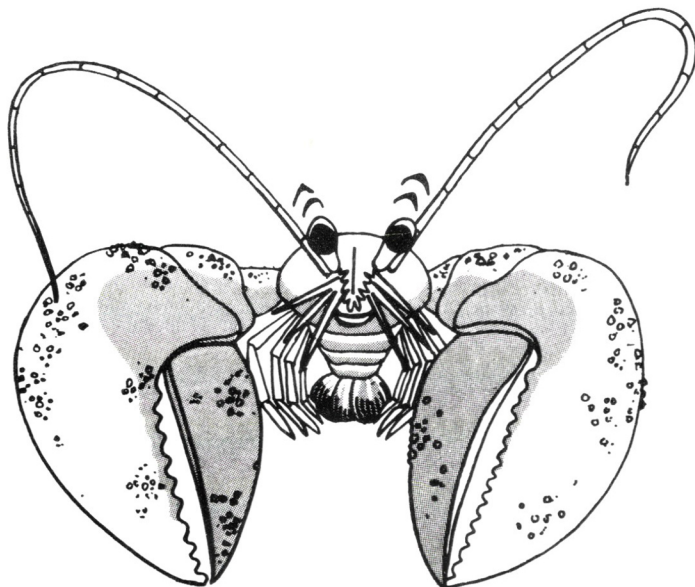
British Railways have also preserved many steam locomotives and recently, one of them, ex-L.N.E.R. V2 "Green Arrow" has worked some special trains on B.R. tracks. The Board have also allowed certain steam locomotives which are in proper running condition to return to the national system on occasional trips.

Finally, we Northerners are very happy to note that the national collection of steam locomotives will be housed in a new and enlarged railway museum in York in 1975.

It will not be necessary to struggle to tell our children with inadequate words and sentences what steam locomotives were like – we can show them!

M.S.WELSH





A regular visitor to Manchester Airport

A plane-full at a time to be exact, all alive and kicking!

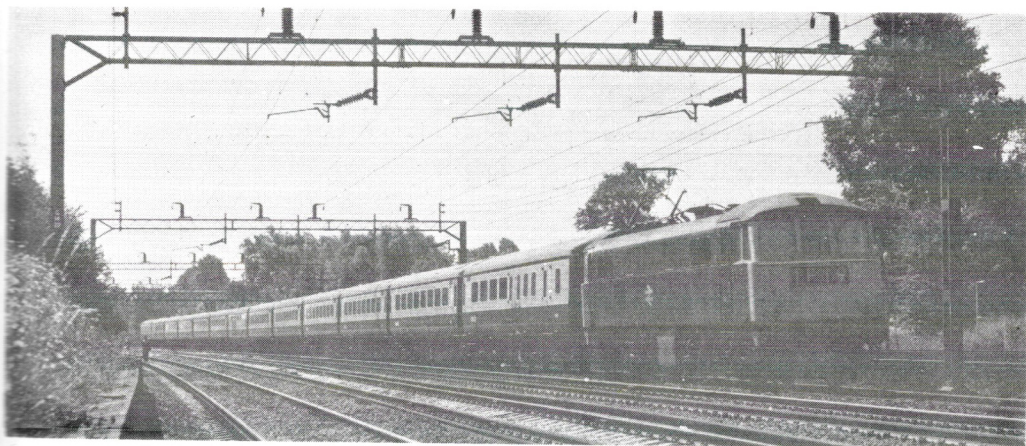
These distinguished visitors need careful handling—so just think, if we can take regular care of a plane full of live lobsters we can certainly take care of *your* valuable cargo!

For the full facts write for your free Air Cargo Guide to:- **The Airport Publicity Officer
Manchester Airport Manchester**

Manchester International Airport
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Take the Train

We like to think that INTERCITY is now accepted as a household word, standing for fast frequent reliable and comfortable travel throughout our crowded island. We are justly proud in particular, of our electric service from Manchester to Birmingham and London. Do you know that British Rail run 16 express trains to London every day — Mondays to Fridays.



But British Rail play a leading role locally in the life of the community in Manchester. Fast, and often, very frequent both electric and diesel trains provide the most comprehensive network of trains in this country outside London. British Rail, working very closely with SELNEC intend to keep it that way. Today, in the Manchester area British Rail run no fewer than 21 local services. A thousand trains run daily, and 30,000,000 passenger journeys are made every year. Often, particularly off-peak, rail fares are very cheap.

But what about excursions? Do you know that "EXPLORE BRITAIN" means that about 400 special trains will run from this area in 1973 — all of them at knock-down prices. These trains are so popular that the number of satisfied customers testifies to our claim to give value for money when you EXPLORE BRITAIN. Make sure you get your copy of the EXPLORE BRITAIN leaflet.

Remember — these days — the sensible way is to

Take the Train

Your Friends
dropping in...



Manchester Evening News
**FREE FALL
TEAM**

Manchester's Proposed

Underground Rail Link

'PICC—VIC TUNNEL'

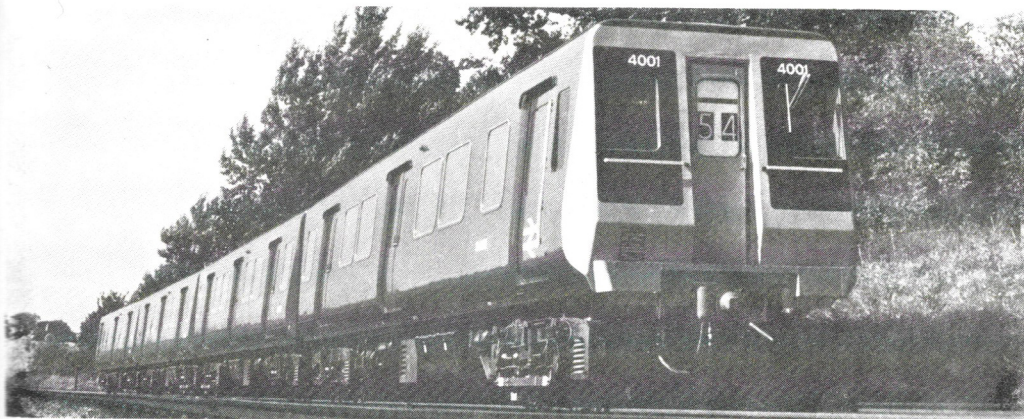
In 1971, after intensive study of the whole field of transport problems in the South East Lancashire and North East Cheshire area, one of the recommendations of the S.E.L.N.E.C. Transportation Study Group was to improve the existing rail network in the area, reduce radial bus services to and from Manchester City centre to reduce congestion on the roads, substitute bus services to selected suburban rail stations to feed the rail commuter services, and the provision of a new railway tunnel between Piccadilly and Victoria stations.

The underground line would connect the Bury to Manchester Victoria line, now operated on a 1,200 volt D.C. conductor rail system, with the 25 K.V. — A.C. system from Piccadilly to Hazel Grove, Alderley Edge, Wilmslow via Styal, and the Macclesfield line. In addition, the line from Radcliffe to Bolton should be restored and electrified. The whole system to operate at 25 K.V. — A.C. Intermediate underground stations in the City to be provided at Whitworth St. (to serve UMIST), Central (to serve the Town Hall and St. Peter's Square area) and Royal Exchange (to serve the Market St. area which is being developed as a shopping centre).

A 10 minute interval service in the peak periods and 30 minutes off-peak is planned on each of the two Northern and four Southern legs, i.e.

Bolton)	via Radcliffe	Alderley Edge)	
Bury)		Hazel Grove)	via Stockport
Wilmslow	via Styal	Macclesfield line)	

... Continued



MANCHESTER'S PROPOSED UNDERGROUND RAIL LINK, PICC-VIC TUNNEL

Such a frequency will produce a service in the tunnel of 2½ minutes interval in the peak and 7½ minutes off-peak in each direction between Piccadilly and Victoria.

The principle sidings for servicing and storage of rolling stock will be at Queens Road (Manchester Victoria) and Bury, with maintenance facilities for the whole fleet at Bury.

Two flyover lines are planned, one for Hazel Grove to Manchester trains at Edgeley, and one at Slade Lane junction to pass up tunnel trains on the up slow line over the Inter-City services on the fast lines.

The whole area will need to be resignalled and new rolling stock with power operated sliding doors is required to work through the tunnel.

Provided finance is made available physical work is expected to start this year and the tunnel services to become operational in 1978.

STOP PRESS. As this brochure went to Press, the Department of the Environment announced that it was not prepared to make a grant towards the scheme at present — the situation would be reviewed in 1975/76.

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Success to the "Open Day"

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Manchester Rail Travel Club

Why not join the Manchester Rail Travel Club – some seven thousand members are now registered and are satisfied customers.

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Club newsletters will be sent to members not less than three times a year. Travel offers are available periodically.

On occasions, bookings for excursion trains will be offered to club members on production of membership cards before the bookings are opened to the public. On such occasions, subject to accommodation being available, members will be able to purchase tickets up to double the number of people covered by their membership card.

Membership of the Club is free but to defray administration charges, there is a nominal charge of 25p per year.

Membership is open to any adult or child and a husband and wife may hold a family ticket and include their children.

Applications, by post or personal application to Divisional Manager's Office, Rail House, Store Street, Manchester, M60 9AJ and on receipt of 25p, you will receive your membership card for the Manchester Rail Travel Club.

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It is not only bulk movement either! Did you know that if all the parcels sent by Rail Express Parcels from Greater Manchester in one year were laid end-to-end, they would stretch from Stockport to San Francisco? Not surprising really, when you think that all the principal Mail Order Companies and major industries use Rail Express Parcels. They have so much to choose from! It is the most versatile and comprehensive parcels service in Britain; simple to use, fast, reliable, convenient and with a range of services to suit all needs. Housewives and business houses use the services of Rail Express Parcels.

As one of the biggest industrial and commercial centres, the Greater Manchester area generates vast quantities of traffic to all parts of Britain and, indeed, the rest of the world. It would be almost impossible to set down the wide range of products conveyed by Rail Freight, and a much larger volume than this brochure would be required. However, to give some idea of major freight traffics conveyed by Rail Freight in the Manchester Division, perhaps mention should be made of limestone, coal, cornflakes, chemicals, cement and machinery. Foodstuffs alone require the use of some 7,000 wagons annually, and limestone and limestone products from the Buxton area require 10 times this number.

Now that we are members of the European Economic Community, British industry is enjoying the opportunity of new markets. The North West is playing a very important part in this expansion, and Rail Freight European Services from Manchester operate daily to destinations throughout Europe. They do it safely, swiftly and often more cheaply than other methods.

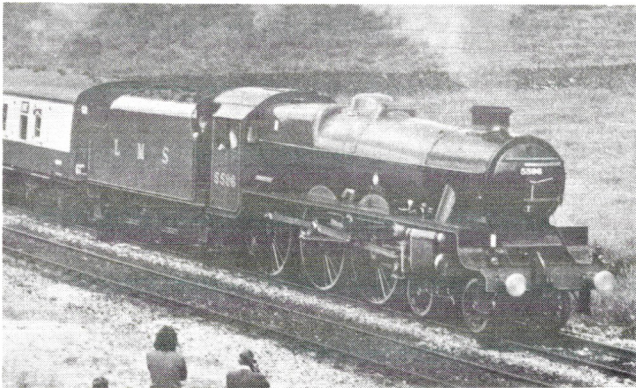
What of the future? Present plans include more freight trains that can cruise at 60 m.p.h; more and larger wagons capable of carrying up to 70 tons; the opening of new custom built terminals, and the development of a more streamlined wagonload network. Meeting the demands of rapidly expanding markets, means continuous planning in order to achieve the quality and reliability of service required, and, of course, the right price. Rail Freight really is moving with the times.

The Bahamas Locomotive Society

... maintains and operates the DINTING RAILWAY CENTRE as a fully operational steam locomotive museum for preserved locomotives and other items of railwayana. Both express passenger locomotives and smaller types are housed at the centre which is an old Great Central Railway steam depot near Glossop, just 12 miles to the east of Manchester.

The Centre is open every weekend throughout the year and most weekdays, and locomotives are steamed for the benefit of the public every Sunday until October 14th 1973. Full details concerning the Centre are available from J.R. Hillier, 3 Hazel Drive, Poynton, Cheshire.

L.M.S.R. "JUBILEE" CLASS 4-6-0 No. 5596 "BAHAMAS"



The engine was constructed in January 1935 in Glasgow for the London Midland & Scottish Railway Company. "Bahamas" was a member of the "Jubilee" class of express passenger locomotives of which 191 were built to the design of the late Sir William A. Stanier, one of the most eminent of all the British locomotive designers.

No. 5596 is unique in that it is fitted with a double chimney and in that condition was allocated to the Stockport Edgeley motive power depot in July 1962 for hauling "top link" services from Stockport. In her last few years of active service, however, it was more normal to see her at work on the local pick-up goods trains on the Crewe and Buxton lines, although she was quite a popular locomotive for railway enthusiasts' special trains in the North West.

Following withdrawal from traffic "Bahamas" was purchased for preservation by the Bahamas Locomotive Society and was subsequently given an extensive and costly mechanical overhaul before arriving at the Dinting Railway Centre in November 1968.

"Bahamas", restored in the L.M.S.R. crimson-lake livery and bearing the coat of arms of the Bahamas Islands above the nameplate, is normally on view at Dinting where routine maintenance is carried out. The engine has been officially approved by British Rail for hauling special trains over their lines and in the last year has hauled tours to Hereford and Sheffield.

"Warrington" was built in 1944 for the War Department to a very successful "Austerity" design. WD 150 was used at several War Department depots and at one stage in 1955 carried the name "Royal Pioneer".

By November 1966 the engine had been completely reconditioned by the Hunslet Engine Company and was apparently destined for service with the N.C.B. However, for one reason or another, the sale was not carried out and the O-6-OST was alongside "Bahamas" in the Hunslet Erecting Shop when the Society's "Jubilee" was under repair in 1968.

No. 150 is fitted with an automatic underfeed stoker and a special system which enables excess gases to be burnt before being released to the atmosphere; hence the rather unusual chimney which is fitted.

The engine is owned by one of the Bahamas Locomotive Society members and arrived at the Dinting Railway Centre for use in August 1969. It is in regular use at the centre throughout the year.

SOUTHERN RAILWAY "SCHOOLS" CLASS 4-4-0

No. 925 "CHELTENHAM"

"Cheltenham" is a representative of the famous "Schools" class of locomotives and was laid aside for preservation by British Rail several years ago. No. 30925 (the engine still carries its old B.R. number although its original number was 925) was built at Eastleigh Works, near Southampton, in 1934 and was withdrawn in December 1962 and has been in store since then awaiting restoration. "Cheltenham" arrived at the Dinting Railway Centre on January 30th last on loan from the Department of Education & Science.

The "Schools" class were Maunsell's last design of express passenger engine and in many ways his finest achievement. The locomotives had three cylinders and were the last 4-4-0's to appear in Great Britain; they were also the most powerful locomotives of that wheel arrangement to be built in Europe. Forty of the class were built and were named after public schools.

As visitors will appreciate from the condition of "Cheltenham", a great deal of work has to be undertaken to restore the locomotive. However, this will take place at the Dinting Railway Centre, Glossop where the engine is normally on display.

General Information

CAR PARKING

Parking is available at the Depot but ample free parking is provided at and around Manchester Piccadilly. A free special train service will run between Piccadilly and Reddish Depot during the hours of the Open Day.

PUBLIC LAVATORIES

Facilities for females are in the mobile caravan outside the Office Block. Male lavatories are in the main building on the ground floor, adjacent to the repair bay.

REFRESHMENTS

Light refreshments and a licensed bar are available throughout the day, provided by British Rail Catering, on the ground floor of the Office Block (north end).

SALE OF RELICS

“Collectors Corner” from London has a stand inside the first bay and will have on sale a variety of railway relics.

FILM SHOWS

Continuous film shows will be operating at two points within the Depot throughout the day.

LOST CHILDREN AND FIRST AID POST

Lost children will be held in the First Aid Post until claimed. Loudspeaker announcements concerning these will be made from time to time. The First Aid Post is located adjacent to the roadway at the Manchester end of the first bay.

DIESEL LOCOMOTIVE AND STEAM ENGINE FOOTPLATE RIDES

These are being provided at a nominal charge and the loading points are located at the side of bay No. 2. Don't miss this opportunity to ride on a locomotive!

MINIATURE STEAM TRAIN

Steamtown Railway Museum, Carnforth, are operating their 5 inch gauge railway at the side of bay No. 1 at the Stockport end.

LITTER BINS

These are provided at various points throughout the depot and you are requested to use them and help keep the area tidy.

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Membership fee, 50p for twelve months, includes a society badge, membership card and monthly journal.

Full details from:- *(S.A.E. please)*

DALESCROFT RAILFANS CLUB,
Dalescroft, 3 Cranbourne Road,
Chellow Dean, Bradford BD9 6BH.

or from:-

Dale W. Fickes (President) at the DALESCROFT SOCIETY STAND

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Bookings and further details from : E. N. BELLASS,
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.....
For details of membership of the LOCOMOTIVE CLUB OF GREAT BRITAIN, write to the Hon. General Secretary, Mr. J. M. Cramp, 8, Lovatt Close, EDGWARE, Middlesex.