

- 27/9/61 Bardon Mill - Newcastle Central - Bardon Mill NER
New simpler diesels with no lavatories or guards vans.
- 29/9/61 Hexham - Haltwhistle dep 4.57 NER
- 1/10/61 Carlisle dep 1.40 - Manchester (To start my job at Gorton) LNWR - NWT
Manchester ^{Vic.} - Macclesfield. L+Y - EC - NS - TF
Pic
- 2/10/61 Macclesfield - Manchester Pic - Gorton + Openshaw dep 7.39 LNWR - EC

Great Central GORTON LOCOMOTIVE WORKS

Manchester - Sheffield + Lincolnshire

Now I had begun to work on the railways. This is a railway note book and the problems which eventually forced me to give up my course there are not really railway matters, though I might say that in general (this is a very sweeping and rather weak remark) there was a strong feeling of pessimism there which, I am sure, is not good for any railway. After a month I was entitled to privilege tickets, and after three, to 1 free pass, with another after 3 more months, as well as the usual residential pass's. This accounts partly for the large amount of travelling I did, though in other ways it was because, being unhappy, railways helped to keep up my spirits during difficult times. I was also entitled to one free pass per week home, so most weekends found me spending much of my time in trains.

My work at first didn't bring me much in contact with engines, but as it became clear I couldn't stay on, I took a good look around. The engines we were chiefly concerned with were 2-2-0 Austerities and 2-2-0 04's of 8K's as they were called. To start with I turned on a lathe for nearly 3 months till 23/1/62. Then I went onto the brake job and occasionally worked on the steam

brake cylinders of an 0.4. Lastly I was on the cylinders job and by this time I had reached the stage before referred to, where I wanted to get the best out of my remaining service for British Railways. As I had had no direct contact with the 1500 d.c. electric I got my friends in the erecting shop to show me round + in particular Jeff Brackley was very helpful here, because I had to beware of being caught by the foremen of that shop, who I didn't know. I also spent much time in the engine sheds, + here, of course, there was more variety of motive power. One other locomotive we occasionally dealt with in the works was the 9F 2-10-0, but I never personally worked on any part of those, except, perhaps, nuts + bolts! I will conclude this story after an account of our Scottish expedition, but firstly let us review the other journeys which I made on free or privilege tickets. (I have not concluded story but may do later.)

- 2/10/61 Gorton + Openshaw - Picadilly ; Stockport Edgeley - Macclesfield GC - LNWR
- 3/10/61 Macclesfield - Manchester Pic via Stockport Edgeley LNWR dep 7.4.
repeat of yesterday evening.
- 4/10/61 Macclesfield - Stockport Edgeley (for school) LNWR dep 8.25.
- 6/10/61 Manchester Exchange dep 5.37 (FO) - Newcastle Central - Bardon Mill and 11.15
L+Y (to Stalybridge) LNWR (To Leeds) NER (via York) First journey as far as York.
- 8/10/61 Newcastle Central dep 5.7 via Sunderland, Harrogate, + Leeds Central - Manchester NER - LNWR - L+Y First journey from Northallerton to Leeds Train late. Ex.
- 13/10/61 same as 6/10/61
- 15/10/61 Newcastle Central - Sunderland - Ferry Hill (because of engineering between Hurtlepool + Stockton) - Stockton (closed section) - Northallerton etc. NER etc.
- 16/10/61 Gorton + Openshaw - Picadilly (after work to Susan + Basil) GC
- 20/10/61 Return via York + Newcastle Central to Bardon Mill on Liverpool - Newcastle train dep.