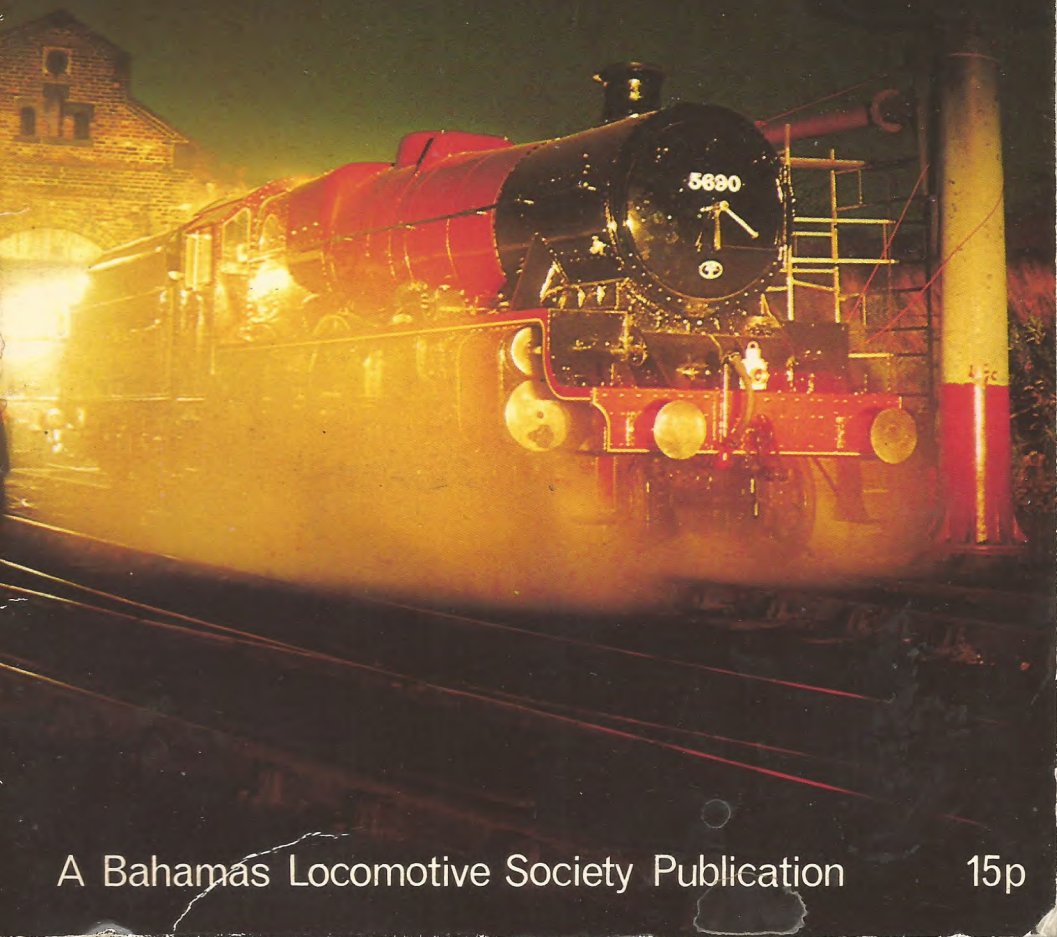


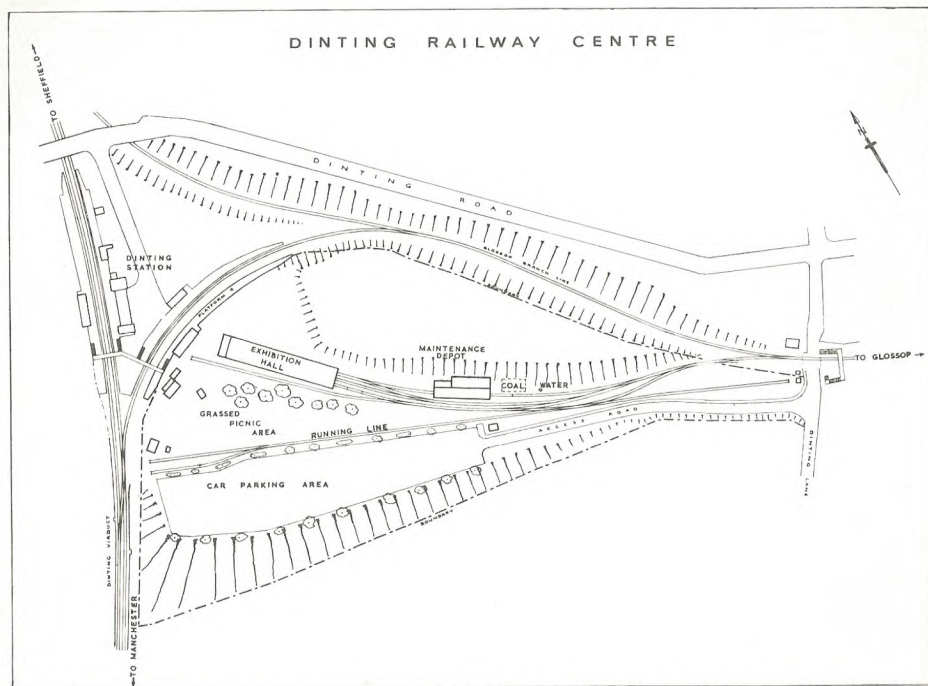
THE DINTING RAILWAY CENTRE

an illustrated guide



A Bahamas Locomotive Society Publication

15p



Plan of the Dinting Railway Centre

The Dinting Railway Centre is open each weekend and most weekdays, excluding Christmas, from 10.30 a.m. until 5.00 p.m.

Locomotives are steamed and operated at regular intervals including every Sunday from Easter until October.

Footplate rides (when engines are operating), refreshments, extensive picnic area, free car park etc.

Adults 12p., Children 6p. Special rates for parties over 20 by arrangement.

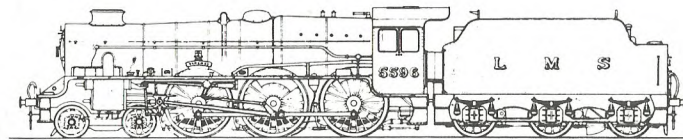
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Front Cover: A nocturnal scene at Dinting

THE DINTING RAILWAY CENTRE

DINTING LANE, GLOSSOP, DERBYSHIRE



An illustrated guide compiled by
J. R. Hillier. All photographs were taken
by the author unless otherwise stated.

INTRODUCTION

The Dinting Railway Centre just twelve miles from Manchester amid the beautiful Pennine foothills is a ten-acre site dedicated to the active preservation of steam locomotives and ancillary equipment. What better place for these to be on display and operated than within the confines of an old steam locomotive depot in an area that the railways made famous?

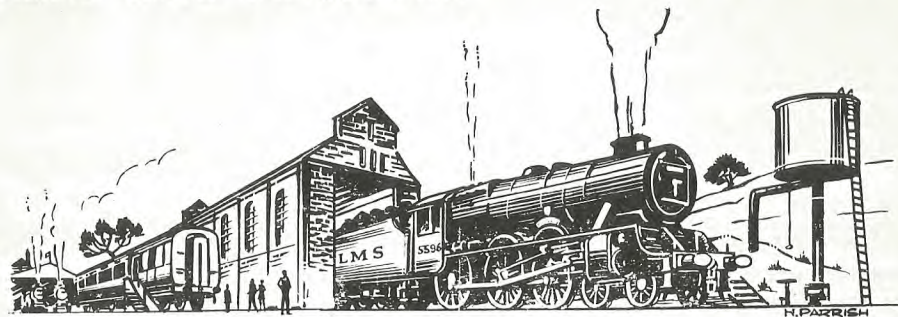
This booklet is designed to outline the story of the Dinting Railway Centre, which is run as an Educational Charity, and to assist the visitor identify some of the interesting exhibits already housed at this steadily expanding steam depot. It should be pointed out that whilst it is anticipated that the material contained in this Guide is correct at the time of preparation (Autumn 1973) alterations to the stock at Dinting may well arise. Visitors will also appreciate that the booklet is intended to serve only as an introduction to the Centre and for this reason every endeavour has been made to keep technical details to a minimum.

HOW IT ALL BEGAN

The creation of the Dinting Railway Centre emerged from the activities of a small group of Stockport railway enthusiasts who, in 1966, began to consider ways in which "Bahamas", a 'Jubilee' class express passenger steam locomotive based at Stockport Edgeley Motive Power Depot, could be saved from an inglorious end at the flame of a scrap merchant's torch. At that time there were no definite plans to create any other centre dedicated to the Great Age of Steam in the North West of England, an area which is so closely associated with the development of railways throughout the World—the opening of the Liverpool and Manchester Railway in 1830 is an obvious example.

"Bahamas" herself (steam locomotives, like ships, are normally referred to as being of female gender!) was one of the last locomotives of this type then at work on the London Midland Region of British Rail although there were a few more still in use in the Leeds area. There was, however, a rapid decline in the use of steam locomotives and as there were no firm plans to save a representative of the famous 'Jubilee' class this small group became determined to save 45596 "Bahamas" for preservation. Not only did they want to preserve the locomotive for future generations, but they wanted to maintain it in working order in the hope that it might be able to 'show its paces' again at some future date.

The locomotive was officially withdrawn from service on July 22nd, 1966 and the battle to save her began. British Rail wanted £3,000 for "Bahamas"—her scrap value—but much more money was required to finance the extensive overhaul required to put No. 45596 in working order again. The steadily growing group of enthusiasts had to consider ways of raising this amount of money and had also to give serious thought to the housing and location of "Bahamas" following preservation.



After some considerable time the Bahamas Locomotive Society, which had then been formed to negotiate the purchase and restoration of "Bahamas", was offered a very generous interest-free loan which enabled No. 45596 to be bought at the end of July 1967. Two months later "Bahamas" left Stockport and arrived in the Erecting Shop of the Hunslet Engine Company in Leeds for repair and restoration work that was to last over six months and to cost the Society in excess of £6,500. On March 11th, 1968 the engine emerged from these works, one of the last able to carry out extensive steam repairs, once again resplendent in the crimson-lake livery of the London Midland and Scottish Railway Company and bearing her original number 5596 in gold leaf on the cab side. Although the running of privately-owned steam locomotives was not encouraged by British Rail at that time, they very generously allowed No. 5596 to return to Stockport under her own steam and the engine was on display five days later to over 4,000 people.



'BAHAMAS' at Chinley South Junction—from a painting by Eric Oldham

In view of the impending closure of the depot at Edgeley "Bahamas" was moved to Bury for storage and the by now 500-strong Bahamas Locomotive Society began searching for a new and permanent home for their locomotive. Eventually attention was centred on the redundant locomotive depot at Dinting; the site was purchased in August 1968 and the development of the 'Dinting Railway Centre' began.

RAILWAY DEVELOPMENT AROUND GLOSSOP

Not unnaturally, the idea of having a railway system which embraced the Glossop and Dinting districts originated from a desire to link Manchester and Sheffield. Various routes for this line were proposed in an attempt to enable goods from the industrialised Sheffield region to reach the west coast port of Liverpool for onward despatch to the New World and that doyan of railway builders, George Stephenson, suggested that the railway should travel via Stockport, Whaley Bridge and the Hope Valley. Rushop Edge was to be traversed by means of four inclined planes. Henry Sanderson, a notable land surveyor from Sheffield, was not satisfied with Stephenson's proposals and suggested what he thought to be a more practical route through the Pennines and on to Manchester via Hadfield and Godley. He pursued his idea with such vigour that the original Stephenson proposals of 1830 were abandoned three years later.

Another survey of possible routes took place under the supervision of Charles Vignoles, a leading civil engineer and the result was a decision to construct a line with branches to Stalybridge and Glossop; the Prospectus of the Sheffield, Ashton-under-Lyne & Manchester Railway stated that "the intermediate districts of Glossop, Hyde, Mottram . . . will be so

united to Manchester so as to derive all the advantages for conducting the trade of that extensive and important place."

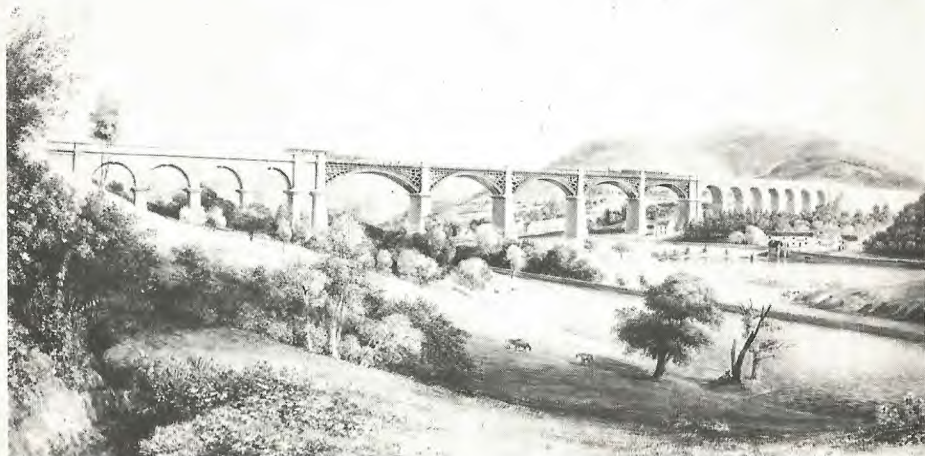
Many of the Board meetings of that Company took place in the Norfolk Arms in Glossop and the first 8½ miles from Manchester to Godley Toll Bar was opened, without ceremony, on November 17th. 1841. The line was opened to Glossop on Christmas Eve 1842, the original station being located at Gamesley which was known latterly as Old Dinting Goods Depot. Travellers destined for Sheffield continued by coach and by thus means that Yorkshire town was brought within five hours of Manchester!

Major constructional work was required to cross Dinting Vale which was ultimately accomplished by means of the famous Dinting Viaduct. This, together with the stretch of line to Woodhead, was opened on August 7th. 1844 and the station at the eastern end of the viaduct named "Glossop".

The Glossop branch itself was built privately by the thirteenth Duke of Norfolk. At first the line was single track from the east end of Dinting Viaduct—the station was renamed 'Dinting'—to a rather fine station in Norfolk Street. This terminus is still crowned by the lion sculpture which cost the Duke the princely sum of £37.50. The branch, with its junction at Dinting leading towards Manchester, was opened on June 9th. 1845 and was celebrated by a luncheon held at the Norfolk Arms.

The railway tended to encourage industrial development in Glossop following a rather critical period of the town's history (early 1840's) when several mills closed down. Com-muter traffic also increased. The owners of the expanding mills in Woolley Bridge and Lower Hadfield soon began to clamour for rail connection and the result of this was the 2½ mile Waterside branch initiated by Messrs. Potter, Rhodes, and Sidebottom, the local mill owners. Edmund Potter founded Dinting Vale Printworks in 1825 which, within 40 years, had become the largest calico printing firm in the world.

The cost of the single track branch was estimated at £14,000 and work commenced early in 1877 after all the local traders had given an undertaking to send all their traffic by the line



A reproduction of an 1846 watercolour by J. M. Baynes depicting the original Dinting Viaduct. Photograph by courtesy of the Curator of Historical Relics, B.R.B.

which joined the main Manchester to Sheffield route at Old Dinting. The Waterside branch was opened on October 10th. 1879 and had a passing loop at Mersey Mill in Woolley Bridge.

Further modifications to the railway system around Glossop took place in 1884; the Glossop branch was doubled and this also involved alterations to Glossop Station. Dinting triangle was constructed at the same time.

To return briefly to Dinting Viaduct, this was originally built with timber arches as can be seen from the early print reproduced elsewhere in this Guide. These were replaced by wrought iron girders in 1860 and seven extra piers were added in 1918-19 when further strengthening became necessary. The cost of this was some £41,000 compared with £35,000 for the original viaduct in 1844.

In more recent years the Manchester to Sheffield line via Woodhead Tunnel was electrified throughout in 1954 although through passenger trains were withdrawn from that route in January 1970. 1970 also saw the reduction of the Glossop branch to single line status once again. The last train over the short Waterside branch ran six years earlier on February 18th. 1964 when class 4F 0-6-0 No. 43929, working from Dinting M.P.D., hauled a train over the line for the benefit of enthusiasts.

THE DINTING RAILWAY CENTRE — Past, Present and Future

The Dinting Railway Centre comprises what was originally the old Great Central Railway steam locomotive depot. Unfortunately little is known about the two-engine, single-road shed until relatively recent times, but it is thought to have been constructed towards the

Andrew Barclay 0-4-0ST No. 2258 'TINY'



latter end of the last Century or in the early years of the present one. It clearly had several uses, not the least of which was to provide motive power for the Glossop and Waterside branches. In addition many of the Dinting locomotives were used to assist heavy freight trains as they toiled up the 1 in 100/117 towards that most famous of tunnels through the Pennines at Woodhead. On winter days the conditions on the footplate of these locomotives must have been intolerable and no doubt many old railway yarns were related in the Engine-rooms Room at Dinting and in the nearby public houses!

Dinting was a sub-depot of the main locomotive shed at Gorton, just outside Manchester. At Gorton also was the main locomotive works of the Great Central Railway and new and recently overhauled engines, resplendent in the G.C.R. green livery, were often seen at Dinting on 'running-in' turns or on the Glossop and Hadfield local services. In later years even the famous L.N.E.R. 'Pacific' classes could be observed whilst the formation of British Railways resulted in many other varied classes putting in an appearance. It is pleasing to relate that one of the most famous of the Great Central locomotives built at Gorton in 1919, No. 506 "Butler-Henderson", a representative of the 4-4-0 'Director' class, has been restored to its original condition and livery and is now in the care of British Rail's Curator of Historical Relics.

In addition to servicing locomotives and carrying out day-to-day repairs, the site was used by many of the Manchester depots for the disposal of locomotive ash. In order to accommodate this traffic the track layout of Dinting M.P.D. has varied considerably since the shed was opened. During the Second World War the site had an even more important use as it was a coal storage centre for the Manchester locomotive depots.

As years progressed the traffic on the Waterside branch began to decline and the electrification of the Manchester to Sheffield line, together with the Glossop branch, led to a reduction in the work of the depot. In place of the steam locomotives, the electric locomotives built at Gorton for the Sheffield services began to appear in increasing numbers. The phasing-out of Dinting M.P.D. had begun.

The shed was closed soon after the last Waterside branch train operated in 1964. The site soon became the target for the local vandals and, with an obvious lack of maintenance, the whole site gained an air of desolation as it was affected by the ravages of the extreme Derbyshire weather. Only the odd wagon and ballast train could then be seen although the



'TINY' with smoke and steam strictly by arrangement!

On the footplate of 'BAHAMAS' at Dinting.



site apparently gained some notoriety as a bird sanctuary for linnets.

In the spring of 1968 the Committee of the Bahamas Locomotive Society began to search for a new home for their newly-restored locomotive. Dinting was ideal and with generous assistance from a Society member and encouragement from Glossop Council negotiations for the outright purchase of the site took place with the Estates Department of British Rail.

A scene of dereliction faced the 70 or so Society members on their first working party in August 1968. Although several had some experience in locomotive matters few claimed any profound knowledge of the renovation of buildings. The list of items requiring attention was endless—a new shed roof was needed, large doors had to be made and hung, windows needed replacing, water had to be re-connected, the drainage system needed clearing out etc., and all had to be considered before any thought could be given to the housing of locomotives on the site.

Work was soon put in hand and repairs to the structure of the engine shed progressed rapidly. Within two months the first engine had arrived; "Jacob" was the world's oldest standard gauge internal combustion locomotive and came from the Aintree works of W. & R. Jacob Ltd., the biscuit manufacturers. Gradually the 7-acre site (a further 3 acres including part of Dinting Station were purchased in 1970) began to regain the appearance of a steam locomotive depot and with the arrival of "Bahamas" from storage at Bury on November 15th, 1968 the shed once again became used for its original purpose.

Since that time a great deal of work has been undertaken to improve the services on the site. For example water has been reconnected to the parachute-type water column which has been repaired, electricity has been supplied and a G.P.O. telephone (Glossop 5596!) installed. The visitor will appreciate that much has been accomplished although a great deal remains to be undertaken.

Since the latter part of 1970 visitors were able to view progress on what is undoubtedly the largest project that the Society has undertaken so far — the erection of the new Exhibition Hall. This now provides extra covered accommodation for eight or nine large

L.M.S.R. Jubilee Class 4-6-0 No. 5690 'Leander'





'Bahamas' in L.M.S. days; No. 5596 seen with a single chimney and then un-named commencing the northbound climb to Shap at Oxenholme in the summer of 1935. Photograph by courtesy of F. R. Hebron.

locomotives; it is 200 feet long, 40 feet wide and has three tracks. The majority of the constructional work was carried out entirely by voluntary effort.

The construction of this building was conceived when the site was first acquired and now forms part of a long term plan which involves providing the Centre with improved facilities for both the locomotive owner and the visitor. As Dinting is primarily an operating centre, new pits have to be built, a modern Fitting Shop with the necessary machine tools is planned, a wheel drop is envisaged, and a rationalisation of the track layout will take place; a straight section of track over a quarter of a mile long will result. There are plans to improve the access road and car park, the refreshment and sales areas will be further improved and it is hoped to construct an extensive 5' gauge miniature railway around the site.

The Centre itself is operated by the Bahamas Locomotive Society which, as the Dinting Railway Centre Ltd., is registered as an Educational Charity (No. 259626). This limited liability company was incorporated on June 12th. 1969 in order to limit the financial liability of Society members; the registration of the company with the Charity Commissioners has ensured that all monies are ploughed back into this exciting project to provide a fully operational steam centre in the North-West of England.

The Bahamas Locomotive Society plays an active part in the National railway preservation Movement. It is a Full Member of the Association of Railway Preservation Societies and is affiliated to the Transport Trust. There are also very strong connections with the North West Museum of Science & Technology whose steam tram engine is now kept at Dinting.

The Society provides a comprehensive lecturing service which is able to illustrate and explain the work of the Dinting Railway Centre to many varied types of audience. Details of this, together with further information concerning Society membership, are available from K. J. Tait, 15 Priestnall Road, Heaton Mersey, Stockport, Cheshire.

A BRIEF WORD ABOUT THE LOCOMOTIVES

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

Undoubtedly the most popular engine in the Dinting collection, "Bahamas" was constructed in January 1935 at the Queens Park Works of the North British Locomotive Company in Glasgow to works number 24154 for the London Midland and 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, F.R.S., one of the most eminent of all the British locomotive designers.

The 135-ton locomotive was originally built with a single chimney and blastpipe and saw use in many parts of the L.M.S. railway system. An early view of "Bahamas" at Oxenholme and reproduced elsewhere in this Guide shows No. 5596 in that condition with a north-bound express and at that time (late summer 1935) un-named. "Bahamas" was latterly fitted with a double chimney and blastpipe at Crewe Works in May 1961, apparently as an experiment to determine whether or not it would be possible to improve the already high performance of the class. It is in this rather unusual condition that No. 5596 can be seen today and it is interesting to note that this particular double chimney saw earlier use on sister engine No. 45742 "Connaught".

"Bahamas" arrived at Stockport from Carlisle Kingmoor locomotive depot in July 1962 and was soon at work hauling the 'top link' services operated from Edgeley. 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 in July 1966 "Bahamas" spent over a year languishing at the rear of Edgeley M.P.D. before being purchased for preservation. She spent six months in store at Bury prior to arriving at Dinting on November 15th. 1968. She has been restored in L.M.S.R. crimson-lake livery and bears the coat of arms of the Bahamas Islands over the nameplate. 4,000 gallons of water and 9 tons of coal are carried in the tender.

Since being preserved No. 5596 has hauled a number of special trains to such places as Hereford and Sheffield.



'Bahamas' in action



'SCOTS GUARDSMAN'

L.M.S. 4-6-0 No. 6115 "SCOTS GUARDSMAN"

"Scots Guardsman" was built by the North British Locomotive Company in 1927 for express passenger work. She is one of the 'Royal Scot' class of engines which were designed by Sir Henry Fowler but which were subsequently rebuilt by Stanier. 6115 was so treated in August 1947 and became the first rebuilt engine to carry smoke deflectors.

Following its rebuild the engine was repainted in the full 1946 L.M.S. black livery with maroon and straw lining. In later years "Scots Guardsman" received the British Railways green livery but has now been restored to its 1946 style. This was carried out at Dinting in the autumn of 1969 prior to a 're-naming' ceremony held on October 5th. when a detachment from the Pipes and Drums of the Scots Guards were present.

"Scots Guardsman" was the last of the 'Royal Scots' to be withdrawn from service (December 1965) and was purchased for preservation by Mr. R. A. Bill. The locomotive arrived at Dinting on May 28th. 1969 and since that time Society members have been actively engaged in the mechanical restoration of 6115.

0-4-0 CRANE TANK "SOUTHWICK"

Crane tanks were very unique locomotives almost always restricted to shipyard or steelworks use. "Southwick" was used within the shipyard of Doxfords & Sons of Pallion, Sunderland and was named after one of the districts in that town. The engine was built by Stephenson & Hawthorns in 1942 (works number 7069).

There are no cables or gears involved in the operation of the crane as this is undertaken by the locomotive's boiler pressure acting on a piston located within a vertical lifting cylinder in the crane structure. The jib can be slewed through 360 degrees and the safe working loads of the three hooks, starting at the jib, are 2, 3, and 4 tons respectively. "Southwick" arrived at Dinting on April 20th, 1971 following purchase by the Society.

0-4-0ST No. 2258 "TINY"

This locomotive was constructed by one of the most famous suppliers of small industrial steam locomotives, Andrew Barclay, Son & Company Ltd., of Caledonia Works, Kilmarnock. No. 2258 was built in 1949 and used by the North Western Gas Board at their Bradford, Manchester works not far from the works where "Jacob" originally operated. Whilst in N.W.G.B. service this diminutive 0-4-0 saddle tank was named "R. Walker".

No. 2258 was donated to the Society early in 1970 and arrived at Dinting on June 15th. of that year. The engine has now been re-named "Tiny" and is to be repainted in a dark blue livery.

0-4-0 STEAM TRAM ENGINE No. 84

The steam tram, which is not in working order, was built by the famous Manchester firm of Beyer-Peacock at their Gorton Works in 1886. It was used for many years on the Oldham tramway system and last worked in 1952 at the Ince Forge Company in Wigan. One of the National Collection of officially preserved railway relics, the tram engine is officially in the care of the North West Museum of Science & Technology and it is hoped that restoration to working order will be possible at some stage in the future when time and funds permit.

McEWAN PRATT No. 680

This 4-wheeled petrol-driven locomotive is the oldest standard gauge locomotive of its type in the world and was built early in 1916. It was first used at the Bradford, Manchester, works of Richard Johnson & Nephew Ltd. prior to being sold to the famous biscuit manufacturers, W. R. Jacobs & Co. Ltd. of Aintree, Liverpool.

Nicknamed "Jacob" for obvious reasons, the engine was in use until February 1968 when it was officially handed over to the Northern Regional Open Air Museum in County Durham from whom it is now on indefinite loan. Whilst at Dinting the 40 h.p. engine has been extensively renovated and this unique locomotive is in full working order.



'JACOB' the world's oldest standard gauge petrol-driven locomotive.



**0-6-0ST No. WD 150
"WARRINGTON"**

"Warrington" was built in 1944 for the War Department by Robert Stephenson & Hawthorns Ltd., to a very successful 'Austerity' design. This particular locomotive, as WD 75186 and latterly WD150, 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 National Coal Board. However, for one reason or another, the sale was not carried out and the 0-6-0ST was alongside "Bahamas" in the Hunslet Erecting Shop when the Society's 'Jubilee' was under repair in 1968.

Whilst the engine was being overhauled at Hunslet several new features were added to the basic design. These included an automatic underfeed stoker and a special 'gas producer system' which enabled excess gases to be burnt before being released to the atmosphere. The rather unusual chimney was also fitted. With such innovations as these it has been said that the engine represented perhaps the ultimate in the design of the modern steam locomotive but with the rapid demise of steam traction such modifications were not tested and proved to the extent that they might otherwise have been.

Following its acquisition by Mr. J. G. Warburton, a Society member, the locomotive was named "Warrington" at a special ceremony on October 12th. 1969.

0-6-0T No. 1704 "NUNLOW"

"Nunlow" was the first industrial steam locomotive to arrive at Dinting on April 1st. 1969 following its delivery from the Hope Works of the Associated Portland Cement Company (previously G. & T. Earle Ltd.) in the Edale Valley not far from Dinting. The engine was used at these works from the time it was delivered from the builders, Hudswell Clarke & Co. Ltd. of Leeds in 1938 although "Nunlow" had been officially in store for some four or five years prior to preservation.

Named after one of the local hills at Hope, "Nunlow" has been thoroughly overhauled at Dinting and repainted in the Great Central Railway green livery which has ensured that at least one small part of G.C.R. tradition is retained at the Dinting Railway Centre.



L.M.S. 4-6-0 No. 5690 "LEANDER"

"Leander", a sister engine to "Bahamas", arrived at Dinting Railway Centre on August 25th, 1973, fresh from a very extensive overhaul carried out by British Rail Engineering Ltd. at their Derby Works.

The engine was originally constructed in 1936 at the L.M.S.R. works at Crewe and, like No. 5596, was one of the 191 'Jubilee' class 5XP express passenger locomotives. After 12 years service for the London Midland & Scottish Railway "Leander" was transferred to British Railways stock following Nationalisation in 1948 and the 4-6-0 continued to operate for B.R. until it was withdrawn from service in 1964. No. 5690 was then despatched to a scrap yard at Barry in South Wales where "Leander" lay exposed to the elements and to vandals until early 1972 when the remains of the locomotive were purchased for preservation by the Stockport firm of Oliver, Taylor & Crossley Ltd. In May 1972 the rusting hulk entered Derby Works and so followed one of the most expensive steam overhauls undertaken for many years.

Visitors will notice that although both "Leander" and "Bahamas" are members of the 'Jubilee' class the two differ in some respects, the most apparent variation being the single chimney attached to the former engine; the majority of the 'Jubilees' were so fitted. In this form and carefully restored by British Rail craftsmen, "Leander" hauled her first train following preservation on September 1st 1973 when she travelled to and from Sheffield via the Hope Valley route with an excursion to Hull and return.

'LEANDER', 'BAHAMAS' and 'NUNLOW' in front of the Exhibition Hall





L.N.W.R. 0-6-2T No. 1054

The 'Coal Tank' is the last representative of a class of 300 locomotives built between 1881 and 1896 for hauling both passenger and freight trains. The engines were designed by F. W. Webb and in spite of their small size they were particularly good performers on steeply graded lines.

No. 1054 emerged from Crewe Works as long ago as 1888 and travelled widely before being withdrawn from service in 1958 after having run 1,903,945 miles. In fact this engine (L.M.S. No. 7799 and B.R. No. 58926) had originally been withdrawn in 1939 but had been reinstated because of the demands for motive power during the war. The 0-6-2T was used for the last time in January 1958 when it hauled the last train between Abergavenny and Merthyr in South Wales.

Following this final excursion the 'Coal Tank' was purchased by the late J. M. Dunn who at one time was Shedmaster at Bangor, a depot where No. 1054 was based in the 1920's. The engine was then sent to Crewe for

attention before spending some time in the Midlands. No. 1054 was subsequently donated to the National Trust who arranged for it to return to Bangor in 1964 for inclusion in the Penrhyn Castle Museum.

The engine remained in the Castle courtyard until September 15th 1973 when it commenced a £2,000 road and rail journey to Dinting where it arrived twelve days later. No. 1054, one of the most unique locomotives housed at Dinting, is on permanent loan from the National Trust.

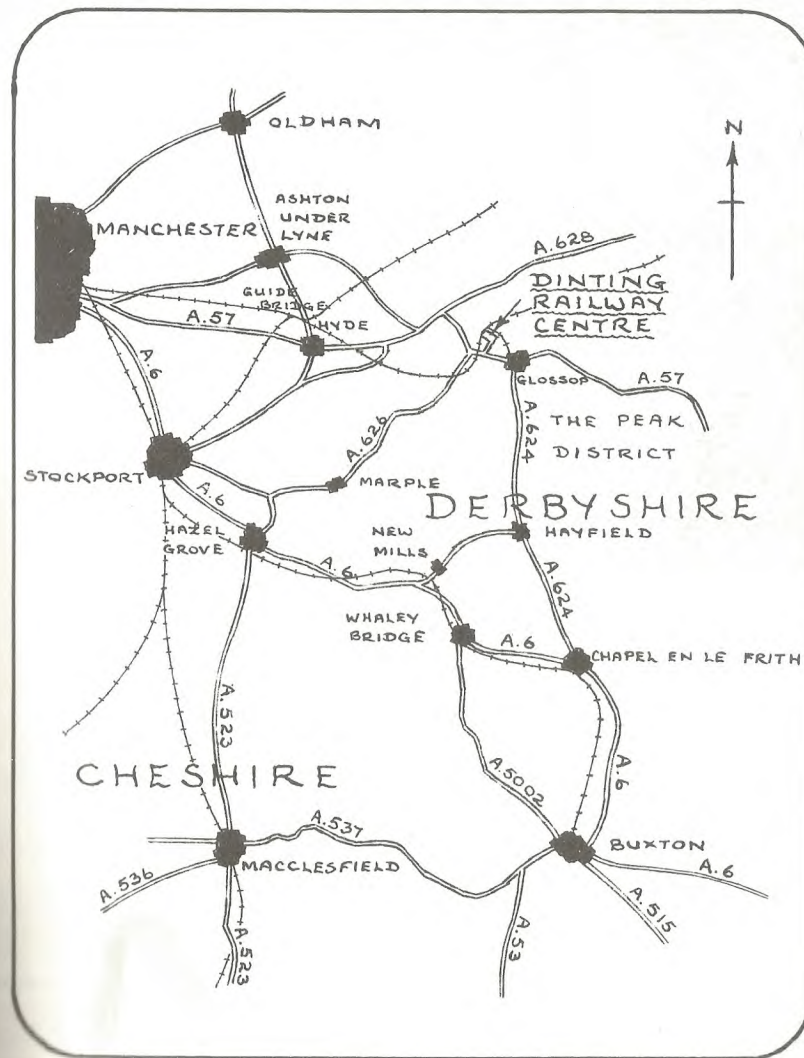
S.R. 4-4-0 No. 925 "CHELTENHAM"

The Southern Railway is represented at Dinting by 'Schools' class No. 925 "Cheltenham" which was built in 1934 at Eastleigh Works, near Southampton, and which is now on indefinite loan from the Department of Education & Science.

The 'Schools' class were designed by R. E. L. Maunsell and appeared in 1930. They proved to be his greatest design and the most powerful 4-4-0's ever built in Europe hauling trains throughout the S.R. System but notably to Hastings, Bournemouth, the Kent Coast and to the Channel Ports. 40 of the class were constructed and all were named after public schools.

"Cheltenham", as No. 30925, was withdrawn from service in December 1962 and was laid aside for official preservation by British Rail. After several years in store in the South of England and in the Midlands the engine arrived at Dinting on January 30th 1973 when it became the first locomotive to enter the completed Exhibition Hall. It is hoped to restore No. 925 to running order and S.R. livery as soon as time and funds permit.

How to reach Dinting



By rail to Dinting Station from Manchester Piccadilly.
By buses Nos. 236 and 125 from Manchester.

