

RAIL 150 CAVALCADE

31st August 1975

Cavalcade Specials. Seventeen special trains were run to Darlington on 31st August conveying visitors to the Steam Cavalcade at Shildon. Details of these, in order of return departure from Darlington, and including an extra relief train are set out below:

Re- porting Num- ber	Outward	Stock stabled at	Return from Dar- lington	Locomotive	Notes
1G30	01.15 ex-Kings Cross	Heaton	17.30	46030(GD)	
1G38	08.30 ex-Kings Cross	Heaton	18.02	47522(YK)	
1Z71	06.00 ex-St. Pancras	Heaton	18.30	47174(TT)	
1Z09	01.30 ex-Guston	Heaton	18.52	40032(LO)	
1G37	07.50 ex-Kings Cross	Heaton	19.15	47408(FP)	(1)
1G31	23.50 ex-Ipswich	York	19.25	47156(SF)	(1)
1A69	—	Heaton	19.35	40058(GD)	(2)
1Z72	06.38 ex-Leicester	Heaton	19.50	47149(BS)	
1Z73	23.35 ex-Bristol	Heaton	20.00	47110(BS)(o)	
				45021(HO)(r)	
1Z44	08.30 ex-Liverpool	Heaton	20.10	40149(GD)	
1Z35	08.35 ex-Manchester	Tyne	20.34	40119(LO)	
1G39	10.47 ex-Kelghley	Tyne	20.43	47255(HO)	
1G32	06.48 ex-Chesterfield	Tyne	20.52	47284(TT)	
1G35	08.05 ex-Grantham	Tyne	21.02	47220(TM)	
1G36	08.28 ex-Sheffield	Heaton	21.26	46021(CF)	
1G33	08.14 ex-Doncaster	Heaton	21.40	47042(TM)	
1G34	07.48 ex-Huddersfield	Heaton	21.52	47047(HO)	
1Z74	22.25 ex-Plymouth	Neville Hill	22.10	46005(LA)(o)	(3)
				46009(LA)(r)	

Notes: (1) E.C.S. for return working ran as 5G31 16.55 York-Ferryhill, thence back to Darlington.
 (2) Relief to Kings Cross.
 (3) E.C.S. for return working ran as 5Z74 19.10 Neville Hill-Ferryhill, thence back to Darlington.

The station working at Darlington was amended for the day, with almost all expresses arriving and departing from platform 1 whilst platform 4 was used by the shuttle d.m.u. service to and from Shildon. During the day, operations ran extremely smoothly and the only anxious moment came when 47552 (YK) was in trouble on 1A37 17.10 Newcastle-Kings Cross. However, 40141 (GD) was running up light at the time and was diverted into platform 1 to await the arrival of 1A37, to which it was attached in front of 47552. Departure was fourteen minutes late, though the addition of the Class 40 took only one minute over booked station time. 40151 must have been detached at York as it ran north light at 20.01. Between 17.30 and 22.15 some thirty-eight main line trains were dealt with at the station, in addition to all the special d.m.u.'s from Shildon and the regular d.m.u. services to and from Teesside and the coast. Timekeeping was generally good and although a locomotive inspector was on duty at the station all day, no stand-by locomotive was provided.

The d.m.u.'s which formed the shuttle services came from Darlington, South Gosforth and Neville Hill. For the record, they were as follows:

- (twelve-car) 51215/56057 + 56404/50207 + 56203/50605 + 56062/50294 + 50194/59093/59088/50176
- (eleven-car) 51441/59062/51509 + 56067/50224 + 50624/59389/50641 + 50232/59386/50645
- (eleven-car) 50143/59538/51439 + 50189/59081/59577/50141 + 50644/59388/5945/50653
- (eleven-car) 51551/59xxx/51541 + 50262/59060/59084/50179 + 56055/50233 + 51220/56378
- (twelve-car) 51209/56083 + 51506/59086/59573/51438 + 56075/50295 + 51505/59094/59087/50239
- (twelve-car) 50196/59063/59079/50144 + 50142/59045/59078/50182 + 50217/56072 + 51219/56398