

THE PENNINE RAILWAY SOCIETY MAGAZINE No. 1 January 1975

Committee Members:

Chairman: Robin Skinner

General Secretary: Michael May

Membership Secretary and

Magazine Editor: Neil Webster

Treasurer: John Sanderson

Other Committee Members: Geoff Bambrough: Jon Davis:

George Calvert: Michael Guy: John Glossop: Tom Helliwell

Meetings are held at: 2, Lindsay Close, Sheffield at 19.00hrs on Saturdays

NOTES FROM THE COMMITTEE

We are pleased to present the first edition of our society journal and hope that it will be the first of many.

The success of the society depends on you, the members and we will be hoping for your whole hearted support on visits and meetings in the months to come.

At first our activities will be limited, we cannot run before we can walk, and we hope for your understanding during this initial period.

As you may know, one of our main aims is to become respected in areas where other societies have caused ill feeling with both the authorities and their own members in the past, and the committee hope that you will support us in this aim.

We are only too pleased to listen to complaints about any of our visits and to suggestions for future ones, or indeed complaints about how the society is being run.

A programme of visits is currently being compiled from suggestions already received.

You will find enclosed with this magazine a supply of Membership Forms and we would be obliged if you would pass these on to people who you think may be interested in joining us, for to be successful we need more members than at present.

However we do not intend to grow too large so that we cannot give personal service to all our members. Indeed, so that the committee may meet more of the members we are arranging Slide Shows at various centres for later in the year.

Finally we would like to apologise for the quality and content of this magazine, but this is due to the difficult conditions under which it has had to be produced and a general lack of persons willing to make a contribution.

All contributions should be sent to NEIL WEBSTER, to reach him no later than 1st March.

Any contribution is welcome to try and make the magazine better.

TOURS PROGRAMME

As many of you will know, negotiations have been in hand for a visit to the Doncaster Division sheds and also Doncaster Works by coach.

However, due to the fact that the cost of the coach would make the trip far too expensive, we have decided to run a visit to Doncaster Works and shed only instead.

This is the only visit that is definitely confirmed so far, but members will be informed by means of a circular when other visits have been fixed.

Negotiations are in progress for a trip to York Carriage Works and shed, and also Doncaster and Scunthorpe signal boxes, Frodingham shed and Yard.

Also out shortly should be programme of Holiday Preview Excursions for the Sheffield area, and we hope to arrange block bookings for some of these in conjunction with shed permits etc.

SUNDAY 23rd. FEB 1975 – DONCASTER WORKS & DEPOT Visit to Doncaster Works and Depot only. Meet Doncaster Station 10.45hrs.
Cost will be: 15p payable in advance only.

All booking please to Fixtures Secretary by Monday 17th February

LOCOMOTIVE REALLOCATIONS

We hope to make this a regular feature in future editions, and so negotiations are in hand with BR for access to official material.

Thus, rather than bore you with age old allocations that you must have seen before, there will be no allocations printed in this issue, but a promise of really up to date stuff in the future.

PUBLICATIONS

Available this week will be our new booklet "SHUNTERS". Priced at 10p it is the only **accurate** guide to BR stabling points available today.

Orders to the Treasurer please with a 5p stamp to cover postage.

COACHING STOCK NEWS

Many of our members are known to be interested in coaching stock and so we have decided a regular feature on the subject.

To make this successful we would be grateful if those members who use this information would, in turn, send us details of vehicles which have been condemned, transferred from one region to another, or modified in any way.

We must have this information to be able to continue with these articles, as it cannot be obtained from official sources. To start with we are publishing, as the initial article, a list of vehicles taken from the RCTS book "The Coaching Stock of British Railways" but have since been condemned.

W1008, M3723, E3785, E3887, W4237, E4556, E4602, E4618, SC13201, W13360, E15497, E15601, M15684, E15702, E15708, E15729, E24005, E24016, M24068, M24090, M24107, M24179, E24231, E24259, M24285, E24347, E24368, M24391, E24397, M24422, E24455, E24506, E24604, E24767, E24782, E24788, E24822, E24829, M24862, E24875, M25111, M25179, E25655, SC25668, M34005, M34031, M34042, M34101, M34104, M34139, M34365, SC34717, E34735, E34862, E43010, E43112, E43151, E48013, E48015, E48018, W92034, W92110, E144E, E70373E, E70390E, E70486E, E70526E, E70664E, E70751, M31007M, 31096M, M31314M, W3448W, W3265W, W4387W.

Next article will include details of any further vehicles which have been condemned and also the regional reallocations which have taken place since the RCTS book was published. Please do not forget that this article relies solely on members notes, Neil cannot be everywhere to see everything, no matter how hard he may try.

RAIL NEWS

LONDON MIDLAND REGION

Latest Class 45 renumbering to become known are as follows:- 45148 = 130; 45149 = 135; 45150 = 9. To confirm this scheme class 45/0 No.95 is currently in Derby Works marked to appear as 45052.

Winter engineering work has again led to use of the Woodhead route between Sheffield and Manchester on Sundays until 16.00hrs. Trains are still DMU worked in the main, but interesting workings are the Manchester-St. Pancras trains and their return workings which are loco hauled, usually by Class 45/6's.

The interest lies in the fact that two locos are used between Sheffield Midland and Woodbourn Junction with one loco being each end to facilitate the reversal, perhaps a unique manoeuvre on BR today.

On the DMU side, the 09.25 and 19.15 return from Liverpool to Sheffield are still worked by an Allerton based 4-car set.

Other engineering work on the LMR Western Lines means that Sunday services between Preston and Carlisle will be diverted by Blackburn and Hellifield, and in consequence will be diesel hauled.

This may provide some interesting workings, as it is possible as it is possible that the trains could include the electric loco being hauled with the pantograph down and also utilise some motive power which normally only sees passenger train use in the summer.

A reshuffle of the timetable on the Midland Lines is to take place in May.

A new early morning service will be introduced between Sheffield and St. Pancras at 06.06 (SO), 06.10 (SX). The existing 14.52 to Nottingham will be cancelled, the 15.00 will once again run via Nottingham and a new train to London will run via the Erewash Valley at 15.47.

In the reverse direction, the "Master Cutler" will leave at 17.22, but there will still be a train to Sheffield at 18.05. Air conditioned rolling stock will be used on the "Master Cutler", and other services are due for early conversion to this type of rolling stock.

The Thames Clyde Express" will run via Beattock instead of the G&SWR route, but will be formed of Mk1 vacuum braked stock and in consequence will have to be hauled by Class 81-5 between Glasgow and Carlisle.

SOUTHERN REGION

A visit to Slade Green on 29th December revealed that this depot does overhauls on Class 33 locomotives. 33058/9 were receiving new cabs to replace damaged ones and 33052 was jacked up receiving bogie attention. 03197, the shunter allocated there was shunting units in the yard. Two visits to Norwood Junction on December 29th and January 1st revealed 23 locos to be stabled there in each case. This continues to be the SR stabling point in London where most locos can be seen on Saturday evening and Sundays.

The normally elusive Class 71 locos did not prove to be so on the first day of the New Year, when all were observed in a 3hr. 40min. spell. 71002/3/5/7/12 could be seen at Stewarts Lane at 07.30. 71014 worked the "Night Ferry" through Rochester, 71010 was stabled at Gillingham, 71004/11 were at Ashford Station stabling point and last but not least, 71001 was on Chart Leacon shed. Later in the day 71012 worked into Hither Green.

A visit to the Isle of Wight on 28th December showed shunter 05001 to be at work on a PW train at Shanklin, whilst several units were stored out of service at Sandown station and also in the sidings between St. John's and Brading.

Also some units have been reformed and there is no longer a unit numbered 036. The future of the railway on the island must be in doubt as more of the ex. "LT" units become life expired.

The former yard at Feltham has now been lifted, but the shed still stands in a somewhat decrepit condition. The site of the yard has been sold for development as an industrial estate. Modifications are also taking place at Ascot where several platforms and connections are secured out of use.

WESTERN REGION

Withdrawal of 52 and 35 continue but "35" No. 7022 has recently been reinstated for further service and was observed working an oil train at Reading on 30th December. Other workings through the station showed classes 47 and 50 to be in charge of all trains on the Bristol and South Wales services, but a few class 52's on the West of England workings. This is due to the fact that West of England trains do not require electric heating, which is essential with the other types of stock on the other lines.

Although the WR perennially complains about its supposed motive power shortage and cites class 50 unreliability to be the reason for this, it is often interesting to note that about a third of the remaining "Westerns" are often out of traffic at Laira, and nowhere near this proportion of 50's is ever noted out of traffic at any one time.

Noted at Old Oak Common on 1st January was shunter 08108 presumably transferred from Derby in exchange for a shunter suitable for fitting Dual/Air brakes. The turntable here is now closed, and is a sign of things to come.

DMU 252 001 was in the former Pullman shed under a heavy security guard
Car numbers of this set are: W43000; W41002; W41000; W40500; W40000;
W42002; W4200; W420001; W43001; Spare; W41001.

43000 and 43001 are formerly 41001 and 41002 respectively. The numbers of these units will be set numbers, as on SR units. The production series of these units for the WR will be numbered 253 001-27. Motor coaches are to be built a Crewe, and trailer coaches at Derby Litchurch Lane works.

Oxford depot has been reduced in status to a stabling point, and thus the former allocation of shunters has been transferred to Reading for maintenance purposes. Therefore Reading now supplies shunters for Oxford Road and Didcot.

SCOTTISH REGION

On a visit to Scotland by rail on 16th November, 178 locomotives were seen as follows:- Carstairs 3; Motherwell 20; Hamilton 2; Glasgow Central 7; Queen Street 6; Polmadie 33; Larkfield 1; Eastfield 57; Cadder Yard 4; Grangemouth 10; Falkirk Grahamston 2; Haymarket 29; Edinburgh Waverley 3; Craigentiny 1.

Cadder Yard has now been rationalised and many services transferred to Mossend and Sighthill. The down yard has closed completely, and all trains are now handled in the former up yard, which will continue in use for the time being for the West Highland lines, MGR trains and for stabling vehicles awaiting entry into Glasgow Works.

The Inter-City DMU's which have latterly been in store at Millerhill have been moving South for cannibalisation. Two are at South Gosforth, one at Botanic Gardens, one at Hammerton Street and eight at Swindon Works.

At least one further example of the buffet cars of this type has found further use at the Strathspey Railway.

Also moving South are Cravens driving trailers, latterly in store at Hamilton. 56479 was noted at Heaton Carriage sidings on 14th December and 56464 is at Derby Research Centre. The present location of 56479 would be appreciated.

EASTERN REGION

Timetable alterations in May will lead to 15 mins. being added to the schedule of all Scottish trains to enable engineering work to take place.

Also some time may be added to schedules in the London Area in connection with the suburban electrification.

Apart from Class 40's and 47's, Scottish Region locos are not very common visitors to North East. The only regular turn is the 3E03 parcels, which arrives in Newcastle just before midnight and changes engines there. Recent examples of Type 2's on this train are 24065/95 and 25246 Classes 26/7 are very rare indeed on this working. Visitors to Sheffield on 7th January were 47121 (BR) and 40072 (YK), the latter working 1Z74 Newcastle-Birmingham relief.

For the above we are indebted to N.E. Webster, C. Calvert and P. Fox