

TRANSPENNINE

THE PENNINE RAILWAY SOCIETY

MAGAZINE No.5

OCTOBER 1975.

President.
Geoffrey Bambrough,

Membership Sec.
Michael May,

Chairman & Fixtures Sec.
Robin Skinner,

Treasurer
John Sanderson

Magazine Editor.
Jon Davis

NOTES FROM THE COMMITTEE

First of all we would like to thank all those members who have supported our social evenings at the "Masons Arms" in Doncaster. The first two have been a great success, this has only been made possible through your support so if you haven't been yet, come along every first Monday in the month at 7.30pm. Extra special thanks are due to all those who have brought slides, and Jon Davis for an excellent slide show on Darnall Past and Present.

In the coming months we have an excellent programme of visits set up for you and we look forward to seeing you on these trips.

Congratulations are also in order for our President Mr Geoff Bambrough in winning the tote at the North Eastern Hotel in Darlington after the Steam Cavalcade on Sunday 31st August.

Incidentally I hope our guide indicating how to get to Shildon on 31st August by train proved useful, and as far as we are aware the Pennine Railway Society was well represented amongst the crowd.

Two committee members, John Sanderson and Robin Skinner, recently set out to travel from Penzance-Thurso in the fastest time possible. They completed the trip in 28hrs 34mins 10secs which was slower than they had hoped for but was nevertheless a notable achievement and could receive an entry in the Guinness Book of Records.

FUTURE EVENTS

Saturday 25th October - Eastleigh Shed - on a special train from Barnsley, Sheffield, Chesterfield. Fare £2.95. Cost for Shed visit 40 pence (35p members).

Saturday 1st November - Glasgow Works & Eastfield Depot on special train from Chesterfield, Sheffield, Rotherham, & Mexborough. Fare £2.95. Cost for shed and works 40p (35p members). Works at 14.30. Eastfield 15.30.

Monday 3rd November -
Social evening at "Masons Arms"

Sunday 16th November - Doncaster Locomotive Works & Shed. Meet Station forecourt at 10.20 or outside Plant Hotel at 10.45. Cost 50p (members 40p)

Sunday 7th December - Crewe Locomotive Works. Meet Goddard St. Entrance at 14.15. Cost 20p (15p members).

Monday 8th December -
Social evening at Masons Arms. Penzance-Thurso in 2 hrs.

All enquiries and bookings to John Sanderson please.

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LOCOMOTIVE STOCK ALTERATIONS

EASTERN REGION

W/E 12th July: 03180,08081-SF, 08274/325-GD, 08801-WR,08834-FP,
25001/2/3/4/89/90/1/2/101/8/11/50/1/213-SCR, 31244-MR,
31275/99/300/2/3,37087/90/2/107/32/7/41, 47175/6,47286/98-TI, 47052-
TE W/E 26th July: 03067-DN
W/E 9th August: 03159-YK, 25005/6/7/8/9/10/1/2/3/4-SCR

WESTERN REGION

W/E 12th July: 08479,46011,47464-BR, 25200-LA, 08028/31/323-SR(EH), 08081-
ER (FP), 08109-OC, 08801-EW, 08804-SW, 08834-ER(FP)
W/E 19th July: 50019-LA
W/E 9th August: 46020-CF, 25093/4/6/8, 47032-LA, 47074-BR, 25306/7/26/7-

LMR LONDON MIDLAND REGION

W/E 12th July: 08600-SR, 25104/5/6/86-LO
W/E 3rd August: 08125-CD, 25083/6/7/235-SCR, 25089/90-LO, 25091-BS,
25092-TO
W/E 10th August: 24023, 25306/7/26/7-CD, 25196/205-

TO SCOTTISH REGION

W/E 28th June: 06004-DE, 08855-IS
W/E 5th July: 08851-ED
W/E 12th July: 08274-ER(GD), 08325-ED,
25001/2/3/4/89/90/1/2/101/8/11/50/1/213-
ED W/E 19th July: No change W/E 26th July:
No change

W/E 2nd August: 25089/90-LMR(LO), 25091-LMR(BS), 25092-
LMR(TO), 25083/6/7/235-ED
W/E 9th August: 25005/6/7/8/9/10/1/2/3/4-ED, 24106/7/8/9/11/47/50-HA
W/E 16th August: 20024/7/39/85,25034-ED

SOUTHERN REGION

W/E 12th July: 03180-SF, 08028/31/323-EH, 08600-SG
DUAL BRAKES FITTED: 08843/55/934,25099,31206, 37111,40002,45061,47041
LOCOMOTIVES WITHDRAWN: 03109/13/67,08179,24003/6/8/12/15/16/18/71/95/6/8
LOCOMOTIVES STORED: (SERVICEABLE) 1200,20001/4/5/6/50,
24001/2/4/5/7/9/10/1/3/4/7/9/20/1/2/4/5/6/7/9/31/3/4/7/8/41/2/6/9/65/6/9,
24070/2/3/90/4/7/9/100/1/4/5/48
LOCOMOTIVES STORED: (UNSERVICEABLE) 27012
LOCOMOTIVES RENUMBERED
101-45061, 45054-45150, 86041-86261, E3012-81010, ADB 996509-TDB996509

COACHING STOCK NEWS

VEHICLES WITHDRAWN

1009;1022;1057;2008/27/454/632/63;3823/32/50;4102/22/3;4284;4360;4470/87/9
7;4567;4622;4818;9236;13183;13192;15035;15124;15213;15478;15534;15612;
15613;15615;15617;15622;15693;15699;15717;15732;15740;15799;15784;15823;
15975;16033;16040;16049;16051-3;16055;16077;16084;21029;21045;21093;24029;
24239;24276;24439;24471;24488;24640;24707;24739;24776;24826;24828;24865;
24915;24925;24935;24960;24992;24998;25007;25015;25114;25147;25229;25291;
25637;25651;25658;25673;25677;25679;34001;34004;34025;34050;34098;34105;
34136;34137;34591;34601;34638;34703;34704;34706;34707;34712;34714;34715;
34718;34719;34721;34722;34724;34727;34734;34736;34837;34839;34840;34843;
34848;34850;34877;34889;34890;34891;34892;34894;46095;46134;46229;81299;
81389;87090;87508;87582;70384;31027;31170;31916;32987;32997.

TRANSFERS

TO EASTERN REGION

1554;1733;2515;2572;3291;3809;3914;3968;4112;4160;4194;4851;4859;4874;
4881;4882;4887;4889;5965;13231;15706;16047;24910;24918;24976;25115;25143;
25154;25164;25176;25183;25189;25202;25203;25215;25428;25606;25607;25635;
25637;25639;25640;25641;25645;25690;25691;25692;25693;25695;25696;26036;
16198;35074;35162;35248;35389;35393;87810.

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TO MIDLAND REGION

1908;4896;4897;4983;5009;5962;5966;9420;14068;15946;21105;25066;25471;
25774;25793;25815;25821;25822;25823;25824;25825;25837;25844;34536;35102;
35210;80613;80657;86844;94470.

TO SCOTTISH REGION

3007;3053;4099;4101;4103;4104;4126;4129;4132;4145;4154;4161;4164;4170;
4180;4181;4182;4187;4191;5076;5103;5128;5145;5174;9392;13272;16089;16093;1
6105;16106;35243.

TO SOUTHERN REGION

1822.

TO WESTERN REGION

1931;1933;2409;3063;5072;5084;5133;5243;14056;15188;25964;26066.

REINSTATED

M15638;E15724.

RENUMBERED (ROYAL TRAIN)

M399-2902;11001-2903;12001-2904;W14105-2905;W14106-2906.

CARRIAGE NOTES:

Sc3877 was noted in one of the "Cornishman" sets at the end of July, whilst RK M80031 was seen in the "Master Cutler" set in early August. Thompson RB E1705E was seen on the 09.55 Norwich-Birmingham service on 23rd August.

Maroon vehicle M15183 has been seen at Kettering recently awaiting cutting up by Cohens.

The Queen and Duke of Edinburgh visited South Yorkshire by rail on 29/30th July. The train Liverpool St.-South Yorkshire was hauled to Doncaster by 47172 when 47042 took over. The stock formation was 5155,799,798,499,2901,45005,2013,325,31209(400 tonnes). The train was stabled on the Firbeck branch for the nights of 28/29th, with the Royal party on board. Highlight of the visit was a journey on the Silverwood branch up to Silverwood Colliery on 30th July.

For information included in the above section we are indebted to Messrs J.Glossop, M.May, D.Morris, J.Sanderson.

FIFE IS RE-LINKED WITH NORTH SCOTLAND

For the first time in 20 years Inter-City trains are to run on the Ladybank-Newburgh-Perth line. From October 6th Edinburgh-Inverness day trains will be re-routed through Fife calling at Inverkeithing and Kirkcaldy, to open up a direct link between Fife and the north of Scotland.

The 15 mile single track from Ladybank-Hilton Jcn, Perth has been a freight line since withdrawal of regular passenger services in Sept 1955. The reason for the re-routing of the service is the increase in population in the industrial areas of Fife.

STONEHOUSE STATION AXED

Western Region have recently issued the following statement: "It is regretted that, due to changed circumstances arising from the station buildings having been listed by the DOE as of architectural and historical interest, the works previously planned cannot be carried out, and the BRB are giving public notification to all concerned that the station will now close from October 6th 1975, in accordance with the decision".

Which all seems very mysterious.

MAIN LINE RE-OPENED

Western Region's direct line between London and South Wales via Badminton is to re-open on October 6th.

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M.G.R. - MERRY-GO-ROUND-WORKING

By Mr.D.Barraclough (Divisional Operating Manager-Doncaster)

M.G.R., the concept which originated in Dr.Beeching's days, envisaged, as the name implied, a train continuously on the move, loading and discharging without ever stopping, save for crew changing purposes. The participants in the original concept were British Rail, N.C.B. and C.E.G.B., the plan, to achieve a continuous feed of power station coal to the then new breed of large "base load" power stations, specifically those in the Trent and Aire valleys. West Burton, Cottam, Ratcliffe, and subsequently High Marnham, in the Trent Valley; Ferrybridge, Eggborough and later Thorpe Marsh and Drax in the Aire valley.

Each participant was required to become involved in considerable capital investment; British Rail in a new build of air braked, high capacity hopper wagons which would be maintained in "sets", and were fully air braked throughout. In the Eastern Region the standard size of each set is 30 wagons. In addition the locomotives hauling these trains to the power stations were fitted with a "slow-speed" device, which enabled full power to be maintained under controlled slow speed working. The normal speed for both loading and discharge being a half mph. The contribution of the C.E.G.B. was the provision of a circuit of rails at the power stations to allow the trains to proceed through the discharge process without having to uncouple, run round or reverse direction. In addition line-side equipment was provided to activate catches on the wagons, releasing the hopper bottom doors, three to each wagon, and after discharge to replace the doors in the closed position. The N.C.B. were to provide at selected collieries new layouts and large 3,000 ton bunkers with linked weighbridge equipment to achieve rapid loading.

What were the benefits? For B.R. greater utilisation of a smaller fleet of wagons achieving at best 2, or sometimes 3, loaded journeys per day instead of the then average of one loaded journey every 12 days. Also net train tonnages were 900 tons instead of 500 tons. For the C.E.G.B. a reduction in siding provision at the power stations and disciplined feeding of coal to the programme. For the N.C.B. a reduction in siding provision at collieries and, with the large bunkers, an avoidance of the need to have wagons in a colliery to maintain production.

In the years since their introduction MGR working has spread to many more collieries, more power stations, in the Midlands, Scotland, South Wales and the North West. In many instances the original concept has been watered down. Collieries with conventional screens and sidings layouts have long loaded these sets; in some areas throughout working from colliery to power station is not possible because of gradients, longer loading times particularly where smaller bunkers have been provided at collieries. There is therefore a local "trip", followed by the trunk haul to the power station. Colliery bunker size now ranges from 250 tons to 3000 tons.

The concept has spread too to other commodities and other companies. Fly ash, roadstone, limestone, coke, industrial and export coal are now handled under the MGR system. Of 2 million tons of coal consigned by rail each week, the MGR capacity is approximately half of this figure, using about 8,000 wagons. The remaining 50% of the tonnage requires about 100,000 wagons for its movement, albeit in smaller lots. The concept continues to develop and prosper, soon most of the coking coal for the BSC works at Redcar and Scunthorpe will be conveyed by MGR. Indeed, most bulk commodities with reasonable flow characteristics from a bottom door hopper can be handled by MGR concept, if the throughput is sufficiently large to justify the necessary investment in handling facilities required.

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NEW THREAT TO CAMBRIAN COAST LINE

The Cambrian Coast Line Action Group is campaigning vigorously against BR's proposed closure of the goods yards at Barmouth and Pwllheli, in November. It has been alleged that BR have actually been refusing to quote rates for freight business which would have produced an extra 5000 tons of traffic a year to Pwllheli. BR have said that the problem is the very low level of railborne traffic to support a freight service over such a considerable distance west of Shrewsbury.

NOTES AND NEWS

EASTERN REGION

The highlight of the year took place on August 31st at Shildon with the much publicised Steam Cavalcade. Approximately 350,000 enthusiasts from all over the world attended a run-past of 34 locomotives from Shildon to Heighington. The first locomotive in the parade was a replica of Locomotion. All locomotives were turned out in resplendent condition, (one even had whitewashed coal) the only exception being BR's High Speed Diesel.

On 14th August a violent thunderstorm hit Central London at 19.10 resulting in the entrances to Kings Cross and St.Pancras being blocked by flooding. East Coast Main Line trains started and terminated at Finsbury Park. Heavy delays resulted, the following table gives some indication of this:-

TRAIN		TO	Doncaster Sch.	Actual
1S60	20.00	Aberdeen	22.37	01.06
1S70	22.15	Aberdeen	00.31½	02.03
1L39	22.50	Bradford	01.50	04.36
1N42	23.55	Newcastle	03.18	07.19

On 21st August 33017 was noted at Finsbury Park hauling a freight to the Southern Region.

Shunters at Scarborough on 8th September were 03075 and 03371.

A visit to Doncaster on August 4th saw 31206 and 37170 leave the Works in ex-works condition whilst 37032 entered with collision damage. Condemned unit E50346 was seen in the DMU works on the same day.

A society visit to Doncaster Works on 10th August revealed 6 Deltics in for repair - 55003/8/9/14/19/22. Damaged locomotives included 31011, 31283, 31403, 08386, 37218, whilst other locomotives included 08256(CR) 37196(LE) 37272(CF) 37237(ED) 37284(CF) 03145(LE).

An unusual sighting on 1M72 Harwich Boat Train on 9th August was 40167(HA) which took over on the Sheffield-Manchester section.

East Coast main line trains continue to suffer from mechanical failures. On 1st September 55003 in charge of the down Tees-Tyne Pullman was failed at Doncaster due to a defective speedometer, to be replaced after some delay by 40153.

The section of line from Thornhill Jcn.-Heckmondwike is reported closed owing to underground fires and freights from Healey Mills and Fletton for Laisterdyke (Bradford) go via Greetland and Halifax and have to be banked between these two places.

LONDON MIDLAND REGION

Severe flooding in the London area on 13th and 14th August caused disruption to the entry to St.Pancras. On the 18th August the Master Cutler arrived and departed from Kings Cross, running via Grantham and Nottingham. The down train took 3hrs 17mins from Kings Cross-Sheffield.

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Latest reports indicate that the new class 56 locomotives will all be fitted with equipment suitable for MGR workings, will be restricted to a top speed of 70mph and be allocated to Eastern Region.

Certain sections of the Settle & Carlisle line have now been equipped with 2-aspect colour lights, whilst the down platform at Ribbleshead has been demolished to make way for a new quarry connection.

A Mystex from Leeds on August 10th arrived at Llandudno behind 47479, and the train was formed of Mark11 F stock.

Over the weekend of 16/17 August, due to engineering work at Dutton Viaduct WCML trains were diverted either through Manchester Victoria, through Chester (turning round on the triangle), or over Stockport (reverse) and Arpley to Walton New Jcn (reverse).

The Branch to Earles Cement Works at Hope has recently been converted into double track and a new viaduct has been built. 08539 was noted at Hope on August 21st.

The 09.20 Derby-Skegness "Jolly Fisherman Awayday Excursion" has provided a variety of motive power during the summer. Several pairs of class 20s have worked the train, but on 25th August 25049 and 25102 were noted.

On 30th August 24036 and 24040 were noted hauling a Derby-Liverpool football excursion, but most of the class 24s are now either stored or withdrawn. Locomotives noted at Kingmoor.

WESTERN REGION

A visit to Paddington on 1st August revealed no less than 6 Westerns in a period from 17.00-18.00, locomotives being 1067(1A75) 1072(1A25) 1026, 1033(1B88) 1055, 1029(1B39). D832 is now to be seen in resplendent maroon livery at Reading.

Western locomotives remain in main line service. Most services west of Plymouth remain in their command, as do a number of services from Plymouth to Paddington. On 21st September 1023 hauled the "Cornish Riviera Limited" as far as Plymouth where 1016 took the train on to London.

SCOTTISH REGION

Several Claytons have finally left Glasgow for Norwich for scrap. At the weekend of 6th September 8507/8/16/25/29/31/36/52/74 were dragged from Glasgow in one long cavalcade. Meanwhile 8616 was noted at Dundee on 31st July.

On 2nd August 40159 crashed into 4 parcels vans at Glasgow Queen Street station at 2.00am. All vans were cut up on site, although 40159 suffered only slight damage. The elusive 25008 was seen at Polmadie on 3rd August, whilst 26005 is in St.Rollex Works severely damaged.

Reports indicate that at present 2 shunters are numbered 08316. 08316(green) was noted at Motherwell on 3rd August whilst 08316(blue) was noted at Fort William the next day. Former numbers were 3396 and 3886.

SOUTHERN REGION

40113 was unusually noted at Reading on 15th July in charge of a Bournemouth-Liverpool train whilst a visit to Eastleigh Works on the same day saw 15 locomotives including 07002/9/13,2992,2998. All class 07 locomotives have now left Southampton Docks some going to Bournemouth. EMUs seen at Micheldover recently have included 2693, 4128/30,4382, 4622/35,4720.

25073/4 were noted at Basingstoke on a parcels train on 20th August.

For the above information we are indebted to Messrs.Bolland, Calvert, Davis, Day, Fox, Morris, Sanderson, Skinner and Wallace.AGM

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The Annual General Meeting of the Pennine Railway Society will take place on Monday 6th January 1976 and all members are asked to attend. The meeting will be held at the Masons Arms at Doncaster.