

# TRANSPENNINE

## THE PENNINE RAILWAY SOCIETY

MAGAZINE No.6

DECEMBER 1975

President.  
Geoffrey Bambrough,

Membership Sec.  
Michael May,

Chairman & Fixtures Sec.  
Robin Skinner,  
Tel.0302 62569

Treasurer  
John Sanderson,

Magazine Editor.  
Jon Davis,

---

### NOTES FROM THE COMMITTEE

December sees the First Anniversary of the PENNINE RAILWAY SOCIETY. We hope that all our members have enjoyed taking part in our functions, or have simply enjoyed reading our magazine, and we do hope that you will renew your membership for 1976. Yearly subscription is again 75 pence, which should be forwarded to the Membership Secretary, or given to any Committee member during visits.

Our Fixtures Secretary has been working hard recently, and an impressive list of events have taken place, including visits to Eastleigh, St.Rollox, Eastfield, Doncaster Works & Shed, Crewe Works, and a railway quiz against Doncaster Railway Circle, and one against the MLST and Midland Project Group.

But perhaps the most notable achievement has been the invitation from the Main Line Steam Trust at Loughborough to help restore their Gresley Buffet Car E9124E, which is to be stripped of its BR livery and restored in the original varnished teak. Working parties are already visiting Loughborough regularly.

May we take this opportunity of thanking all our members for their support during 1975 and wish you all a Happy Christmas and a prosperous New Year.

---

### FUTURE EVENTS

Monday 5<sup>th</sup> January - ANNUAL GENERAL MEETING at the 'Masons Arms' Doncaster. Commences at 19.30 and will be followed by a slide show.

Sunday 11<sup>th</sup> January - Doncaster Locomotive Works and Shed. Meet Station forecourt at 10.20, or outside the 'Plant Hotel' at 10.45. Cost 50p (Members 40p)

Sunday 1<sup>st</sup> February - Derby Locomotive Works. Meet at the Works entrance at 11.15. Cost 40p (Members 35p)

Wednesday 4<sup>th</sup> February - Social evening at 'Masons Arms'. Slide show by Jon Davis. 'Great Western'. Commences at 19.30.

All enquiries and bookings to John Sanderson.

---

### ADVERTISEMENTS

IN VIEW OF THE ENORMOUS INTEREST IN RAILWAY RELICS AND MAGAZINES ETC WE ARE NOW OFFERING MEMBERS THE CHANCE OF ADVERTISING ANY SUCH ITEMS THAT THEY WISH TO SELL IN OUR MAGAZINE.

Will anyone wishing to advertise please contact Jon Davis.

# TRANSPENNINE

## LOCOMOTIVE STOCK ALTERATIONS

### EASTERN REGION

W/E 27<sup>th</sup> September: 03180-CR;08044/81-GD;08071-HI;08185-WR;08548-HS;  
08888-GD;  
W/E 18<sup>th</sup> October: 08001-GD;37195/9/216/42-GD;37079/80/100/249-TE;  
W/E 1<sup>st</sup> November: 08003/6/53/9-DR  
W/E 8<sup>th</sup> November: 47303-IM;47307-TI;  
W/E 15<sup>th</sup> November: 08003/6/53/120-DN;08212-TE;08217-GD;31418-FP

### LONDON MIDLAND REGION

W/E 27<sup>th</sup> September: 08390-CD;08894-TO;08569-HN;08036-CH;08126-  
LJ; 25150/1-LO;25274/5-BS  
W/E 11<sup>th</sup> October: 08283,25196/8/9/249/66-LO;08922-AN;08926-WN;  
25047/9/193,45033/56/74,47332/59/64/5/6/9-TO;25048/60-SP;  
25112/3/4/5/9/44,40011/7/42/3/98/140-KD;25239/80/90-4/9/302/4-  
CD; 47094/5/262-CD

### SCOTTISH REGION

W/E 20<sup>th</sup> September: 24009-HA;27012-ED;  
W/E 4<sup>th</sup> October: 24120/1/3/5/6/8-HA;26008/11/9/22/4/5-IS;  
W/E 11<sup>th</sup> October: 25029/30/1/91/2/3/4/6/8,25171/2,40099/123-HA;  
W/E 18<sup>th</sup> October: 24110/3/5,47269-HA;26021/4/6-IS;  
W/E 1<sup>st</sup> November: 08732-HN;  
W/E 8<sup>th</sup> November: 08212/7-ER;24112/9/24/7/9/30,27103-  
HA; 25030/1/92/3/6,26009/10/2/3/4/7/8/20/8-IS;

### WESTERN REGION

W/E 20<sup>th</sup> September: 08053/185-BR;08839-SW;08888-ER;  
W/E 11<sup>th</sup> November: 25063/169/70/215/6/7,46011-5-LA;46016-9/52,47140-CF;  
31295/309,47001/54/63/129-BR;31419,47056-OC;47064/85/93-ER;31279/91-ER;  
47094/5-LMR;25029/30/1/63/91/2/3/4/6/8/171/2-ScR.

### LOCOMOTIVES WITHDRAWN

1011;1025;1026;1034;1040;1052;1059;1069;1200;03018;03098;03109;03113;  
03147;03153;03167;03169;06009;06010;08236;08566;24020;24026;24031;24033;  
24041;24045;24046;24048;24050;24055;24056;24059;24060;24061;24062;24074;  
24076;24092;24136;25045;26016.

### DMUs WITHDRAWN

50640,51501,56237,59573,59576,59775,59776,59777,59778,59779.

### DB FITTED

08834;08888;08952;20076;20125;25155;27041;31144;31149;31205;31206;31419;  
37001;37006;37016;37111;40002;45034;45035;45072;47094;47095;47102.

### LOCOMOTIVES REINSTATED

1040;20001;20004;20005;20006;20050;24106.

### LOCOMOTIVES STORED

24102;24103;24108;24109;24111;27039.

### LOCOMOTIVE STORED UNSERVICEABLE

24132

### LOCOMOTIVE RENUMBERED

27113-27207

## TRANSPENNINE

### DMU REALLOCATIONS

50150/7/60/1/7/9/71/2/222/30/5/7/56, 50750, 51213/7, 56365/6, 59065/73/92,  
59523/7/31/40/2-BG; 50544/51/9-62/71/8/9/81/3/7/8/90/4/5, 59217/21/2/5-7/9,  
51490, 56188, 56463-NR; 50388, 56120-LN; 51230, 59095-NL; 50152-DN;  
50168/240/5/66, 59082/95-BR; 51068/96, 59427-LA; 51580/9, 59586-CF;  
51451/518, 59545-DE; 55002-HN; 50442/94/7, 51112/9, 56411, 59150-TS;  
50786/812, 56267/96-TS; 50342, 51117, 56470-NH; 52061, 56296-NH.

### ELECTRIC MULTIPLE UNITS

M28349-HR (ex-store)

E65459, E65604 WITHDRAWN

### COACHING STOCK NEWS

#### VEHICLES WITHDRAWN

3001; 15189; 15522; 15719; 15734; 16210; 24012; 24167; 24330; 24357; 25093; 25209;  
34594; 34780; 34853; 34865; 34879; 34952; 35028; 35083; 35087; 35100; 35223; 80025;  
80040; 25277; 34053.

#### TRANSFERS

##### TO MIDLAND REGION

24662

##### TO WESTERN REGION

1902; 4161; 5070; 5135; 5138; 5157; 5175; 5180; 15647; 25205.

##### TO EASTERN REGION

1562; 3142; 3147; 4896; 5293; 5305; 5307; 13556; 14004.

##### TO SCOTTISH REGION

3026; 5083; 5129; 9399; 14010; 16092; 16099; 16101.

#### REINSTATED

13396; 24439.

#### DEPARTMENTAL STOCK

S13396; M15268; M24752; M24936; M34458; E87968.

#### NEW VEHICLES

M11040-M11065, M12070-M12104

### CARRIAGE NOTES

Recently withdrawn FO M3001 currently at Nottingham, is being sought by the MLST at Loughborough to run on the GC main line between Loughborough and Rothley. If purchased the vehicle will eventually carry the old 'blood and custard' livery.

The rebuilt PCV E85000 was again noted in Banbury station on 25<sup>th</sup> October.

Thompson and Gresley RBs continue to give good service despite their vintage. Thompson RB E1706E was noted heading south through York on 1<sup>st</sup> November on an excursion, whilst Gresley RB E9115 was seen at Doncaster on 11<sup>th</sup> November.

For information included in the above section we are indebted to Messrs G. Calvert, P. Fox, M. May, J. Sanderson.

### HELP

You will probably have read that the PENNINE RAILWAY SOCIETY are helping to restore a Gresley Buffet Car for the MLST at Loughborough Central. No special skills are needed to do this work. Tools are supplied and all that is needed is a set of old clothes. Very good meals are available at the 'Great Central Hotel' which is adjacent to the station.

Would anyone interested in participating in this venture contact John Sanderson or Robin Skinner.

# TRANSPENNINE

## FOR SALE

Will anyone interested in purchasing back numbers of RAILWAY MAGAZINE, MODERN RAILWAYS, TRAINS ILLUSTRATED etc contact Geoff Bambrough, 41 Gerald Road, Park House Est. Barnsley S70 3BL.

## HOLIDAY PREVIEWS

Subject to confirmation, the following holiday preview excursions will run from the Sheffield area in Spring 1976.

- 6<sup>th</sup> March - Newcastle, Berwick and Edinburgh.
- 13<sup>th</sup> March - Southampton, Poole and Bournemouth.
- 20<sup>th</sup> March - Exeter and Plymouth.
- 27<sup>th</sup> March - Folkestone and Dover (Romney Hythe and Dymchurch Railway)
- 3<sup>rd</sup> April - Bristol, Torquay and Paignton.
- 10<sup>th</sup> April - Rye and Hastings.
- 17<sup>th</sup> April - Edinburgh, Stirling and Perth.
- 19<sup>th</sup> April - Eastbourne.
- 24<sup>th</sup> April - Winchester and Portsmouth.
- 1<sup>st</sup> May - Gourock (for Dunoon).
- 15<sup>th</sup> May - Herne Bay, Margate and Ramsgate.
- 22<sup>nd</sup> May - Wemyss Bay (for Rothesay).

In conjunction with the holidays preview list, we hope to organise visits to Eastleigh, St.Leonards, St.Rollox, and Eastfield.

Included in the list of proposed trips from the Doncaster area are:

- 27<sup>th</sup> May - Keighley and Oxenhope.
- 16<sup>th</sup> June - Carnforth and Morecambe (from Grantham/Newark/Retford/Worksop)

## ACCIDENT AT LUNAN BAY

On 25<sup>th</sup> October the 10.15 Aberdeen-Kings Cross failed south of Montrose, at Lunan Bay, and the relief engine sent to assist (40111) ran into the rear of the stationary express, killing one passenger. The line was cleared for normal working at 04.50 the following morning. The damaged locomotive was noted on Haymarket depot on 1<sup>st</sup> November and on Crewe Works awaiting repairs on 7<sup>th</sup> December.

## NEW FREIGHT SERVICE

A new daily freight service is operating between Inverness and the new private sidings of Howard Doris Ltd at Stromeferry, on the Inverness-Kyle of Lochalsh line. The terminal serves the oil platform construction site at Loch Carron. Traffic carried includes cement from Oxwellmains, fly-ash pozzolan from Alloa, and pre-stressing material from Ayr. In a full year 100,000 tonnes of materials will be railed into Stromeferry.

## STONEHOUSE STATION

After notification that Stonehouse Station would close from 6<sup>th</sup> October, Western Region at the last minute announced postponement of the closure having made a further application for the demolition of some of the station buildings.

## FACTS AND FIGURES

You may be interested to see the scale of the rundown of our railway system:

	<b>1952</b>	<b>1962</b>	<b>1974</b>
Route miles	19,000	17,471	11,289
Stations	8,212	6,729	2,790
Wagons	1,000,000	862,640	241,249
Carriages	37,000	22,715	7,154
Locomotives	19,000	12,628	3,971
Staff	600,000	475,222	255,902

# TRANSPENNINE

## OPENED AND CLOSED

As from Monday 5<sup>th</sup> January East Brixton station, on the London Bridge-Denmark Hill-London Victoria service will be closed. Birmingham International station, built to serve the National Exhibition Centre will open, and will be served by trains both on the Coventry-Birmingham local service, and by Euston-Birmingham Inter-City expresses. This station will open at 06.00 on 26<sup>th</sup> January.

-----

## PENZANCE-THURSO IN ONE DAY

By John Sanderson

To gain publicity for the PENNINE RAILWAY SOCIETY, both myself and Robin Skinner our Chairman decided to go on a marathon rail journey from the stations nearest to Lands End and to John O'Groats i.e. Penzance and Thurso. The fastest time possible for the trip was 24 hours 4 minutes, and the journey was arranged to start on 22<sup>nd</sup> September. Local newspapers were contacted and to our surprise substantial coverage was given to the proposed trip in the 'Sheffield Star', who painted a picture of the two of us on Sheffield station, the 'Sheffield Morning Telegraph' and the 'Doncaster Evening Post'.

The first stage of the journey was on the 'Cornish Riviera Limited' from Penzance-Paddington, and at 11.02 on 22<sup>nd</sup> September we departed from Penzance behind Western 1023.

It was soon evident that Westerns were still providing much of the motive power West of Plymouth, with 1010 sighted at Redruth, and 1030 at Lostwithiel. However we did fear that 1023 would be replaced by a Class 50 at Plymouth, but happily 1016 was waiting to take over our train.

From Plymouth, only one stop is made before Paddington, at Exeter, and the run behind 1016 can only be described as superb. Plymouth-Paddington in 3 hrs 25 mins, the Exeter-Paddington section (173½ miles) in 2 hrs 23 mins, non-stop, with arrival in Paddington 8 minutes early.

The next stage of the journey was across London to Euston for the 17.45 to Glasgow, and in charge was 87008. Typical WCML running to Rugby, which was passed in 57½ minutes (82½ miles), but a signals stop at Nuneaton, and a permanent way slack at Norton Bridge checked our progress. Timings on the WCML are such that delays as these are difficult to recover. On top of this there were continuous signal checks into Preston, which was reached 24 minutes late.

We were both anxious now for the scheduled arrival in Glasgow Central was 22.52, and departure of the Inverness sleeper from Queen Street was 23.20. More time was lost to Carlisle where we arrived 27 minutes late, at which point the Station Inspector was asked if he would contact Glasgow informing them we were passengers for the overnight train to Inverness.

Heavy rain was now falling, making our journey both nerve-racking and miserable. 87008 struggled up Beattock with the wet rails, and Motherwell was reached 30 minutes late. With the torrential rain still falling, we finally pulled into Glasgow Central at 23.25, 33 minutes late.

Had they held the overnight sleeper? After a rapid taxi journey we got to Queen Street, and there was the 23.20 for Inverness - GONE. We knew at once that our attempt had failed; in no way could we reach Inverness in time for the 06.15 departure for Thurso.

However, we were not going to give up the journey. Glasgow was aware of the situation and advised us to catch the 00.05 Glasgow Central-Bristol train to Motherwell and await the 'Royal Highlander' which calls at Motherwell to drop newspapers only. We arrived at Motherwell at 00.22, the 'Royal Highlander' arrived at 03.32. The station staff made us welcome, providing us with tea and biscuits, but 3 hours at Motherwell in the early hours with rain still falling is not recommended.

## TRANSPENNINE

Once aboard the 'Royal Highlander', we were able to obtain a spare sleeping compartment, which enabled us to catch up on some sleep. Inevitably, arrival at Inverness was 57 minutes late, at 09.12.

Following breakfast and the customary visit to the depot, we caught the 10.50 for Thurso. Despite the disappointment of failing in our objective, the trip to Thurso was thoroughly enjoyable. The scenery on the line is very impressive, and the line is well worth a visit if ever in the Inverness area. Thankfully our journey behind 26017 was without further incident, and arrival at Thurso behind 26032 which had taken over at Georgemas Junction was 3 minutes early at 15.36. Our journey from Penzance had taken 28 hours 34 minutes 10 seconds.

Unfortunately this was not to be the end of the story. We caught a bus to Wick (which almost hit a road sign whilst swerving to avoid a car) and caught the 17.33 back from Wick behind 26017. Departure from Brora which is 90 miles North of Inverness was 3 minutes late, but as the rear coach drew out of the platform so the train stopped and then reversed back into the platform. After unsuccessful attempts to rectify the fault (no water pressure I think) a request was made for a replacement locomotive. The engine had to be sent from Inverness. We had been told quickly that there would be a lengthy delay before the relief engine would reach Brora, which enabled us to seek refreshment facilities in the village, and very nice they were too. The delay was such that we were able to stop until closing time (22.00). Arrival at Brora had been at 19.33, we finally departed at 22.32 behind 25035. The run down into Inverness was speedy to say the least, although we did call at the scheduled stops, though I imagine any intending passengers had long since given up waiting and gone back home. We arrived at Inverness at 01.07. We had booked a room for the night in advance, but felt it would be unreasonable to claim the room at that time. We returned to Glasgow on the 23.45 sleeper, which ironically had been held for the arrival of the Thurso train.

Undeterred, we both feel that our next attempt surely cannot be thwarted by such incidents.

-----

### NOTES AND NEWS

#### EASTERN REGION

On October 11<sup>th</sup>, 47181 was noted hauling a Sleaford-Blackpool Illuminations special through Darnall, the train was made up of Great Northern outer suburban stock. Due to engineering works on certain Sundays Sheffield-Doncaster trains have been running via Aldwarke Jc. Dearne Jc. (reverse) Wath Jc. (reverse) and Mexborough.

A class 40, 40198 was an unusual sight on 25<sup>th</sup> October working 4L01, 07.18 Sheffield-Leeds PCD. On 27<sup>th</sup> October, 47451 was in charge of the down 'Master Cutler' whilst on the same evening 25245 was noted on 4E60, 21.25 Nottingham-York Yard. 11 Class 76 locomotives were seen on the Worsborough Branch (Wath-Penistone) on the 30<sup>th</sup> October within 1½ hrs those noted were 76007/8/11-Bankers 76023/4 'clear call' coal train, 76037( L E Guide Bridge), 76021/6(6M32), 76027/8(6M37), 76038(8E66). 47174 was seen heading a Chesterfield Midland-Dundee Taybridge excursion on 1<sup>st</sup> November which was routed via Doncaster, Shaftholme Jc, Knottingley, Ferrybridge, Church Fenton and York, to avoid repairs to Selby Swing Bridge. The work at Selby has caused severe delays on the ECML. During November and Friday 14<sup>th</sup>, the situation was inflamed by a power failure at Kings Cross.

On Wednesday 1<sup>st</sup> October 47432 hauling the 1A10 Hull-Kings Cross, failed at Thorne North at 09.45 and was piloted to Doncaster by 31180 arriving at 11.14. There has been an acute shortage of DMUs in the Hull-Leeds-Sheffield area and a wide range of unusual vehicles and locomotives

## TRANSPENNINE

have been noted in the last two months trans-Pennine units have been predominant on the Hull-Doncaster-Sheffield services, E50617 & E56207 failed just 200 yards after leaving Sheffield on the 24<sup>th</sup> of October while working a Barnsley train. Assistance arrived in the shape of 45133 which propelled the DMU back into the station. On 11<sup>th</sup> October the 10.15 Sheffield M -Nottingham M was made up of class 25 No 25022 (T1) pulling 3-car DMU 50837, 59358, 50890.

### LONDON MIDLAND REGION

Named class 47 locomotives seem to be coming more and more common in the Derby area. On 17<sup>th</sup> October 47078 Sir Daniel Gooch was employed on 9T46 trip freight & 47076 City of Truro hauled a Bristol-Leeds train. On 17<sup>th</sup> November 47079 George Jackson Churchward was noted hauling 1V86 'The Devonian' and 47081 ODIN worked the 16.15 Bristol-Newcastle. 46026 was noted at Reddish on 1<sup>st</sup> November with severe fire damage, also on shed were stored class 24s 24005/20/1/4/7.

A new arrival at Derby Technical Centre is 24061 and 'Baby Deltic' class 23 No. 5901 has now returned after being noted working test trains in the Swansea area. Class 33 No. 33034 was seen working light on the Broad St.-Willesden Jc. line on 17<sup>th</sup> November. On 29<sup>th</sup> October the APT-E unit trials on the Midland Main Line between St.Pancras and Leicester London Road maximum speed allowed was 125mph although 135mph was permitted between Luton and Bedford. The unit covered the 99.1 miles between St.Pancras and Leicester in 60 mins 35 secs, this would have been bettered but for a DMU being allowed in front at Wigston.

On 30<sup>th</sup> October the APT-E took 58 mins 50 secs for the journey, an average speed of 101.6 mph from start to stop. Class 44s were evident on engineering work on Sunday 9<sup>th</sup> November, with 44003 & 44004 noted at Ratcliffe on Soar. Noted at Derby on station pilot duty recently have been: 08914 LO, 08925 SP, 08091 BR, 08098 HM, 08115, 08183, 08185 all TI, 08263 SB, 08534 SP, 08643 LA, 08893 SY, 08911 KD.

Class 25s 25084 & 25238 ED, were noted on a Derby area trip working on 17<sup>th</sup> November whilst 25030 & 25230 ED entered Derby works on 25<sup>th</sup> November. 45071 is now sporting the new two headlamp style instead of the old four character headcodes.

A Bristol-Nottingham football excursion on 15<sup>th</sup> November was hauled by 47051 GD. Class 40s have been evident on the lines of the old Midland Railway recently with 40097 working a Sheffield Mid. - St.Pancras express on October 25<sup>th</sup> whilst on 4<sup>th</sup> November 40004 was seen working cement 'empties' to Earles sidings Hope.

### WESTERN REGION

Unusual sightings on Severnside on 18<sup>th</sup> October were 46002/8 double heading 1M85, 25283 SP, 33013 EH & 33023 EH, on Bath Rd. MPD and 37110 MR on Severn Tunnel Jc. MPD. On the same day 'Western' were noted at Canton (D1065) and Bristol TM (D1053 & D1013).

On 10<sup>th</sup> November class 37s Nos.37254 & 37289 worked a freight from South Wales to Rotherham and were later seen in Doncaster Works.

Withdrawn Hymek D7018 can now be seen at Didcot, whilst D7017 can be seen at Taunton and D7011 is still awaiting disposal at Attercliffe (Sheffield). Unconfirmed reports indicate that the latter may be moved to Dinting. Class 52s remain in command of West of England expresses, particularly from Plymouth to Penzance. On 22<sup>nd</sup> September the up 'Cornish Riviera Limited' was hauled to Plymouth by D1023 and then to Paddington by D1016.

# TRANSPENNINE

## SOUTHERN REGION

47174 was noted passing Southampton Central with an excursion from Barnsley Exchange to Bournemouth Central. Noted at Basingstoke on the same day was 33057 HG, whilst 07001 was noted in Eastleigh Works. 33042 HG & 33058 HG were seen working Cross-London freights through Kensington Olympia on 17<sup>th</sup> November.

## SCOTTISH REGION

06010 DE, although officially withdrawn, was shunting Dundee MCL yard on 19<sup>th</sup> November, on the same day 47418 & 47550 were noted double heading a class 4 train bound for the Eastern Region. Disruption hit the Glasgow-Edinburgh service on November 19<sup>th</sup> when SC5083 developed a fault and the train headed by 27111 & 27109 was pushed into a siding by 27102 & 27105. 27105 also failed and assistance arrived from Grangemouth in the shape of 37237, needless to say, the service suffered severe delays and push-pull expresses were replaced by DMUs.

St.Rollox works now contains no Claytons, but these have been replaced by withdrawn class 24s, those noted on 1<sup>st</sup> November were:- 24003/8/12/6/71/95/8. Noted on Eastfield were 06001(ex-works) and 25008 on the same day.

For the above information we are indebted to Messrs. Bambrough, Clavert, Davis, Fox, Hill, May, Mellors, Monks, Sanderson and Skinner.

## LATE NEWS

LOCOMOTIVES WITHDRAWN: 31150, 03156

DB FITTED: 37030

REALLOCATED: 08268-DN;47064/74/77/85/93-SF.

DMU REALLOCATIONS: 50370,56134-NR;51204,56380-BG;56369-NL;56371-BG; 59113-GF;59249-NL.

## NOTES

On 3<sup>rd</sup> December 47275 was in charge of a shopping excursion from Barnsley-St.Pancras. On the same day, 1068 was noted on a freight passing through Clapham Jcn.

11 Class 24s were seen in store at Basford Hall south of Crewe on 19<sup>th</sup> November. Those noted were 24041/46/55/6/8/9/60/2/74/92/136. 47080 'Titan' was seen passing Rotherham on 1V50 19.30 Newcastle-Bristol Mails on 15<sup>th</sup> December.

The 08.08 Newcastle-Bristol (1V80) was reported running 60 minutes late at Sheffield on 12<sup>th</sup> December. A special DMU ran between Sheffield and Birmingham. The 2-car unit kept time all the way to Birmingham.

There are no official passenger diagrams for Westerns although they are still noted on passenger duty. On 15<sup>th</sup> December 1055 was noted on a passenger train on the Swansea-Cardiff line. It is understood that boilers will be isolated on all Westerns in January. On the same day 'withdrawn' locomotive 1200 'Falcon' was noted working at Ebbw Jcn. On the same day the HST which now has a diagram into Swansea was again out of service.

---

## SHEFFIELD FREIGHTLINER TERMINAL

It has been announced that Sheffield Freightliner Terminal will close as from 5<sup>th</sup> January with traffic being transferred to other neighbouring terminals.



DRASTIC CUTS IN RAIL SERVICES?

There has been wide publicity recently regarding possible mass closures in the rail network.

On subsidies and other revenue grants, the Rail Board has been informed that the amount of £330m paid towards passenger services in 1975 is to be held at this level in 1976 - not on the basis of constant prices but allowing only for the Government's target of 10% inflation. Unless this policy is reviewed the outlook for fares will be grim. The recent increases are already having a dramatic effect on passenger traffic.

In their consultations with the unions the Rail Board has left them in little doubt that the combination of investment freezes and reductions in revenue grants is bound to have such a drastic effect that the only logical outcome, perhaps as early as 1981, would be a network based solely on the present Inter-City and London commuter service routes - a total route mileage of under 4,000 miles compared to 11,300 today.

This would leave vast areas of Britain and many large towns without rail links. Services would disappear from the whole of Scotland, north of Glasgow and Edinburgh; from West of Plymouth; from the whole of Wales with the exception of the lines to Swansea and to Holyhead. The only service to East Anglia would be the line to Norwich.

Towns without railways would include:

North East: Sunderland, Middlesbrough, Stockton, Whitby.

Yorkshire: Harrogate, Wakefield, Scarborough, Barnsley.

Lincs and Humberside: Grimsby, Lincoln, Skegness, Scunthorpe, Newmarket.

East Anglia: Ely, Kings Lynn, Yarmouth, Lowestoft.

South West: Weymouth, Dorchester, Yeovil, Westbury.

Midlands: Hereford, Worcester, Malvern, Shrewsbury, Banbury, Walsall, Leamington.

Wales: Carmarthen, Milford Haven, Fishguard, Aberystwyth, Welshpool.

Lancashire: Southport, Blackpool, Bolton, Blackburn, Burnley.

Cumbria: Barrow, Workington, Whitehaven.

Scotland: Dumfries, Stranraer, Ayr, Stirling, Perth, Dundee, Aberdeen, Inverness, Fort William, Oban.

IT IS VITAL THAT ALL RAIL ENTHUSIASTS UNITE AND DO ALL IN THEIR POWER TO PREVENT THE DESTRUCTION OF OUR RAILWAY SYSTEM. CONSEQUENCES WILL BE DISASTROUS IF ANY CLOSURES TAKE PLACE.