

# **THE PENNINE RAILWAY SOCIETY**

## **MAGAZINE No.11.**

President: Geoffrey Bambrough  
Chairman & Fixtures Sec: Robin Skinner  
Treasurer: John Sanderson  
Magazine Editor: & Membership Sec. Jon Davis  
Bookings Secretary: Tom Helliwell

### **NOTES FROM THE COMMITTEE**

Firstly we would like to wish all our members a Merry Christmas and a happy and prosperous New Year. We trust you have enjoyed taking part in our trips and functions and we look forward to your continued support as we move into our third year.

Plans for improving the magazine are now well advanced and we hope to introduce a front cover photograph in the near future. Having said this we must point out that the content of the magazine can only be improved by members sending in more information.

Two changes of address have occurred recently, with Steve Barnes our London Branch Secretary having moved to Essex, and our President Geoff Bambrough and his family are now residing at Balby.

Subscriptions are now due and take effect from 1st Jan 1977. Once again we are pleased to announce that there is no increase in subscriptions, which remain at 75p per year – in fact subscriptions have never been increased since the founding of the Society. For those who have not yet renewed, membership a renewal form is enclosed which should be returned with cheque or postal order to Jon Davis, who has been nominated Membership Secretary.

### **FUTURE EVENTS**

Thurs 9th December – Winter Triangular Quiz 3rd leg at Doncaster BRSA.

DRC v PENNINE v S Yorks RPC. 19.30 all welcome.

Sun 12th December – Crewe Works 14.30. Meet Goddard Street entrance at 14.15. Members 25p, Non-Members 45p.

Wed 5th January – Annual General Meeting at Masons Arms, Doncaster commencing at 19.30.

Sat 8th January – Derby Works 11.00. Meet entrance 10.45. Members 35p, Non-Members 55p.

Sat 22nd January – York MPD and National Railway Museum – times and charges to be announced.

Sun 30th January – Doncaster Works 11.00 and MPD 12.15. Meet Plant Hotel at 10.45. Members 40p, Non-Members 60p.

All bookings and enquiries to Tom Helliwell.

### **LOCOMOTIVE STOCK ALTERATIONS**

Due to circumstances beyond our control we are unable to publish a current list of alterations. We will re-instate this service as soon as possible.

### **COACHING STOCK NEWS**

Vehicles withdrawn

615,621,622,623(SLSTP),3002,3024,3028,3031,3032,3046(FO),15743,15787,15869,15942,  
24786,34905,34908,34913,35016,35136,30981,30984,30995,30997(BG)

## **TRANSFERS**

To Eastern Region

3013(FO),5308,5314,5411,6113,9436,9512,13304,13306,13420,13449,13459,25667,25817,26044,86685,86768,80037

To London Midland Region

2414,4716,25813,37241

To Western Region

1964(RU),5179,13420,13440,13442,14062,14082,86731,86740

To Scottish Region

5080,35252

Vehicle Re-instated

16210

## **MAGAZINE CONTRIBUTIONS**

Will any members who have rail information which may be of use for further issues contact Jon Davis. We also offer free advertising facilities to members wishing to sell or exchange railway relics/magazines etc providing the items have been acquired legally.

## **DELIVERY OF NEW LOCOMOTIVES SUSPENDED**

Delivery of the Romanian batch of the Class 56 diesel-electric locomotives has been suspended until faults on the outstanding locomotives have been corrected. The locos already in this country are being lifted at Derby and Doncaster and the bogie blocks are to be sent to the BRUSH factory at Loughborough.

## **HOLIDAY CENTRE RAILHEAD TO BE AXED**

BRB have announced their intentions to withdraw passenger services to Filey Holiday Camp. This would constitute the complete closure of two arms of the Royal Oak Triangle. Passengers would have to alight at Filey Town station and continue their journey by East Yorkshire bus.

## **FARE RISE GETS GO-AHEAD**

The Prices Commission did not intervene during the 28 day statutory period which means that they will allow British Rail to increase passenger fares by an average 12½%, the increases to come into effect in January 1977.

## **GREEN LIGHT FOR MIDLAND RAILWAY SUBURBAN ELECTRIFICATION**

On Monday 8th November, only hours after the start of electric services on the GN, approval was given to BR to commence work on electrifying the line from St Pancras to Bedford Midland Road.

## **KENTISH TOWN WEST**

LMR have announced proposals to discontinue passenger train services to and from Kentish Town West station which is on the Broad St – Richmond line. The station was gutted by fire in 1971 and trains have not called there since.

## **LONDON GROUP**

The next meeting of the London Group is on 10th December at the Cock Tavern on Phoenix Road, off Eversholt Street, opposite Euston Station. Meetings are held on the second Friday of each month and commence at 19.30. All are welcome to attend.

## **FILM SHOW**

On 2nd February Mr R Rowland is visiting the Masons Arms, Doncaster to show British Transport Films. This should be a memorable evening and as many members as possible are invited to attend. The show will commence at 19.30.

## **INTER CITY 125**

**By John Sanderson**

On Saturday 13th November, over a dozen members of the PENNINE RAILWAY SOCIETY took advantage of Western Region's unique offer of a return trip on the High Speed Train for £1.25. The journey chosen was on the 11.00 Paddington-Swansea.

We arrived on Platform 4 at Paddington to see HST 253007 waiting to take us and the first pleasant surprise of the day was to see a declassified First Open coach, so of course we took our seats in this most luxurious vehicle. Peter West, the well known TV personality, arrived to catch the train and he was seen entering a second class vehicle.

Departure from Paddington was at 11.02 and the power of the HST soon became apparent. By Ealing Broadway we had reached 100mph and although we passed Southall at 90mph and West Drayton at 96mph at Langley the train took off. Any hopes of taking numbers on this journey had already disappeared at Southall; barely had one got pen to paper than we had passed.

The section from Langley to Slough was covered at an average speed of 120.9mph, between Slough and Burnham at 123.3mph, and the highlight of the journey, the 1.65 miles between Burnham and Taplow was covered in 43 seconds, at an average speed of 129.7 mph. All members on the train were extremely delighted with the smooth riding of the train at high speed. Slough to Twyford, 12.55 miles was covered in 6mins 3secs at an average speed of 124.4mph. Speed was reduced to pass through Reading, which was reached 23mins and 7secs after departure from Paddington.

Further fast running was achieved on the line to Didcot. Pangbourne-Goring took 1min 39secs, for 3.2 miles at an average speed of 116.3mph. However a severe brake application was made approaching Cholsey, but although the braking was sharp it was also smooth, the only discomfort being the intake of smoke emitted from the brakes.

Didcot was passed in 34mins 40secs and further high speed running took place on the run to Swindon, but this section is very difficult to log owing to the lack of familiar timing points, especially to someone like me unaccustomed to travelling this route. We did in fact come to a stand outside Swindon station, but arrived in the station 53mins 13secs after leaving London as against the scheduled 53mins. Sights of the past were noted at Swindon Works with D818 and D1062 standing on the now redundant turntable and with D1034 dumped with condemned Class 24s in the yard. One pleasant sight was that of D1071 hauling a special comprised of former GWR vehicles from the Severn Valley Railway.

High speed running is restricted on the section beyond Swindon to limited sections and already several members had wandered down to the buffet car, which of course is equipped to sell draught beer. Some members were determined to drink their Whitbread Tankard or Heineken Lager at 125mph. Reports on the quality of the beer were good and the price at 38p per pint was thought reasonable.

Fast progress was made from Wootton Bassett Jcn with the section to Sodbury Tunnel being covered at an average speed of 109.4mph. A special stop was made at Bristol Parkway to set down a party who were supposed to join the train at Paddington and who didn't.

Arrival at Newport was 100mins 47secs after departure as opposed to the scheduled 100 mins. The service from Newport is as that for a conventional train with stops at Cardiff, Bridgend, Port Talbot, Neath and Swansea, which was reached in 178mins 43secs, 43secs down on schedule.

After a short break in Swansea where several went to obtain some Brains (beer) the return journey was made on the 16.00 flight which was to run non-stop between Newport and Paddington. Power was provided by power cars 253010 and 253015. Departure was at 16.02 and the train was well loaded with many passengers alighting at stations to Cardiff. Unfortunately there was no

declassified vehicle on this train so we were forced to travel in second class seats.

Normal running was attained to Newport which was reached in 72mins 50secs with stops at Neath, Port Talbot, Bridgend and Cardiff Central. During this section we took advantage of the hot snacks available from the buffet car, where chips, sausages, beans, eggs, bacon etc can be obtained at reasonable prices.

Departure from Newport was at 17.18, 5mins late by the public timetable but only 3 minutes late by the working timetable. Bristol Parkway was passed in 99mins (ex Swansea), but with 5 minutes recovery time to Swindon there was a good chance lost time would be made up. Sodbury Tunnel to Swindon was covered at an average of 106.9mph and Swindon was passed in 119mins 40secs, 3mins 40secs up on actual running.

The 24.2 miles from Swindon to Didcot were covered in 13mins 7secs at an average of 110.7mph, but such is the timing on this run that we managed to lose 1min 27secs on this section. However after Didcot we opened up and the 14.45 miles to Tilehurst were covered in 7mins 1sec at an average of 123.5mph, before we eased to pass Reading. From Didcot (pass) to Reading (pass) took only 8mins 38secs. Further fast running took place beyond Reading and as on the morning run we averaged 129.7 between Taplow and Burnham. We were running well ahead of schedule but even at West Drayton, only 13.2 miles outside Paddington we were still doing 118.6mph. Arrival in Paddington was 167mins 40secs ex-Swansea, 7mins 20secs up on actual running. The non-stop run from Newport-Paddington (133.4 miles) was covered in 92mins 29secs, at an average speed start to stop of 86.5mph.

On alighting from the train I felt that all our members who travelled had really enjoyed the experience and recognised the great advances made by BR by the introduction of the HST and I think we were all looking forward to our next trip on the train. I can only advise the rest of you to get down to London as soon as possible and take a trip on the HST. Even at standard fares you will find it a bargain.

## **NOTES AND NEWS**

### **Eastern Region**

Locomotives noted on York MPD recently have included L&NWR No790 Hardwicke on 16th September after working on the Derwent Valley Light Railway and 9F No92220 Evening Star on 16th October.

Beyer-Peacock Hymek D7011 is still standing on BR metals at Attercliffe (Sheffield) 16 months after arriving there on 13th July 1975 from Old Oak Common. The scrap dealers Messrs W Hessewood will not take delivery of the locomotive.

The 19.30 1M92 Sheffield-St Pancras continues to be double-headed to Nottingham. The locos are normally 2xClass 45/1s and on 19th November 45133/47 were in charge but on 12th November 45071 and 45102 worked the train.

Saturday 15th October saw 47223 in charge of the Boston-Carlisle-Newcastle North Pennine Railtour which returned via the High Level bridge at Newcastle and the Gateshead loop. Noted on Gateshead included 40054/68/77/152.

On 16th October a large crowd assembled at Dore and Totley to see super power in the shape of HST 253015 on a run to Derby from York. Crowds returned on 30th October to see Jubilee 4-6-0 45690 Leander working a Manchester-Scarborough excursion as far as Sheffield. There 31221/302 took over to York where 92220 Evening Star took the train to Scarborough.

Ex BR Class 24 no.D5032 was noted on 31st October working a Goathland-Pickering train on the North Yorkshire Moors Railway. Also noted was ex-BR DMU Sc59098.

On 3rd November 40160 was seen at Sheffield with the 11.28 Poole-Leeds/Newcastle, running 30 minutes late. The engine was carrying the correct train reporting number. 40160 left with the portion for Newcastle.

A society visit to Doncaster on 7th November produced 31001/9/10, 24014/7/97/9/125/6/7 on the shed and D4067(NCB), 56004/8, 47244/407/19/85, 55003/10/3/6/21/2, 31011,31177(fire damage), 25015,5901,24071/86/117 on the works and withdrawn Trans-Pennine buffet E59778 on the DMU works.

On 13th November 40167 was noted at Kings Cross whilst on 20th November the ECML saw its most unusual motive power since the locomotive exchanges of 1947, when Class 52 diesel-hydraulic D1023 Western Fusilier worked a Kings Cross-York excursion. The locomotive was in superb external condition and in fact was noted sporting the latest style front headlights. Shortly before this passed Doncaster, an up express arrived behind 47187 and 55015, both working (6050 bhp).

On 19th November 56001 was seen dragging 56004 through Rotherham Masborough returning to Tinsley. Sister engine 56002 was reported to be at Knottingley MPD for crew training.

### **London Midland Region**

Several Scottish 25s have been seen at Derby recently including 25006/12/35/79/89, whilst on 6th November 47203 took charge of a footex from Nottingham to Sheffield.

Class 40 locomotives, popular with footplate men because of their smooth riding, are becoming less common, but on 16th September 40124 was at Keighley and 40019 at Hellifield. On 8th November 40108 left Earles Sidings (Hope) with a cement train for the Eastern Region whilst on 24th November 40109 worked this train.

At Derby on 20th November 47453 was noted on an excursion comprised of Mark III vehicles whilst on the same day 56003/5/10 and 44001 were on the Works.

### **Western Region**

On 13th November 47256 was noted at Paddington, still in two tone green, whilst at Swindon on that day were 08398/583/795/839,37143 DEMU 1317. City of Truro 47076 was noted at Margam. At Briton Ferry on this day were withdrawn units 4362,4676,4728,4734, whilst 03141/5 were on Landore. On 19th November 47077 North Star was an unusual sight on an Exeter-Waterloo service.

### **Scottish Region**

The recent collision at Ayr involved 25018. This locomotive is now reported to be awaiting scrap.

## **THE SOUTH YORKSHIRE JOINT RAILWAY**

### **By Jack Davis**

With the discovery of a major coal seam in the Maltby area towards the end of the 19th century the main line railway companies were soon making plans to move into this new Eldorado. The NE and L&Y were planning a line from Thorne passing south of Doncaster to Ravenfield and on to Dinnington. The GN planned to branch due west from Bawtry to Maltby and Rotherham, and the LD&EC of all people, planned to strike out from Treeton to link up with the NE-L&Y scheme at Sandbeck.

The GC and Midland had already acted by taking over in 1901 the powers of the Shireoaks, Maltby and Laughton Co and were moving ahead with plans to strike out from the GC Sheffield-Retford line west of Shireoaks through Dinnington and Maltby to link up with the GC Doncaster-Grimsby line at Kirk Sandall.

Now, two competing schemes in the area would have been uneconomic, three or four plain stupid, thus the GC and Midland by moving quickly were able to kill two birds with one stone. They were able to make sure that their own interests were taken care of and at the same time the enemy from the north was contained. This was recognised by all concerned and so the Bill for the South Yorkshire Joint Railway was put before Parliament in 1902 giving equal shares to the five supporting companies GC, Midland, NE, GN, and L&Y, in a line running northwards from a connection with the aforementioned GC and Midland line at Laughton Junction and using more or

less their proposed route through to Kirk Sandall. There was an outlet to the GN at Black Carr and later when the Dearne Valley became operative to the L&Y system at St Catherine's Junction. This South Yorkshire line was the third to carry the 'South Yorkshire' part in its title, the first being the South Yorkshire Railway which was absorbed into the MS&L in 1874, the second was the South Yorkshire Junction Railway which was built to connect the GC at Lowfield Junction with the Hull and Barnsley at Wrangbrook thus giving the two companies an outlet from the Denaby-Cadeby complex.

The first reading of the Bill was in 1903, and it received Royal Assent on August 14th of that year. So came into being a line with five parent companies and only the East London Railway with six had a greater number of owners. There is little doubt that mutual jealousy rather than a wish for co-operation was the spur to the formation of this line. On New Year's Day 1909, the line was opened for mineral traffic, the redoubtable Wilbert Briggs being appointed almost immediately as Traffic Inspector, a post which he filled until retirement in 1950. In later years as a token of reward for his services he was given a permanent pass to travel free all over the lines of the five companies. He died in 1956 at the age of 71.

By the end of 1913 over a million tons of coal were being shipped out over the line per year. Each company supplied its own motive power and part of the rolling stock, the bulk of this though was supplied by the collieries and shipping lines.

The NE, GN and L&Y used their existing 0-8-0s for the work, the Midland relied on their new 0-6-0 which had just begun to come onto the road, designed by Henry Fowler and which was to become the LMS 4F. For the GC, Robinson preferred to improve on his 0-8-0 by adding a super-heater and so was created the 2-8-0 'Consolidated' more affectionately known as the 'Tiny'. Twenty of these machines were initially built to work the South Yorkshire lines, then, after the outbreak of war in 1914 the design was adopted by the ROD as their standard and as well as the ones being produced for the GC hundreds were built to a slightly modified design and worked not only in France but all over the world. They became LNER class 04 and operated right up to the last days of steam on BR, in fact they were joined by other 2-8-0 designs and the South Yorkshire Joint became almost totally a 'Consolidated' line in the days of BR and there could be found no less than five classes of 2-8-0 working on it – the LNER 0-1,0-2,0-4, the LMS 8F, and the Riddles Austerity, truly a unique situation.

The engineering on the line wasn't at all spectacular apart from some miles of moderately high embankment around Brookhouse where there is a viaduct of unusual construction for the brick piers are wide enough to take a double line but only a single track deck was ever fitted. The only other notable features are two deep cuttings near Roche Abbey and Maltby. There are also two fairly long viaducts over the Dearne Valley line and GN main line.

£5000 compensation had to be paid out towards the resiting of the Doncaster Rifle range at Cantley so that the line of fire was directed away from the railway. The engineer's original estimates were £312,000 but rising costs increased this to such an extent that by the time the line opened the expenditure totalled £411,000.

### **COMPETITION NUMBER ONE**

Winner of the first £2 prize is D Clark, 27 Cunningham Rd, Doncaster. Runners up (£1 each) are J Glossop, 78 Studfield Hill, Sheffield and R Bolland, 39 Egerton Road Nth, Manchester.

Solutions are – 1-Dowlais Cae Harris; 2-Corkerhill; 3-Kentish Town; 4-Canklow; 5-Leith Central; 6-Bradford Manningham; 7-Retford; 8-Ilfracombe; 9-Alston; 10-Yarmouth South Town; 11-Southport; 12-Sheffield Grimesthorpe; 13-Feltham; 14-Leamington Spa.

### **COMPETITION NUMBER TWO**

Once again we are offering £2 first prize and a second and third prize of £1 each. Entries to reach Jon Davis before 31st December.

## **BRITISH RAILWAYS DIESELS**

- 1- In December 1966 a BR/Sulzer Class 25 became the 1000th diesel to be turned out by Derby Works – what was its original number?
- 2- ‘Warship’ D800 was named ‘Sir Brian Robertson’. What position did he hold?
- 3- After a successful prototype 23 Deltic shells were produced. To what use was the 23rd put?
- 4- The entire complement of Barclay 01s are allocated to Holyhead Breakwater. Where were they originally allocated?
- 5- Has an EE Class 37 ever been allocated a name?
- 6- In the early years of its existence D1000 stood out from other members of the class – why?
- 7- In the summer of 1958 the first of 20 new diesel-electrics was allocated to Hornsey for use on London area suburban services – what was its number?
- 8- Which was the first all diesel depot?
- 9- When the EE Class 40s went into service on the GN lines their weekly maintenance at Hornsey depot was – 2500, 3000, 4000, over 4500 miles – which?
- 10- Where were the Cravens DMUs built?