

TRANS PENNINE

The Magazine of the Pennine Railway Society



No.12 - January 1977

NOTES FROM THE COMMITTEE

Welcome to the third year of the PENNINE RAILWAY SOCIETY. We are pleased to start the New Year with our best magazine to date, including our first ever photograph. Those of you who have been members from the formation of the society will appreciate what an improvement this is from Magazine number 1 in January 1975.

In welcoming you we would like to say a special thank you to those who sent rail information with their membership renewals, All contributions are welcome to try and help make the magazine better.

As always our policy for 1977 is to run all visits by rail and of course to gain official permission for every visit, We were planning to travel on a BR Weekend Excursion from Doncaster to Amsterdam in March, but since travel between the Hook of Holland and Amsterdam is by road transport we feel it would be harmful to ourselves and to BR to give our backing to this venture.

FUTURE EVENTS

Fri.14th.January - Social evening at the Cock Tavern, Phoenix Road, Euston,19.30.

Sat.22nd.January - York MPD (11.30) and. National Railway Museum- NO CHARGE

Wed, 2nd.February- Social evening at the Masons Arms Doncaster 19.30.

Mr. R Rowland- British Transport Films.

Fri. 11th .February-Social evening at the Cock Tavern 19-30.

Sun.13th. February Crewe Works 14-30. Meet Goddard Street entrance at 14.15 Members 25p,Non Members 45p.

Sun.20th. February - Doncaster Works 11-00 and MPD 12.15. Meet Plant Hotel 10.45.Members 40p,Non-Members 60p.

Sat.26th. February- South Lancashire by rail-to include Wigan, Allerton and Birkenhead. Prices on request.

Wed. 2nd. March -Social evening at the Masons Arms Doncaster 19-30.

Mr. K. ,Marshall - Steam 76.

Fri.11th .March -Social evening at the Cock Tavern 19-30.

Sun.13th. March -Doncaster MPD (13.00) and Works (13.30).Members 40p Non-Members 60p.Meet at MPD at 12-45.

Sat.26th. March -Glasgow Works and Eastfield MPD. Meet Springburn Road entrance at 14.20 or travel by BR excursion from Doncaster-Edinburgh and Inter-City to Glasgow. Members 35p, Non-Members 55p.

ALL ENQUIRIES AND BOOKINGS TO TOM HELLIWELL.

LOCOMOTIVE STOCK ALTERATIONS

These will be reinstated as soon as possible.

COACHING STOCK NEWS

New Vehicles - 80431-80439 (POL)

Transfers

To Eastern Region-4897,5408,13455,87118

To Midland Region-86827

NEW SOUTHGATE STATION

Late on Christmas Day a fire severely damaged New Southgate station on the Kings Cross-Welwyn Garden City line. Passengers have been advised to travel from Arnos Grove LT station until New Southgate can be used again.

CHRISTMAS STRIKE CRIPPLES KINGS CROSS

An unofficial strike by loco men at Kings Cross caused havoc on the ECML on 24 -29th. December. The men were protesting over Christmas holiday rotas.

NO SUPPORT FOR CUP SPECIAL

A special train ran from Sheffield to Darlington In December for the 2nd. Round FA Cup tie. BR provided an 11 coach train to carry the Sheffield Wednesday fans but only 21 supporters travelled on the outward journey.

SNOW HITS ALSTON

The village of Alston in the South Tyne Valley was practically cut off by blizzards- on 30th December. This was the first test of the all-weather road which replaced the lino from Haltwhistle to Alston which closed in May. The village was also cut off on 11th. January.

ROAD SLAUGHTER

The number of persons killed in road accidents from 1st. January 1945 to 30th June 1976 was 204,000, and the number of persons injured was 9,171,000.

NEW STATION AT WORCESTER?

BR are carrying out a feasibility study into a new Park and Ride InterCity station on the outskirts of Worcester. The most suitable site is 3 miles to the South-East of the city where the London-Worcester line crosses the Midland line. The new station would eliminate the current 20 minute detour to serve Worcester from the Midland line since it would be situated on the direct route.

If built it is envisaged that Worcester Shrub Hill would close, but rail services would continue to operate into the heart of the city at Foregate Street station.

WR RE-SIGNALLING

Work has started on a £4.33m resignalling scheme between Theale near Reading and Heywood Road near Westbury. 14 cabins will be closed and multiple aspect colour light signals will be operated from Reading power box. Completion of the scheme should be by the end of 1978 .

RAIL IS TOPS IN RUSSIA

Last year Soviet Railways carried 3,310 million passengers, about the total population of the earth. Perhaps one of the reasons for the success of the railways lies in their pricing policies. Season tickets for instance were introduced in 1920 and have not increased in price since that time. A yearly season ticket to a station within 6.1/2 miles of Moscow costs only 2.3/4 roubles (£1.25).

MISHAP ON EX-GCR MAIN LINE

A train carrying 900 tons of coal from Arkwright Colliery to Rotherwood was derailed on 23rd December on catch points near Beighton station after the brakes failed on the 2x20 locos which were hauling the train. Both locomotives and the leading 3 wagons left the road but the driver and second man had jumped to safety after alerting the signalman by means of the horn, The train came to rest 20 yards short of a level crossing.

HOLIDAY CLOSURES

ER services Barton-on-Humber -New Holland Pier, Bishop Auckland-Darlington and Middlesbrough-Whitby were suspended on 1st January. The Clayton West-Huddersfield and Leeds-Goole services did not run on 3rd January.

OBJECTIONS TO BUTLINS LINE CLOSURE

British Railways Board have received objections to their proposal to withdraw passenger services to Filey Holiday Camp station.

ELECTRIC IN BIRMINGHAM

A nameplate off EM2 electric E27005 "Minerva" now enjoys pride of place over the bar of the "Grapes Hotel" near New Street Station in Birmingham. The Ansell's pub has a strong railway flavour with many other interesting items of railwayana on display including a GWR lower quadrant distant signal and a GC "General Waiting Room" sign.

MAIN LINE STEAM TRUST

The Loughborough based MLST have been given a two week stay of execution in their battle to secure the line from Loughborough Central station. The MLST have been harshly treated by Nottingham Division of BR and we wish the MLST luck in their latest battle,

MIDLAND ELECTRIFICATION

Approval has been given to re-signal, electrify, and modernise the line between St. Pancras/Moorgate and Bedford at a cost of £80m. Completion is planned for early 1982. There will be about 12 suburban services between St. Albans City and Moorgate in the peak hour and also 4 limited stop services between Bedford and St. Pancras, Off peak services will be 3 trains per hour to Moorgate, 2 starting from Luton and one from Bedford. There will also be one hourly train from Bedford to St. Pancras calling all stations to Radlett.

A new fleet of 48x4 car electric units will be built able to travel at speeds of up to 90 mph. The existing mechanical signalling between St. Pancras/Moorgate and Sharnbrook will be replaced by multiple aspect colour light signalling covering 70 route miles (270 track miles). All train movements will be controlled from one new signalbox at West Hampstead which will replace 29 old cabins.

To Increase overall speeds on the route realignment of tracks will ,increase the maximum speed on the local lines from 60-75mph, and on the main line's from 90-100mph on 49 route miles of which 37 route miles will permit a speed of 110mph.

Maintenance and servicing of the units will be provided at Cricklewood and Bedford. Electric power to the lines will be provided at Hornsey ER.

NEW STATION

Newton Aycliffe is the site for a new station to be built on the Darlington-Bishop Auckland branch situated one mile north of Heighington. The station is expected to come into use in May.

THE DINGWALL AND SKYE RAILWAY

By John Sanderson

There can be few more romantic sounding names than Kyle of Lochalsh and there can be few other stretches of dramatically beautiful country than that through which the railway line runs between Inverness and Kyle of Lochalsh.

The Dingwall and Skye Railway reached its first terminus at Stromeferry In 1870 but It was not until November 2nd 1897 that the first train entered Kyle of Lochalsh. The temporary halt at Stromeferry was due to the company running out of money, but the impetus to go on to Kyle came with the threat of a rival route to the Hebrides from Mallaig by the Great North British Railway.

The Kyle extension when opened was the most expensive piece of railway engineering work ever undertaken at £20,000 per mile owing to the necessity to blast 31 rock cuttings and build 29 bridges. At Kyle the railhead was blasted out of solid rock.

Today the service between Inverness and Kyle consists of 3 trains a day each way, although one Inverness-Kyle train starts from Dingwall and runs Mondays, Fridays and Saturdays only. Trains cover the 82 1/2 miles in roughly 3 hours.

The Journey from Kyle is one of infinite beauty and interest. The train leaves Kyle by a rock cutting and is soon on the open sea coast, and soon reaches Duirinish and then Plockton, which owes its size to the days when it was a busy fishing village with schooners which traded as far as the Baltic. The train then continues to Stromeferry, the old terminus where connections to the Hebrides could once be had. The ferry service at Strome was withdrawn in 1971 with the building of the new by-pass. This enabled motorists to drive up the east side of Loch Carron whereas the only road until then had been up the west side involving the ferry crossing. Just north of Stromeferry is an avalanche tunnel built to protect the railway line and road from rock falls.

The line then proceeds through Attadale and Strathcarron which still retains its passing loop and beyond this is Achnashellach. This is the country of the oldest rocks in the world, Achnashellach was once a private station for Viscount Hill, whilst the next station, Glencarron was once a private station for Mr. Shaw of Glencarron Lodge.

Glencarron lies under the peak of Moruisg, 3026 feet. Beyond Glencarron is the summit of the line at Luib, 700 feet above sea level, and beyond Luib is the descent to Achnasheen where the 'up' and 'down' trains pass. The stop is not long enough to make use of the Station Hotel.

Achnasheen is the bleakest part of the line, bleaker still since the felling of Scots firs in both World Wars. In the Second World War dark men from Honduras were engaged in the felling around Loch Maree, Achnashellach and Achnasheen.

Beyond Achnasheen is Achanalt and Loch Luichart and the line then runs round the hill of Cnoc nah-Iolaire to

Garve, the road junction for Ullapool. Beyond Garve the train climbs the summit to Raven Rock at Achterneed

and it was the costly construction of this climb which was a major factor in the line temporarily stopping at Strome. The work was forced on the company owing to opposition from landowners at Strathpeffer through which the line was to run and Strathpeffer had the only sizeable population on the whole route. Strathpeffer eventually had a link with the main line with a branch from Fodderty. The climb to Raven Rock is 1:50. Achterneed station is now closed but was known as Strathpeffer until the Spa got its own line. The railway then proceeds to Dingwall, the Junction of the Kyle line and the Wick-Thurso line. The line from Dingwall into Inverness was opened in June 1862.

The Kyle line has served the nation well in its history especially during wartime. During the last war the western terminus was such a strict secret that even railway clerks did not know that Port ZA was Kyle and it was from here that all the mine laying of the entire British fleet was done. Mines were stored all along the line in special sidings and trains carrying them had a special timetable of their own. The traffic was not referred to as mines but as 'units'.

In Admiralty terms Kyle of Lochalsh was known as HMS Trelawney where 4000 Navy men were stationed. One needed a passport to travel on the Kyle train in wartime and military police kept constant patrol for it was in the lochs between Ullapool and Aultbea that convoys were assembled and the battle of the Atlantic was pursued.

The scene on the line has changed dramatically today with the line run down and under constant threat of closure. Only the oil boom in Scotland has kept the line open. In 1975 Howard Doris Ltd. opened a private siding at Stromeferry, the terminal to serve the oil construction site at Loch Carron and into which 100,000 tonnes of materials will be railed each year.

The line is still an essential link for the inhabitants of the area. The road from Garve to Kyle is single lane only with 600 passing points and is virtually impassable in the winter months. In November 1970 an avalanche caused the closure of the line until March 1971. A bus put on as a temporary measure had 4 accidents in 4 days due to ice. In the mild winter of 1971 the road had to be gritted on 35 days.

It is rail links such as these which must not be allowed to die. The Kyle Line is a special line. It can never be made a fast line but it is incomparably better than the journey by car and infinitely more beautiful. The route takes you from the North Sea at Inverness to the Atlantic Ocean at Kyle which is itself only a 4 minute ferry journey from Kyleakin on the romantic Isle of Skye.

NOTES AND NEWS

EASTERN REGION

Class 47,47090 was noted at Rotherham on 27th November in charge of the 16-38 Leeds-Swansea. On 28th November 08388 (TE),08168(BG) and 31001 were noted on Doncaster MPD whilst the Plant Works played host to many foreign locos including 37080/91/156/164/241/280,5500 3/10/13/21, and 56005/6/9/11.

On 4th December a Worksop-Kings Cross via Lincoln Theatre Special was hauled by 47276. The stock was provided by Sheffield Nunnery and a special stop was made at Darnall to pick up catering staff.

Eastfield Class 37 No.37156 was seen heading north through Rotherham Masborough on 10th December and 3 days later ex-works Class 25,25073 hauled a southbound freight through the station.

EE Type 4s,40070/78/157/199 were in attendance at York on 18th December whilst 40010 was noted passing Doncaster on an up freight

On 24th December the 09.49 Cleethorpes-Sheffield Midland was noted at Darnall behind 40118. This service is regularly hauled by either a Class 40 or Class 31 locomotive. On 26th December no locomotives were to be seen at Rotherwood whilst the following day no less than 15 Class 76 Electrics were on Wath Depot. They were: 760071/12/15/21/23/24/27/28/30/31/33/43/47/51/57. On the same day 24 Class 40s were noted at Healey Mills MPD.

On 4th December 47089 'Amazon' was unusual power on a Kings Cross-Newcastle relief and on 8th January 47176 was in charge of a Mexborough St. Pancras 'Merrymaker' excursion.

On 9th January 45072 was noted at Rotherham Masborough in charge of 1V46 Leeds-Bristol overnight. On Sundays this train is formed of XP64 stock. On the same day the 20.15 Sheffield-Doncaster was hauled by 47209, whilst on the 2nd January it was hauled by 37118.

On 7th January 56014/5 were noted passing Woodhouse being hauled towards Tinsley by 25214. Class 56s, 56012/3 arrived at Tinsley over Christmas.

On January 14th the 09-49 Cleethorpes service, mentioned above was pulled by 40028.

Reports have reached us indicating that in future all repairs to Class 50 locomotives will be undertaken by Doncaster Works.

A further Class 52 'Western' locomotive is due to run to York on Saturday 12th February hauling a special from Taunton. The train will run via Bristol, Gloucester, Worcester, Birmingham, Derby and Chesterfield. We have been informed that at Chesterfield the train will run via the *Old Road' through Barrow Hill and onto Rotherham, so avoiding Sheffield Midland,

On 9th January 31018 which had been stored on Stratford MPD awaiting preservation ran to York under its own power.

LONDON MIDLAND REGION

A Wirral Railway Circle Class 24 special to Loughborough on 4th December was hauled by 24082 and 24087, whilst on 9th December Eastfield Class 37,37237 passed through Derby with a northbound fitted freight.

AL6 Electric 86254 has recently returned to normal service after being fitted with an experimental pantograph (designed for a future APT) at Derby Works.

On 4th December 44010 "Tryfan" was noted working through Clay Cross minus nameplates.

Class 40 locomotives in action on the region on 12th December included 40112 at Guide Bridge. 40024/28/107/178 at Manchester Piccadilly, and 40109 at Heaton Moor. On a sadder note 40005/21/41/43 were in Crewe Works awaiting cutting up. On the same day 24035 was seen on an engineers train at Sandbach.

On January 8th the 'Ramaway' special from Derby to the FA Cup 3rd. round- tie at Blackpool was hauled by 45059, whilst 45066 hauled a Cup special from Matlock-Carlisle. Rotherham United supporters were taken to their cup-tie at Wolverhampton running via Water Orton and Sutton Park, by 47173. Also on 8th January withdrawn Class 44,44001 'Scafell Pike' was present on Derby Works. Also noted in the Works was HST power car 253020 (W43041) and shunters included 08507/936/493/349/182/909/225/905/397/399/ 043/455/328/885/927/454/068/074/176/739/666, whilst 56003 was on Derby Research Centre.

On 8th January 45034 failed at Derby while working the 10-40 Leeds-Paignton 'Devonian' and was replaced by 45077. On this day 08841 was noted at Bilston, 08783 at Monmore Green (Wolverhampton) and 08674 and 08588 were in evidence at Wolverhampton High Level.

WESTERN REGION

D1010 'Western Campaigner' worked an enthusiasts special to Birmingham New Street on 27th November, whilst on 4th December 45066 hauled the 10-00 Crewe-Cardiff (normally a 46 or 47) and on the same day 31196 (IM) and 37095 (TI) hauled a Mystery Excursion 1Z54 from Swansea High Street to the beautiful resort of Huddersfield,

The following Westerns are now the only ones remaining in service (as at 15th January: D1010,D1013,D1022,D1023,D1041,D1048,D1058.

SOUTHERN REGION

73002/3 and 09015 were noted at Stewarts Lane and 08375 was on pilot duty at Gillingham station on 4th December.

The 'Pompey' special from Portsmouth to the FA Cup match at Birmingham on 8th January was hauled throughout by 33007, with 10 Southern Region Mark 1 vehicles.

REQUEST FOR INFORMATION

I would be interested to hear from any member who may have any useful information on J.& G. Wells Ltd. who were colliery owners in the Killamarsh and Eckington area of North Derbyshire.

Photographs of rolling stock and motive power used at Norwood, Holbrook, or Westhorpe collieries would be particularly useful, as would track layout diagrams and connections with the main line railways. All photographs and plans etc. loaned will be taken care of and will be duly returned to the owner together with postage and other expenses'

Please contact Mr.A.C. Griffin,15,Johns Road, Radcliffe-on-Trent, Notts. Tel: Radcliffe-on-Trent 3294.

COMPETITION NUMBER TWO

Winner of competition number 2-DIESELS was Mr.D.Clark, DONCASTER (His second win).

Runners up were Mr .J. Glossop, SHEFFIELD, and Mr. J. Sanderson,SHEFFIELD

Answers are as follows-

1-D7667, 2-Chairman of the British Transport Commission 3-Incorporated in DP2 4-Stratford(30A) 5-Yes-D6703,D6704,D6707.

6-Desert Sand livery 7-D5300 8-Devons Road (Bow)) 9-D0ver 4500 miles 10-Darnall Sheffield.

COMPETITION NUMBER THREE

Listed below are 15 station names - can you put the correct towns to these names.

First prize is £2, with second and third prizes of £1 each. Entries to reach Jon Davis 81 Bowden Wood Crescent, Sheffield 9 before 12th February

1-GILMOUR STREET 2-TANSHELF 3 - MUMPS 4-GRAHAMSTON 5-PRIORY 6-FORSTER SQUARE 7-BARRACKS

8-HAMILTON SQUARE 9-SOUTH BEACH 10-NEW STRAND 11-JUNCTION NEW STATION 12-MILVERTON

13-ST.THOMAS 14-VAUXHALL 15-LONDON ROAD HIGH LEVEL

CHEAP FARES ON INTERCITY 125

Western Region is to offer 8000 seats at a reduced day return fare of £2.50 on a limited number of midweek and Saturday Inter-City 125 trains from London Paddington and Reading to Bath, Bristol and South Wales for a ten week period commencing on January 18th.

These special tickets will be available subject to a minimum of two persons travelling together by certain trains on Tuesdays, Wednesdays, Thursdays and Saturdays to South Wales and on most Saturdays to Bath and Bristol (during the period January 18 to March 26.

Bookings for the special cheap tickets must be made in advance at either Paddington or Reading travel centres. Written applications should be received at Paddington at least 7 clear days before the date of travel.

SHINKANSEN CARRIES ONE BILLION PASSENGERS

The Shinkansen is the Japanese standard gauge high speed electrified Inter-City network, the first section of which, between Tokyo and Osaka is known as the 'Tokaido'.

The number of passengers carried on the Shinkansen reached the billion mark on May 25th 1976, that is on the 4255th. day counting from October 1st.1964 when the line was inaugurated.

The number of trains operated has grown yearly to reach a total of 268 per day with the train kilometrage increasing from 28000 to 160,000km a day - a distance 4 times the circumference of the earth. During the past 4255 days the Shinkansen trains have covered about 374 million km, approximately one round trip between the earth and the sun.

Particularly notable is the fact that none of the one billion passengers has ever been killed or injured in accidents, a brilliant success unparalleled elsewhere.

SEVERE WEATHER CONDITIONS

Severe wintry conditions hit most of the country on Thursday 13th January. Information as to the disruption of services is limited at present, but in South Yorkshire a freight train ran away on icy rails coming down from Silverwood Colliery to Thrybergh Junction, near Mexborough. The locomotive crew and guard jumped clear, but the train finally brought itself to a stand. All trains into Sheffield from the South were suffering from heavy delays-the 17-22 St. Pancras-Sheffield 'Master Cutler' arrived in Sheffield 140 minutes late, while the 16.23 departure from Sheffield-Harwich had not left Sheffield by 18.00.

Takings on the Sheffield-New Mills 'Paytrain' service were at record levels as commuters leaving Sheffield found that journeys by road were virtually Impossible. The 17.30 to New Mills 2 car DMU was packed with passengers, and over 100 alighted at Dore and Totley.

One serious report concern the driver of the Euston-Stranraer boat -brain who was killed when struck by an object while leaning out of his cab. It is thought that he had been struck by ice.

LATE RAIL NEWS

On 2nd January 56012 and 56013 were noted on Tinsley while on 5th January the 16.35 Derby-Crewe was loco hauled with 31151 providing the power. On the same day another unusual observation at Derby was of 31183 hauling the 14.43 Leeds-Plymouth following an engine failure.

An Inter-City 3 car unit is now at Derby Research Centre, the numbers of the units being W52088 W59819 and W52099.

On 15th January the Harwich-Manchester Boat Train suffered an engine failure and a special was run between Sheffield and Manchester hauled by 40042. Noted at Manchester Victoria on this day were 08129 and 40002.

An unusual sight at Bury MPD on 15th January was that of several withdrawn electric units still in green livery.

The 18.35 Manchester-Sheffield service was in the hands of a 3 car Buxton set on 15th January. The cars in question were M50483,M59139,M50435.

COACHING STOCK NEWS-TRANSFERS

To Eastern Region- 25644 35394

To Midland Region- 4997 9450 13478 80431

To Western Region- 13441 80438 80439

THE MIDDLETON TOP ENGINE HOUSE

John Sanderson

The Middleton Top Engine House on the former Cromford and High Peak Railway is now an industrial monument, but when built represented a triumph of science and technology over the unyielding Derbyshire countryside a means by which trains could tackle steep gradients on a line which cut through some of the most inaccessible countryside in Britain.

The engine was built in 1829 to haul wagons up the 708 yard long 1:8.1/4 Middleton incline. It was made in Derbyshire at the Butterley Iron Works and most of the original parts were in use when the line closed 134 years later. The engine has been renovated by the Derbyshire Archaeological Society.

The engine was attached to a continuous wire rope of 1670 yards to haul trains up was what until 1894 a single track .A communications system of bell and pointer signals transmitted by wires was used between the bottom and top of the incline and a wire-operated disc indicated 'B', 'G', or 'S' for 'Stand By',' Go or 'Stop'.

Two loaded or five empty wagons were allowed at any one time on the incline or when worked without the assistance of the winding engine one loaded or three empty wagons for ascending and two loaded or five empties for descending.

The winding engine itself is a two cylinder low pressure condensing beam type with a 14ft. diameter fly wheel. It was supplied with steam by an old LNWR locomotive boiler in the adjoining engine shed and two wagon loads of fuel came daily from the Carriage and Wagon Works at Derby. Opposite the engine house are the remains of the Stanton Iron Works Company's loading dock and behind the house are two stone walls between which a tramway used to run connecting the line with Middleton.

Quarry closures and increasing road competition were the main causes for the decline of traffic on the Middleton-Friden section of the line and on 12th August 1963 the engine house was closed. The rails on the incline were lifted the following year. The old locomotive boilers which supplied the steam to the winding engine were cut up on site in March 1967 the year that the rest of the line was closed.

Originally the Cromford and High Peak Railway had eight winding engines all built in the 1820s, but the one at Middleton Top is the only survivor. Although the Sheep Pasture incline remained in use until 1967 the steam winding engine was replaced in 1883 by a twin- cylinder horizontal type engine which was itself replaced by an electric motor. The Whaley Bridge incline was worked entirely by counter balance with horses. Chains were used originally on the inclines but were later replaced with wire ropes.