

TRANS PENNINE

THE MAGAZINE OF THE PENNINE

RAILWAY SOCIETY



Issue No. 21 - June 1978

NOTES FROM THE COMMITTEE

WELL LADS -THIS IS IT. The PENNINE RAILWAY SOCIETY is to have a stand at the Doncaster Works Open Weekend on June 17/18th. The stand will be part of the Rail Mart exhibition in the Paint Shop. We would like in advance to thank all those who have volunteered to help on the stall and also those who have kindly donated items for sale on the stall. If you are at Doncaster please have a look at our stall and make yourself known to those behind the counter.

In order to streamline our committee a reshuffle of duties has taken place recently with Robin Skinner taking over full control of all bookings, Tom Helliwell switching to Membership Secretary and Jon Davis concentrating solely on the job of Magazine Editor. Please remember these changes when contacting the Society.

To cater for our members in the Hallamshire area who are unable to attend social evenings in Doncaster we are now running joint meetings with the South Yorkshire Railway Photographic Circle at the Grapes Hotel, Trippet Lane, in the centre of Sheffield. Further details are to be found in this magazine. A variety of visits are detailed below including a trip for our steam enthusiasts. We hope all these visits will be well supported by you.

Please remember-all bookings to Robin Skinner

FUTURE EVENTS

Tue.13th.June - Social evening at the 'Grapes Hotel' Sheffield-19-45.
Mr. Jack Davis-'Preservation-My view'

Wed. 5th.July - Social evening at the Masons Arms Doncaster 19-30.
Mr. Jon Davis 'Slides'.

Sat. 8th, July - Derby Works 11-00 Meet Siddals Road entrance 10-45
Members 35p,child 20p, Non members 55p, child 30p.

Tue.11th.July - Social evening at the Grapes Hotel, Sheffield 10-45.
Members Slides-please bring your slides along.

Sat.22nd July - Birmingham Area by rail-to include Bescot, Saltley, Tyseley.
Fare £7, child £4, non-members 50p extra. Fare includes ALL rail travel from Sheffield.

Wed 2nd Aug -'Social evening at the Masons. Arms, Doncaster 19-30
Mr. Glyn Gossan 'A selection of slides'.

Tue.8th.Aug - Social evening at the Grapes Hotel, Sheffield. 19-45.

Sat.12th.Aug, - Branch Line Tour from Doncaster and to include riding over the South Yorkshire Joint Railway and the LD&EC line. A VISIT NOT TO BE MISSED

Sat, 2nd.Sept - Derby Works 11-00. Meet Siddals Road 10-45.
Members 35p child 20p, Non-members 55p, child 30p.

Wed. 6th.Sept - Social evening at the Masons Arms, Doncaster 19-30
Mr. Erie Slater-A selection of cine-films.

Tue.12th.Sept-Social evening at the Grapes Hotel, Sheffield 19-45.

Fri.22nd.Sept - Weekend visit to Amsterdam via Harwich. Return to England Sunday 24th.September.

All bookings and requests for further information should be addressed to Robin Skinner -address on cover.

COVER PHOTOGRAPH

The introduction of the new passenger timetables on May 8th.1978 brought a large scale changeover to HST Power on the East Coast Main Line services.

Our cover picture shows HST set No 254 003 passing Botany Bay (Nr. Retford) with the 07.40 Kings Cross/Newcastle on the first day of the timetable operation.

We thank **Tony Booth** for the photograph

COACHING STOCK NEWS

Vehicles withdrawn 92,306 (BG), 330(Pullman),732/51(BY),1507/61(RKB), 1535
13200,16086,35251/73,31926,37225 37325.

Transfers to Eastern Region 25355 935487,81220, 81440,81522,81565 81624

To Western Region 5184,13085 25784

To Midland Region 2451,,3240, 5663,5814, 5815 80308,94836

To Scottish Region 4213 To Southern Region 1003 1007 1017 (Siphon G)

To Departmental Stock 14067 renumbered to ADB 975654.

BR RETURN TO STEAM

BR will be sponsoring steam hauled tours this summer. On LMR "THE CUMBRIAN COAST EXPRESS" formed of Mk1 F0s will operate every Tuesday-between June 27th.and August 29th.inclusive from Blackpool North (10-05) to Carnforth where 4472 "FLYING SCOTSMAN" or 4498 "SIR NIGEL GRESLEY" will be attached to depart 11-24 to Sellafield. The engine will be turned on the Ministry of Defence loop and leave Sellafield at 16-05. Eastern Region

trains hauled by 92220 "EVENING STAR" or 4771 "GREEN ARROW" will run on a York to York circular tour via-Knaresborough-Harrogate-Leeds and Church Fenton. Trains will run on Sundays from the 25th June until 3rd September inclusive and depart from York at 09-55 and 13-45. Fare on this tour is £2-25 for the round trip.

PENNINE TRIP BY STEAM

The PENNINE RAILWAY SOCIETY is hoping to get seats on the Gainsborough Model Railway Society excursion on Saturday 16th Sept, which is diesel hauled from Peterborough-Lincoln-Doncaster to Leeds. The train will then be steam hauled on the section Leeds-Ravenglass-Leeds, power being provided by "Clan Line" and "Sir Nigel Gresley". The fare will be Adult £10-25 and Child £9-25. Anyone interested should contact Robin Skinner,

BARNSELY BEAR -THE REAL LIFE PADDINGTON

Passengers on the 08-12 Barnsley-Sheffield noticed the plight of an abandoned teddy bear which had been dumped by the line. One of the passengers wrote to British Rail at Sheaf House offering to give the bear a good home. Barely had the letter (backed by passenger's signatures) arrived than a rescue party was sent out to get the stray teddy. 'Barnsley' as he became known was refurbished in BR 'workshops' and kitted out in replica railman's uniform including peaked cap and Merry-maker badge.

In a special ceremony at Sheffield Midland station 'Barnsley' was handed over to Rowena Weaver, his new foster mother, by Divisional Manager Roy Calvert.

Several members of the PENNINE committee have already written to Miss Weaver and Barnsley offering them both a good home.

LOCOMOTIVE NAMED

Class 47, No. 47460 has been unofficially named "GREAT EASTERN" by men at Stratford MPD. It is doubted whether a nameplate is carried on both sides of the locomotive or whether the locomotive will carry the plate permanently.

LOCOMOTIVES SOLD

The following locomotives have been sold. 07001-Tilsley & Lovatt Ltd. Trentham, Staffs (for resale). 07002/6/12-PD. Fuels Ltd. 07005/11/13-Engineering Services, Essex, 07010-A. Parsons, Maiden Newton, Dorset. D1041 "WESTERN PRINCE" sold to D, H, Edleston in February 1977 is to be moved to Didcot Railway Centre

TRAVELLING POSTMAN

Philip Slack a fanatical speedway supporter from Sheffield must be one of British Rail's longest distance sports commuters. As well as supporting his home town club both home and away he travels by rail every Monday to see his idol John Davis riding at Reading. Phil's job as a postman allows him most of the day free and he is often to be seen at Sheffield Midland station on his travels to such places as Leicester, Birmingham or even Scunthorpe. Seems he supports the railway in a big way as well as speedway.

LOCOMOTIVES REPRIEVED

The remaining Class 24s, 24023/35/47/63/81/2 and Class 44's 44002/4/5/7/8/9 are now expected to be reprieved until November 1978 due to a delay in the supply of replacement motive power.

ANNUAL REPORT

British Rail had an operating surplus before interest of £68.4m in 1977 compared with a surplus of £13.7m in 1976. Major achievements in 1977 were as follows:-

PASSENGERS-more people travelled by train in 1977 with passenger volume up by 3% over the year.

SAFETY -for the second year running in over 700 million passenger journeys not a single passenger was killed in a train accident.

MANPOWER -manpower on the railways was reduced by 4,456 to 178,200

PUNCTUALITY-timekeeping of trains was the fourth best recorded over a 30 year period with 80% of all passenger trains arriving on time and 93% on time or less than 5 minutes late.

In view of the achievements in 1977 and so far in 1978 BR have stated that fares will now be frozen until the end of the year at least.

STATION RENAMED

Wembley Hill, between Neasden and Northolt on the Marylebone High Wycombe line has been renamed Wembley Complex. The station is only 3 minutes walk from the mammoth complex at Wembley and special trains will be run to cater for fans attending sporting fixtures at Wembley.

NEW STATION

A new railway station at the IBM (UK) Ltd. Spango Valley plant near Greenock was opened recently. It is called IBM Halt and is situated between Port Glasgow and Wemyss Bay. It is the first new station in Scotland since Branchton was opened on the same line in 1967.

The company has guaranteed the difference between the cost of establishing and maintaining the halt and income from tickets sold.

CHILD TICKETS

British Rail is hoping to introduce a ticket for children travelling with an adult who has purchased an Awayday ticket. Cost of the children's ticket will be 40p and the offer will be valid from Sunday 18th. June until Saturday 9th. September.

SCOTTISH ENGINES TO BE NAMED

Class 47/7 locomotives which will eventually work the Edinburgh-Glasgow via Falkirk service will be named as follows:-

47701 - ST. ANDREW

47702 - ST. CUTHBERT

47703 - ST. MUNGO

47704 - DUNEDIN

47705 - LOTHIAN

47706 - STRATHCLYDE

47707 - HOLYROOD

47708 - WAVERLEY

47709 - THE LORD PROVOST

47710 - SIR WALTER SCOT

Class 17/7's 4771/712 had been allocated the names "WILLIAM WALLACE" and "PRINCE CHARLES EDWARD" respectively but it is now planned to launch a public competition to find names. Locomotives to be converted to Class 47/7 will be taken from the series 47493-47555.

PENNINE OFFICIAL ON FOOTPLATE OF ROYAL TRAIN

On Monday night, 8th. May, the Royal Train left Euston carrying HM The Queen and HRH The Duke of Edinburgh to Aberdeen. The train consisted of 10 coaches and Class 37 electric locomotive 87006 "CITY OF GLASGOW". The train formation was as follows from the engine power car with mobile generator 2905, restaurant car 325, saloon 2901 dining saloon 2902 saloon 2904, saloon 2903, and escort vehicle 2906. The 10 vehicles weighed 400 tons.

The train was worked from Euston to Crewe by Euston train crew Driver H. Lillystone and Relief Driver E. Plenty. The departure from Euston was 23-25 and arrival time at Crewe was 02-07 where the Euston train crew were relieved by a Crewe driver.

The Class 87 locomotive diagrammed from Euston to Mossend Yard was changed to a Class 47 to take the train forward to Perth and Dundee to join the East Coast route to arrive at Aberdeen at 10-15 Tuesday morning.

We congratulate our London Group Chairman Eddie Plenty on him achieving this notable honour.

SOUTH YORKSHIRE RAILWAYMEN REUNITED WITH OAKLEY

Mexborough area railwaymen visited a legendary steam engine they had not seen for 40 years on May 6th. The men, aged between 70 and 90 were reunited to see "HENRY OAKLEY" on which they worked during the 1930s. The men travelled on the Keighley & Worth Valley Railway to Oxenhope, where the engine is awaiting a boiler inspection, in luxurious Pullman coaches equipped with everything down to a portable TV for the FA Cup Final.

A meal and all refreshments were provided free for the men. The trip was organised by the K&WVR Ltd. with assistance from British Rail.

BY RAIL TO MOTOR SHOW

British Rail are planning the biggest operation of its kind to carry an estimated half-a-million people to the 1978 Motor Show being held for the first time at the National Exhibition Centre, Birmingham, between October 18 and October 29th.

From London alone more than 170 extra trains will be arranged to give a 10 minute interval service between Euston and Birmingham International between 08-00 and 11-00, and a 15 minute interval service between 11-00 and 13-00 on Mondays to Saturdays, and a 15 minute interval service will run on Sundays. Many other extra trains will also be run from other major cities throughout the country.

INTER-CITY 125 ON ECML

From 8th May the following services on the East Coast Main Line have become High Speed Train workings.

TO LONDON - 07-32 ex Newcastle, 08-10 ex Edinburgh, 10-10 ex Edinburgh

11-10 ex Edinburgh, 13-50 ex Newcastle, 16-10 ex Edinburgh.

EX LONDON - 07-40 to Newcastle, 10-00 to Edinburgh, 11-35 to Newcastle

14-00 to Edinburgh, 16-00 to Edinburgh, 17-00 to Edinburgh

As soon as more HST sets become available the following services will be worked by HST's and this is expected to take place in the first week in July.

13-10 Edinburgh-London 15-10 Edinburgh-London

08-00 London-Edinburgh 19-00 London-Newcastle,

SOUTH YORKSHIRE CORNER - WELCOME TO PENNINE MEMBERS

Commencing with the meeting on the 13th June the meetings held at the Grapes Hotel, Trippet Lane, Sheffield are to become a joint affair between the South Yorkshire Railway Photographic Circle and the Pennine Railway Society and it is hoped that by this venture the Pennine members in the Sheffield area who cannot attend the meetings at the Masons Arms, Doncaster will be able to gain contact with their colleagues and fellow Society members.

We, of the South Yorkshire extend a warm welcome to all Pennine members who wish to come along and join in our activities, which are run on much the same lines as the proceedings at Doncaster. There are slide shows and films, talks, competitions and quizzes organised throughout the year and run in a relaxed and friendly atmosphere, on the second Tuesday evening of the month, commencing at 19-45.

Our June meeting will be a slide show entitled 'Preservation-my view' by Jack Davis, and for July we will be running the ever popular members slide night, where all are welcome to turn up and show us their own favourites.

Meetings are held in a private room and members children are welcome to attend.

POTTED RAILWAY HISTORIES

No2-THE NORTH EASTERN RAILWAY

Based in the traditional home of English railways the North Eastern was the fourth largest of the major pre-grouping companies. It was the largest of the provincial railways (i.e. railways whose terminal is outside the capital) and although it was geographically prone to invasion by rival companies it adequately protected itself by the excellent quality of its service. It ran the fastest express (York/Darlington) carried the most mineral traffic, and covered an area bordered by Berwick, Hull, Carlisle and Leeds.

Although the beginning of the system might be regarded as dating from around 1825 it was not until after the Railway Mania that an amalgamation of numerous railways in 1854 produced the North Eastern.

The main line ran from York, through Darlington and Durham to Newcastle and on to Berwick-on-Tweed. Before the opening of the King Edward bridge in 1906 trains had to reverse in Newcastle Station before they could proceed North. In 1870 an extension from Challoners Whin Junction (York) via Selby to the Great Northern main line gave birth to the famous East Coast Main Line. York was always the hub of the system, although Leeds, Newcastle, Darlington and Carlisle were also very important locations.

Originally there were four locomotive shops (York, Gateshead, Leeds, Darlington) although Fletcher of Gateshead was generally presumed to be Chief Mechanical Engineer. This situation brought about a proliferation of locomotive designs in the early days of the company. The main designs- were 2-4-0, 2-2-2 and 0-6-0 engines but the famous 'Whitby Bogies' must not be overlooked.

In 1885 T. E. Worsdell arrived from the Great Eastern and at once he put into practice a policy of unified design from which evolved the definitive and distinctive North Eastern design with large cab and plain, neat design. He was succeeded, by his brother Wilson Worsdell in 1890 and similar designs continued.

In 1908 the locomotive seat was moved from Gateshead to North Road, Darlington and under the able guidance of Vincent Raven a programme of building larger locomotives was commenced, with large Atlantics, 4-6-0s, and finally culminating with a splendid Pacific design.

Before the First World War the fastest express in Great Britain ran the 44.1 miles from Darlington to York at an average speed of 61.57mph. The NER. was also well to the fore in the development of electric traction, not only the Newcastle suburban area, but also for heavy mineral traffic. Engine liveries were - Bright Green, lined black, white and gold, black frames, lined red, green wheels and outside cylinders. Goods engines were black, lined red, with large tender numeral (adopted in 1917). Coaches were lake, yellow and wagons were dark grey.

THE PRESIDENT'S PUZZLE

We have at last managed to drag our President Mr. Geoff Bambrough away from his beloved computers and buffet cars to give us all the benefit of his mind. He has submitted the word puzzle below which is bound to test the skill (for at least two minutes) of all readers. We were going to offer as first prize, a night out with Geoff at the prize winners expense second prize was to be two nights out with Geoff and so on. We do not really want replies but anyone who does take the plunge cannot accuse the committee of not pointing out the consequences. And now to the puzzle. Below are the names of 13 diesel locomotives hidden in a letter square. Follow the letter square by moving horizontally or vertically (not diagonally) to reveal the loco names. Each letter is used only once except that the last letter of each name revealed. is the first letter of the next name. To help the uninitiated the first name is CREPELLO and by observing the above rule the first letter of the next name is O.

CPELLHSRENGE
REIROTTAVEPN
AMONORLARERE
ZAINAVCYOHTS
0LESYLORPURS
NLNAOSSESOCO
HIADFOPROINF
CLTANEMTPGAB
AAAQUITRTHIR
ISIUTTRAYMII
RANIPAONCBNT
AMATENPSSUIA

Ps. If any members report to the committee that they have had difficulty in solving the above then the committee will reluctantly admit (in writing) that we have seriously underestimated the dormant genius that rests within the President's frame.

COMPETITION NUMBER 11

The winner of competition number 11 was D. L. Dunwell of Rothwell, Leeds and the runners up were J. Glossop of Newcastle upon Tyne and M. Davis of North Hykeham, Lincs.

Answers to the quiz were as follows:-

- 1-VICTORIA 45565
- 2-WOLF HALL 7928
- 3-MARS 45698
- 4-BITTERN 60019
- 5~WOOLASTON GRANGE 6858
- 6-TAMAR VALLEY 54024
- 7-SHERWOOD FORESTER 46112 and B100
- 8-WESTERN TROOPER D1033
- 9-PANDORA E27006
- 10-PERSEUS E26053 (76053)

Our quiz master apologizes for a couple of mistakes which appeared in the last magazine.

COMPETITION NUMBER 12

Below are ten questions with a Welsh flavour. First prize is £2 with £1 each to two runners-up. Entries should reach Jon Davis before 15th July 1978.

- 1-What is the English name shown on the dual language station signs at Abertawe?
- 2-Name the longest under-land tunnel in Wales.
- 3-Name the highest summit in Wales.
- 4-The route mileage of the Rhymney Railway was (a) 30 (b) 47 (c) 51 ?
- 5-Name the locomotive works of the Ffestiniog Railway (Rheilffordd Ffestiniog) near Porthmadog.
- 6-On which line is Sugar Loaf Summit to be found?
- 7-What is unusual about the bridge spanning the River Towy (Afon Tywi) at Carmarthen?
- 8-What was the previous name of Cardiff Central station?
- 9-Treble headed Class 37 locomotives are to be seen working heavy freight trains In South Wales. What minerals do these trains convey?
- 10-Which station is the junction for- the Pembroke Dock branch?

LOCOMOTIVES AT WOODHAM'S SCRAPYARD APRIL 22nd 1978 - BARRY ISLAND

Ex GWR

Class 2800 2-8-0 No's 2807,2859,2861,2874,2885 3802 3803,3814, 3845,3850/5/62

Class 5700 0-6-0PT No's 3612,4612 9629 9682

Class 5100 2-6-2T No's 4110 4115 94121 v415 6 95 193 5 199

Class 4200 2-8-0T No's 4247:4248 4253 4270 4277:5224,5227

Class 4go0 4-6-0 Hall' No's 4930 Hagley Ha11,4936 Kinlet Hall

4953 Pitchford Hall 4979 Wootton Ha11,5952 Cogan Hall

5967 Bickmarsh Ha11,5972 Olton Hall

Class 6959 4-6-0 'Modified Hall' No's 6984 Howsden Hall,

7903 Foremarke Hall 97927-Willington Hall

Class 4500 2-6-2T No's 5516 5532 5538,5539,5552

Class 5600 0-6-2T No's 5668:6634 6686 6695

Class 6000 4-6-0 'King No.6023 King Edward II

Class 7200 2-8-2T.No's-7200 7229

Class 7800 4-6-0 'Manor' No's 7802 Bradley Manor 7820 Dinmore Manor

7821 Ditchat Manor.7828 Odney Manor

Ex Southern Railway

Class S15 4-6-0 No's 30499 30825 30828 30830,30847

Class U 2-6-0- No's 31625 31638

Class WC 4-6-2 No's 34007 Wadebridge, 34010 Sidmouth 34027 Taw Valley

34028 Eddystone,34046 Braunton 34101 Hartland

Class BB 4-6-2 No's 34053 Sir Keith Park 34058 Sir Frederick Pile

34059 Sir Archibald Sinclair 34067 Tangmere

34070 Manston, 34072 257 Squadron,34073 249 Squadron

Class MN 4-6-2 No's 35006 P & o S n Co, o35009 Shaw Savill 35010 Blue Star

35011 General Steam Navigation,35018 British India Line

35022 Holland America Line, 35025 Brocklebank Line

35027 Port Line

Ex LMS

Class 5MT 2-6-0 No 42859

Class 4F 0-6-0 No.44125

Class 5MT 4-6-0 No's 44901,45163.45293,45337,45491

Class 6P5P 4-6-0 No,45699 Galatea

Class 2 2-6-0 No.46428

Class 3F 0-6-0~OTNots 47279,47406

Class 8F 2-8-0 No's 48173,48305,48518,48624

Ex British Railways

Class 5 4-6-0 No's 73082,73096,73156

Class 4 4-6-0 No_*S 75014,75029

Class 4 2-6-0 No's 76077,76084

Class 2 2-6-0 No's 78018,78059

Class 4 2-6-4T No's 80072,80080,80097,80098.80100,80104,80136,,80150

Class 9F 2-10-0 No's 92085,92134,92207,92212.92214,92219,92240.92245

Diesel locomotives No's D601 and D6122

NOTES AND NEWS

EASTERN REGION

On 15th.April 37095 and 37109 hauled a Chesterfield-Edinburgh excursion, whilst on 29th.April 47222 had charge of a Lincoln-Gloucester special On the return journey this train was diverted via Worcester-Droitwich, Kidderminster, Stourbridge-Rowley Regis, and Birmingham New Street due to vandals cutting an electric cable at Kings Norton causing considerable delay to the train. To make matters worse 47222 ran out of fuel at Clarborough, east of Retford and the train was rescued by 31238 sent from Lincoln.

On 6th.May Class 47/6,47601 was seen on an early morning freight at Worksop, as was56017.On the same day 31004/5/13 were on Stratford MPD, whilst 08232/3/546/54/724 were at work at Temple Mills.

Class 40s working through York In April included 40016/32/3/62/3/4 40101/20/31/9/55/ 63/4/81/4.Also at York on 26th.April were Western HST power cars 4303617.

A Pennine visit to Stratford MPD on 13th,May revealed numerous locos 08207/32/3/9/62/408/17/40/521/2/7/46/54/863 08269,03081/149/68 40152/62 56042 ADB 968000/3 HST 254003 31002/4/5/6/8/13/5/7 110/9/29/33/7/8/48 67/85/79/207/12/55/314/9, 37014/22/21/34/5/41/4/60/4/5/75/90/110/8/9/216/60/5, 47007/16/8/85/105/5660/7/290/313.

On 16th.May Class 40's 40058/75/85 were early morning visitors through Doncaster whilst on the same day 08133 was the shunter at Spalding and 47010 hauled a Spalding-Windsor Riverside special.

On 17th.May Rotherwood contained its usual sprinkling of Class 76 "Tommies". Those noted were 76001/8/11/22/3/30/41/17.

On 20thMay Class 55 55012 "CREPELLO" hauled a "Farewell to the Pullmans on the East Coast" train from Kings Cross-Leeds. Sister engine 55009 "ALYCIDON" did not perform so commendably that day--It was noted passing Gamston-over 30 minutes late on the 11-55 Kings Cross-Aberdeen with 40147 piloting.

A Pennine visit around Doncaster Works on 21st May revealed an incredible 10 (ten) Class 55 Deltics in for attention, almost half of the entire fleet. Rumour has it that the fleet is to be renamed after various sections of the Workshops and all are to be reallocated to Doncaster (DR). However we do not know the substance of these rumours.

Locomotives in the Works included-55001/4/7/8/11/3/5/7/20/1 03079/161/39

50005/11/20/1/9/34/42/6 56045/6/7 76020 24036/66/80191

31012/142/6/9/76/96/208/9/11/47/51/7/73/82/93/5/7/313/23/413/7/21

37062198/9/121/44/90/208/18/23/32/63

08071199/184/310/93/401/82/504.

On 27th.May 37085 hauled a Lincoln-Whitby excursion throughout.

On 1st. June one of the temporarily reprieved Class 44 locomotives. 44008 "PENYGHENT" was noted passing Chesterfield with an early evening freight bound for Tinsley .The locomotive was in good external condition.

LONDON MIDLAND REGION

On 15th.April both 56035 and 56043 were noted at Saltley whilst on 29th.April 47086 'COLOSSUS' was on depot.

On 7th.May Class 40s,40023/31 were stabled at Buxton whilst 08283/98 were working In the line sidings at Peak Forest. On 13th.May the London area was swamped by trains for the Leeds v St. Helens Rugby League Challenge Cup Final with empty trains being stabled in every available siding on the Euston and Marylebone line. After the game a 10 minute interval service was operated from Wembley Complex to Marylebone.

On 13th.May silver-roofed 47017 was noted passing West Hampstead with a special train, whilst on the same day Willesden hosted the following locos 08121/234/680/886/903/4/21/6 37001/5/6/18/21/6/34 87101 25176/251 84008 86005/18 22/4/33/4/218/26/7/47/52.

Named locomotives seen on 13th.May included 87001/5/6/8/16/18/32/4.

On 18th.May locomotives noted at Cricklewood included 08603/199 25312/5 45120/9/43 46023 47538.

On 29th.May 08624 was the shunter at Blackburn whilst 08832 40024/118 and. class-37s 87012/24 were seen at Preston. On the next day an unusual sight at Preston was that of single car DMU M55009 which was carrying railway personnel.

Several Class 87 locomotives can be seen sporting a DG sticker adjacent to the shed sticker. The DG indicated driver/guard communication.

WESTERN REGION

On 22nd April 37230/1 were the bankers at Bromsgrove whilst Gloucester hosted 08214/300/486/796/826,25074,31246/81,37169 and 50033. On the same day Newport Ebbw Junction hosted the following;08035/118/361/3 58,/94/5/634/6/52/780/6/80 22 3713s/62/76/S8Y203/10/29/33/4/8/9/56/85/94Y7/9/305.

On 22nd April 2 sets of triple headed Class 37s were seen on freight 37301/4/8 and 37298/302/6. On the same day Cardiff Canton hosted D3255 D3019 08351/4/491/664/850 31147 33013 37207/14/6/27/8/54/7/72/3/8/9/80 37291 47002/72/6/7/97/105/43/231/41/9/57/82.

On 29th, April ex Class 24 RDB 968007 (24061) was seen at Worcester along with 08497 31260 and 37045/182/290.

On 13th, May only one Class 50 was noted on Old Oak Connon, 50043. Other locomotives there included 08483/678/779/94 7/8/947/9,31121/30/1/4/6/63 31213/20/58/304/412/5 47069/76/136/59/244/8/9/482/3/510.

A parcels train was noted passing Reading on 25th, May comprised of rebuilt vans 85501/4/5 6 12 3, and a further train was comprised solely of Siphon G's 1003/7/16/7/9/23/46/8. On the same day 08797 was noted at Slough whilst noted at Reading were 08799 33104 37018/166 along with named Class 50s 50013/22/3/6/7/30/5. HST Power Car 254004 (E43063) was also noted.

Noted at Laira on 20th, May were 083 /576/937/45,25155/207 45132 46010/7 47215/491/8 50003/17/38 whilst the next day 08643/840 47082/6 and 50004/17/25/6 were at Penzance. On 23rd, May 08113 25052/207 37142/267 and 50001 were at St. Blazey.

SOUTHERN REGION

The following locomotives were noted at Eastleigh MPD on 15th, April-07002/5/6/10/1/2

08150/1/200/3/4/323/76/87/642/831 73135/8/42 2 /4/5/7/8/1047079/96/185/94/202/90/359 47029, 33003 4/5/6/9/11/2/24/5/51/101/5/6/13/6.

On the same day noted at Eastleigh Works were D2991 (works generator) 08010/31/318/80/954 09006 33020/2/53/61 73124/9.

4-VEP units 7788-7799 have been converted into 4-VEG with additional luggage space to be used on Victoria-Gatwick services and renumbered 7901-12

Noted at Hither Green on 13th, May were 08375/8/760 09010 73119/21/3, 33034/47/58/201/2/4 71004/9/13/4.

Seen at Norwood Junction on the same day were 08152/376/84/655 and 09017.

For information contained in Notes and News we are indebted to - Messrs. Angell, Connell, Booth, Davis Richardson Mellors, Connell, Sanderson and Pilkington,

Information suitable for inclusion in our next magazine should be sent to the Magazine Editor.

MURDER ON AWAYDAY EXPRESS

This was the headline which appeared in the Daily Mail on 27th, May. It referred to a Doncaster Division excursion run on 25th, May from Scunthorpe-Windsor Riverside. 47219 failed at Kew on the return journey. The train was hauled to Brent by 33009. This was replaced by a Class 45 which had enough fuel to reach Leicester. This was then replaced at Leicester by another locomotive which itself failed at Syston, necessitating a further engine to be brought from Leicester. The train carrying 500 ladies passed Sheffield 160 minutes late.

Train catering on the excursion was provided by Geoff Bambrough, Tony Booth, John Sanderson and Robin Skinner who came in for many verbal complaints. Passengers even complained of one steward (with ginger hair) going down the train requesting the return of 2 ashtrays to the buffet car.

Pennine members are now asked to bring their own ashtrays on all trips.

LOCOMOTIVE STOCK ALTERATIONS

Eastern Region. 08 075-SB. 08 183/478-LN. 08 510,31 24E~/t66937 020142/66,47 312/80-TI 08 514BG. 08 661-CR. 08 056-KY. 08 305, 40 006/47/49/50PO/5, 47 164/79/83/297-HM 08 418, 37 02112, 47 158/62/5/70/2/84-SP. 20 144/5, 31 156/234/324-IM. 47 425-GD 31 125/6/39, 47 410/11/12/13/14-PP. 45 009/10/11-20,47 426/31/57/58/60/61/542/3-YK 47 303/311~TE.

London Midland Region. 08 067-SY. 08 536-DY. 08 704-WN. 08 927,08 635, 25 170/95/215/6/7/24/90TCD. 25 111Y12/14/16/73-CW. 25 327,47 187/B-BS 25 036/322/26-SP. 40 011/20/55/87/88/99/121/45/63/66-LO.

Scottish Region. 25 010/21/204/5, 47 4704-ED. 47 015/120/49/78-ED. 47 464/65/69/72/546/50-IS.

Western Region. 25 036/48/57/58/80/206/7-LA. 31 145/70,47 293/495-BR. 47 381-CP

LOCOMOTIVES WITHDRAWN/CONDEMMED 08 513. 24 133. 25 077. 27 031. 46 024.

NEW LOCOMOTIVES 56 043/4 TO.

DMU Reallocations. 51484/6436/6421-SP. 50156/0209/1210/6093/6193/6375-DN.

5208617/8/9/9415/6/9/102/314,59237/9,59818/9~2214/6/7-BG- 50144/72184/85-DE. 50199/386/6440-GF.

50192/260/9042/5/8-ED. 50599/612/7/6190/6207-NL. 50366-SP. 56316-NR.

50081/123/818/21/26/63/75/78/905/16/59192/3/326/33160/486/538-TS. 51901-NH. 51942-AN. 55002-IS.

51530/1800/9544-ED. 51532/1798/2004/5/7/8/9/10/ 30/31/32/33/34/36/9801/2/304/5/6/7-IN.

51454/6/9/70/520/7/9/36/7/9/1795/6/7/ 1804/9553/5/7/60/9686/91/92-AY.

DMU's Condemned. 50249. 51486/7/91. 56316. 56476/7/8/9.