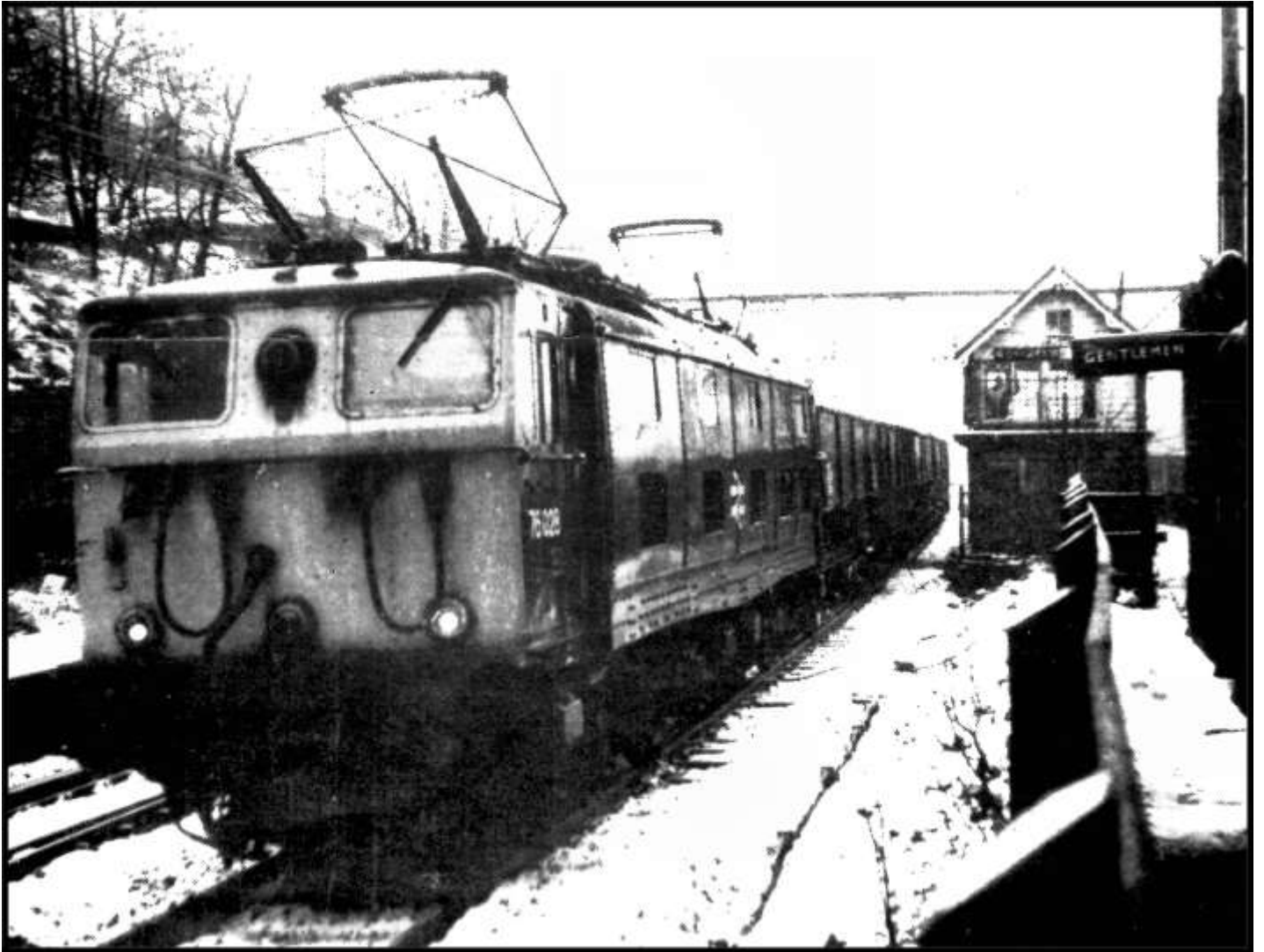


# TRANS PENNINE

The Magazine of the Pennine Railway Society



No.25 - February 1979

## NOTES FROM THE COMMITTEE

The Society is now entering its fifth full year and we would like to thank all the old members, who have again shown faith in us by re-joining for a further year and also welcome our many new members to the society.

As you will probably have noticed, the December 1978 "Trans-Pennine" magazine fell well below the standard of previous editions. This unfortunate state of affairs was in fact beyond the Magazine Editor's control and he has taken every step possible to make this, the first magazine of 1979, the best production so far. In view of problems in magazine production, it was decided by members attending the Society's Annual General Meeting, that the Editor's task would be greatly eased by the purchasing of a good quality second-hand electric type-writer. The committee are grateful to two members (Neil Webster & John Glossop) who offered the use of their- own type-writers to the Society, until such a purchase was made.

President, Geoff Bambrough now has a home telephone number, which is Doncaster (0302) 856215 and Membership Secretary, Tom Helliwell's number is now Mexborough 583202.

## FUTURE EVENTS

- SAT.24th. FEBRUARY - HUMBERSIDE BY RAIL & RIVER.  
PR4/79/5\*\*\*\*\* Star Outing\* Meet Doncaster Travel Centre 08.40.  
To include Botanic Gardens, Immingham, Frodingham.  
Adults £4.40, Children £2.20 Non-Members + 50P.

SAT.3rd.MARCH CREWE WORKS

Sorry, fully booked.

WED.7th.MARCH A SELECTION OF BRITISH TRANSPORT FILMS At the Mason's Arms,  
Doncaster (19.30). Projectionist- Mr. R .Rowland.

TUE.13th.MARCH SLIDE SHOW

at the Grapes Hotel, Trippet Lane, Sheffield (20.00) Presented by-Iain Waller.

SAT.17th.MARCH LONDON AREA BY RAIL & PRESERVED BUS.

Sorry, fully booked.

SAT.31st.MARCH SOUTH YORKSHIRE BY RAIL & BUS.

PR4/79/8 Meet Rotherham Masborough Station (08.20).

Charge £1.00 (Rail fare extra).

## MORE TRAINS FROM LOUGHBOROUGH CENTRAL

The Great Central Railway (1976) Ltd. have just published its 1979 timetable. Weekend services remain more-or-less the same as in 1978, but a new Summer Weekday Service is to be introduced, with four trains each way on Wednesdays and Thursdays, throughout July and August.

Preserved LNER. B.1 Class 4-6-0, No.61306, is expected to be working services on the Great Central by Easter, probably hauling the popular dining car excursions.

Copies of the timetable are available from: Great Central Rly. (1976)Ltd. Loughborough Central Station, Great Central Rd. Loughborough, Leicestershire.

## TRANS-PENNINE COVER PHOTOGRAPH

Class 76, No.76 028 crawls up the 1 in 120 gradient through Deepcar Station, during a snowstorm on Friday 29th.December 1978.The train had just been halted at Deepcar Signal Box, for the "Motorman" to be given warning of floods at Willey Bridge, near Penistone.76 028 and it's haul of empty hoppers was the first westbound freight to negotiate the floods, after the line had been re-opened, following many hours blockage. Photographer - Jon Davis; Sledge-Driver - Dave Wallace.

P.S. although all Cuneo paintings have a hidden mouse, we have been unable to find a Robin in this winter scene. Any member finding the said Robin should claim their prize by filling in form PR/78/964/87/A and posting (with S. A. E.) to the Fixtures Sec.

## LOCOMOTIVE STOCK ALTERATIONS

### Eastern Region

08 331 IM; 20003/46/93/4/5/103/6/7 IM; 37 137/9 ED; 40 094, SP; .40 138/9 KD;

### London Midland Region

08 036 CD; 25 139/40/86 CD; 47 204 TO; 47 205 CD; 47 33V8 BS; 47 514 HA;

## Western Region

47 504 Scr.

New Locomotives

56 052/3 TO:

Locomotives Withdrawn

03 008/16.

## DMU RE-ALLOCATIONS

51248 HA; 50749 HA; 50264/9 DE01311/26/9490 RG00858/68/911/8 LA; 51579/80/8/9/9264 CF; 59492/504 LA09586 CF; 50314'CH; 50318 TS; 50950/6233 KD; 50090/132/9374 ED; 50382/6130 NR;

## SHEFFIELD MERRYMAKER OUTINGS \*\*\*\* Winter 1979.

Sat.17<sup>th</sup> February Edinburgh Adults £ 4.00 Children 2.00

Sat.24<sup>th</sup> February Mystery Trip Adults £5.00 Children £ 3.50

Sat.3<sup>rd</sup> March Ffestiniog Railway Adults £ 5.75 Children £ 3.50

## DERBY WORKS VISIT - 20th.January 1979

At the time of writing we do not know how many, if any, members attended this visit in the depths of winter. Committee Members due to be in attendance met with a sad fate. After personally shovelling most of the snow off the M1, Tony Booth had to turn back at the M.1/M.18 intersection because of jack-knifed lorries temporarily blocking the road. He did however get a message through to Derby Works Gatehouse and was assured that luckier members would be well catered for.

John Sanderson (the small one with the money) arrived at Sheffield in good time for his train to Derby, but when this had not arrived by 11.30 he decided that enough was enough. He was last seen riding a St. Bernard through the snowdrifts of Dore & Totley, with a barrel of brandy (empty) round his (John's) neck.

We would be grateful to hear of the experiences of any members who made this trip together with a report of any locomotives they may have seen.

### Stop Press:

It has been reported that Mr. Kevin Connell and party of Burscough, Lancashire, arrived at the works at 12.30, after a hectic rail journey and were taken round the works by the guide who had been waiting for the original party. Well done Kevin, there must be some good in them from t'other side o' Pennines!

## RAPID ELECTRIFICATION CALL FROM ENGINEERS

During the Summer, the Transport Secretary announced that the Government was seeking the views of relevant bodies on the need for further main-line electrification.

One of the bodies invited to comment was the Institution of Electrical Engineers and in it's submission to the DOT, the institution puts forward strong arguments for pressing-on as fast as possible.

Their argument for further electrification hinges on energy problems. It is expected that oil-fuel will be much more expensive by the end of the Century, probably threefold today's prices and fuel -oil will probably be in short supply, being reserved for such as the aviation and chemical industries which cannot use alternative fuels.

BR suggested 250 miles-per-year as the maximum feasible rate of electrification. At this rate it would take until the year 2025 to electrify the entire system.

As other European railways are planning wide-scale electrification, there could be considerable export opportunities for British manufacturers, including BREL.

## A RAILWAY A TO Z By A. N. Other

- A.- AXLE-BOX: these burst into flames, if a train is travelling too fast. A kind of safety device.
- B.- BLACKPOOL: the destination of all excursions.
- C.- CHAIR: a thing under the rails.
- D.\_ DONCASTER: a wayside country junction.
- E.- EXPRESS: faster than a local train, stopping only at signals and not stations.
- F.- FRAME: something to stick the boiler on.
- G.- GREAT WESTERN: a famous ship, or was it a railway?
- H.- HILLS: they built one at Lickey, to test locomotives.
- I.- INDEFINITE: a type of delay, often announced as "25 minutes late".
- J.- JUNCTION: where the lines become knotted.
- K.- KINGMOOR: a shed in the middle of "Nowhere.
- L.- LOCOMOTIVE: sometimes seen at the head of a train.
- M.\_ MORECAMBE: end of the line.
- N.- NEWARK: where the Nottingham-Lincoln line crosses a branch.
- O.- OIL: used to fill an empty space inside diesel locos.
- P.- PADDINGTON: a bear station.
- Q.- QUARTER-POST: a bit like a mile post, only different.
- R.- RAILROAD: a poor excuse for a railway.
- S.\_ STATION: a place where the railway regrets to announce the delay to your train.
- T.- TERMINUS: a dead end (see Morecambe).
- U.- UNDERGROUND: rather like running trams in a sewer.
- V.- VICTORIA: a station in er.- London, Nottingham, Sheffield, Manchester, or was it Southend?
- W.\_ WHEELS: some trains have square ones.
- X.- XETER ST. DAVID'S: a West Country spelling mistake.
- Y.- YORK: a gigantic museum.
- Z.- ZULU: a diesel-hydraulic, African native, battleship, from Swindon?

Special Announcement: We regret the above wotsit and appologise for any inconvenience it may have caused.

## BR PLAN OFFICE DEVELOPMENT IN SHEFFIELD

British Railways and Sheffield refractory manufacturers J.& J. Dyson have applied for planning permission for one of the biggest office developments ever considered in the city.

The land is jointly owned by BR and Dyson's who are intending to build almost 300,000 sq. ft. of offices, and a multi- storey car park, with a sports centre on top. The development would be situated between-Midland Station, Sheaf Street and Turner Street and would straddle the landscaped banks of the River Sheaf.

## FANCY THAT!

On 25th.October 1948, the Chicago & North Western Railroad buried a two -ton concrete "time capsule", containing a detailed photographic record of railroading in the 1940s. at the site of Chicago's first railroad depot. The capsule, which is not to be opened until 25th.October 2048, contains over 500 photographs from the 31 railroad companies serving Chicago.

In addition, the story of railroad's "greatest show" the Railroad Show at Chicago) will be told in a series of photos taken during the exposition's 76 day run.

The capsule is buried 10ft.below ground and will be protected for a century, from everything except a direct hit from an atomic bomb.

Faced with the problems of hauling a heavy mineral trains from South Yorkshire to Lancashire (quite often four steam locomotives were needed to work up the 1 in 40 Wentworth Bank) and the impossible task of finding men to work a signal box inside one of the foul tunnels at Woodhead, The Great Central Railway made investigations into the merits of electrification of a short section of the route, this idea was extended by the LNER. and after many years consideration, contracts were placed in 1938/39 for electrification work to begin. A new Bo-Bo locomotive was built at Doncaster Works in 1940 -41 and tested on Manchester South Junction & Altrincham line, which used the same system (1,500 volts D.C. overhead) as the proposed Pennine Scheme.

By the time construction work was stopped by the war, an almost farcical piece of mis-management had come to light. Steelwork for the overhead contact system had reached the western portals of Woodhead Tunnels, the engineers realised there was far too little overhead clearance for the wires to pass through!

After the war, the locomotive (now renumbered from 6701 to 6000) ran extensive trials in Holland, where it clocked up half-a-million kilometres, including both passenger and freight work. On freight duties 6000 often handled trains of up to 1,750 tons. Being British, the loco soon picked up the nickname of "Tommy", and after its return to England, was officially named "Tommy" at London Liverpool Street Station on 30th. June 1952. Construction work resumed in 1949 and new tunnels were built at Woodhead (3miles 66 yards of electrically lit masterpiece) and at Thurgoland (A short single track bore).

By this time, the estimated cost of the Pennine Scheme was £10,877,000, made up as follows .....

Electrical engineering work £6,745,000

Civil engineering work £1,590,000

Signal & Telecommunication work £1,513,000

Mechanical engineering work £1,020,000

Work started in 1950 on the construction of 58 Bo-Bo (EM1) & 7 CO-CO (EM2) locomotives at BR Gorton , although an ex. North Eastern electric, which was rebuilt by the LNER, for use as a banker at Worsborough, never saw the line and in fact ended its days shunting Ilford Yard. It was originally planned to build 88 locomotives.

An Electric Control Station was built at Penistone and energy (at 33 KV.) obtained at Aldam & Neepsend (from Yorkshire Electricity Board) & Gorton Substation (from North Western Electricity Board). These sources are interlinked in case of emergency. In all 11 substations & 12 track-sectioning cabins were built.

Three Motive Power Depots were built -Darnall, Reddish & Wath, although Darnall in fact became a diesel shed, with the electrics being stabled at Rotherwood Sidings. Electric locos. are also stabled at Guide Bridge. Woodhead New Tunnel (the third longest on BR) was opened for freight traffic in 1951, but passenger trains were steam hauled through the old tunnels for three more years, until the EM.2 express locomotives were completed. Woodhead New Tunnel was officially opened on 3rd.June 1954 and the first passenger trains ran on 14th. September the same year, when Sheffield Victoria Station was "bedecked with flowers and bunting".

The seven EM2 locos (named after Greek Goddesses) and the thirteen named EM.1 mixed-traffic locos (all but "Tommy" taking names of Greek Gods, once carried by MS&L steam locos which worked the Woodhead. Route) were fitted with steam heating boilers, "Tommy" also having electric train heating. The freight-only locos had a cast-iron weight in place of the boiler, to keep the correct balance.

All locos were fitted with regenerative braking, which reverses the function of the traction motors, the effect being that a train travelling downhill actually generates power back into the overhead system. If too much power is regenerated, the circuit is tripped-out, so its use is restricted and Regeneration Resistors were installed in the substations at Strafford Crossing, Barnsley Junction, Gorton and Wharncliffe Wood. By 1957, rheostatic braking (effective at slower speeds than the regen. brake) had been fitted to the EM.1s and 30 of this class are now fitted with air brakes for working in multiple on heavy trains. Locos are also fitted with 'Clearcall' telephones (which use the catenary) for communication between train locos and bankers on Worsborough Bank.

Suburban services from Manchester Piccadilly (formerly London Road) to Glossop and Hadfield are operated by EMU's, normally working in three car sets. Other services earmarked for electrification, but never getting an electric railway, were Manchester Piccadilly to New Mills Central and Hayfield and the short branch off this line to Rose Hill, Marple.

The Woodhead Route served extensive & contrasting yards on both sides of the Pennines: the first marshalling yard in the World at Wath, Rotherwood and a modern, huge, white-elephant at Tinsley, in the East and Mottram and Dewsnap in the West. When the hazardous (and thankfully departed) task of chasing was being pursued at Mottram to avoid confusion, because of the similarity of some number sounds (the control tower contacted the chasers by "Tannoy") certain roads in the yard were given code names: No.5 was known as "Ordsall Lane", No.11 as "Deansgate" and No.16 as "Adam". The extension of electrification from Woodburn Junction and Darnall West to Broughton Lane (British Oxygen Co.) and Tinsley Marshalling Yard in the mid 60s was the last line to be electrified with the D.C. system.

Apart -from "Tommy" the most famous locomotive to be employed on the Woodhead Route was probably EM.1 No.26020 (the only un-named EM.1 to be fitted with train heating). 26020, was exhibited at the Festival of Britain in 1951 and worked the first train through Woodhead New Tunnel in 1954. It was used in a number of publicity photographs by BR In 1978; it was restored in its original black livery by BREL at Doncaster Plant and is now preserved in the National Railway Museum, at York.

By the late '50s, BR seemed to be losing interest in the scheme. The passenger extension from Reddish to Manchester Central and the electrification from Rotherwood to Whitemoor Yard (March) never saw the light of day. The only apparent work carried-out on the Whitemoor line was the construction of a new footbridge at Worksop Station, with ample headroom for catenary.

The passenger stations at Wadsley Bridge (for Sheffield Wednesday FC.), Oughtibridge, Deepcar and Wortley were closed on 15th.June 1959, at though Wadsley Bridge is still in use as an excursion station. Closure of Woodhead Station followed in 1964. The last passenger train to traverse the Worsborough Branch was RCTS.'s "Great Central Rail Tour", from Waterloo to Marylebone, on 13th.August 1966.

With the new power classifications in preparation for the Total Operations Processing System, Class EM.1 became Class 76 and Class EM.2 became Class 77, although the EM.2s never carried their new numbers.

Services from Sheffield Victoria on almost all its routes except Woodhead, were suspended in 1966, with the Lincolnshire trains, the "Master Cutler" and the "Sheffield Pullman" diverted to Sheffield Midland. This was only the beginning, there now followed one of the bitterest fights in the history of Britain's railways.

The fight began in January 1967, when BR posted "Withdrawal of Railway Passenger Services" notices for the closure of the Woodhead. Route and all its remaining stations on 5th.June 1967. 500 objections were received from Penistone alone, but BR was determined. The battle went on long after the closure date, the Manchester suburban service was eventually saved, but BR would not relent. Woodhead was doomed! October 1968 saw the withdrawal of the EM2s and trains were reduced to five bogies, with ridiculous speed restrictions enforced to slow down the service.

The seven EM2s and "Tommy" were stored out of use at Bury MPD until in November 1969, the entire Class 77 was bought by the Netherlands State Railways. Also in 1969, "Tommy" saw a brief return to service, before being cut-up in Crewe Works.

The closure notices were posted once again, the new date being 4th.January 1970, although a new service was to be introduced from Sheffield via Penistone to Huddersfield. This time it was the end, for Sheffield Victoria and Dunford Bridge stations and the Woodhead Passenger service, the line going down fighting, with enthusiasts staging a sit- in at Manchester Piccadilly, because the last train was cancelled after a derailment. Eventually the train did run and reached Sheffield Victoria at 00.45 on Monday 5th.January 1970, behind E.26057 'Ulysses'.

One of the reasons given for closure, was the need to increase freight traffic, but since 1970 the volume of freight using the line has been steadily reduced and the future of the freight service and the Huddersfield-Penistone-Sheffield Midland passenger service hangs in the balance.

Over in Holland, the remaining six EM2s (E.27005 "Minerva" was cannibalised for spares) are still going strong and working some of the top expresses, in a country where railwaymen and not mindless bureaucrats run the railways.

EX. BR LOCOS IN THE NEWCASTLE AREA Compiled by John Glossop  
(new numbers in brackets)

Eccles Colliery, Backworth D9525(507); D9535(9312/59); D9555.

Bates Colliery, Blyth D3038; D3088;12084(514); D3648 cut up Feb.'77; Whereabouts of D3648 not known.

Shilbottle Colliery D4056; D4068(56).

Philadelphia Colliery 12119(509);12133(511);12060(512); 12098Q513).

Weetslade Coal Preparation Plant D9502; D9504(506); D9540(2233/508).

Johnsons Ltd., Swedwell 12074;12088.

Whittle Colliery D4070(52); D4074(54) scrapped;12120 (510); D4069 & D4072(now 51&53) at Lambton Engine Works.

Ashington Colliery

D9508{9); D9511(9311/98); D9514(4); D9513(D1/9513); D95,17(9312); D9518(7);

D9521 9312/90); D9527(9312/94); D9528(2); D9531(D2/9531); D9536(9312/91).

D9545 dismantled; D9500 at Lambton Engine Works.

Tees &Hartlepool Dock Authority Middlesbrough.

D2023(3); D2024(4);D2203 (1 )

The following information has been gathered on visits to other -parts of Gt. Britain-  
D4092 at PD Fuels, Gwaun-Cae- Gurwen, W. Glamorgan, has been named "Christine".

07003-sold to: British Industrial Sand Ltd., Moneystone Quarry, Oakamoor.

07010-sold to: Winchester & Alton Railway.

07013-sold to: Dow Chemicals, Norfolk.

D2186-cut-up by Birds, Long Marston,1977; D2193-now at Garw Colliery, Blaen Garw.

D2306/7, D2601-stored out of use at Dupont Ltd., Llanelli.

DELTIC NEWS \*\*\*\*\* JANUARY 1979.

as at 06.1.79

Locomotives in Doncaster Plant (date due out in brackets).

55 001 "St .Paddy" (April). 55 002 "The King's Own Yorkshire Light Infantry" (February). 55 004 "Queen's Own Highlander" (February). 55 009 "Alycidon" (February). 55 017 "The Durham Light Infantry" (April). 55 021 "Argyll & Sutherland Highlander". Also in works, 55 020 "Nimbus" has been in The Plant since April' 78 & due out 31st.March.

Location of other locos. 55 003 "Meld" New England; 55 005 "The Prince of Wales's Own Regiment of Yorkshire" King's Cross Loco.;55 006 "The "Fife & Forfar Yeomanry - ) King's Cross; 55 007 "\*Pinza"- New England; 55 008 "The Green Howards"-Dringhouses; 55 010\* en-route to King's Cross; 55 011 "The Royal Northumberland Fusiliers' Gateshead; "The King's Own Scottish Borderer" 55 012 "Crepello" Doncaster Loco.;

55 013 "The Black Watch"-Hunslet; 55 014 "The Duke of Wellington's Regiment" - Millerhill; 55 015 "Tulyar" Millerhill; 55 016 "Gordon Highlander"-Gateshead; 55 018 "Ballymoss" Millerhill; 55 019 "Royal Highland Fusilier"-Hunslet; 55 022 "Royal Scots Grey"- Doncaster Loco.

### FARES UP AGAIN

The British Railways Board, in their wisdom, again increased passenger fares on Sunday 7th.January,1979. Here are a few examples of new fares from South Yorkshire: Barnsley-Torquay (standard return) £ 25.42; Rotherham-Cardiff (awayday) £ 10.50; Mexborough-Edinburgh (weekend) £ 16.09; Sheffield-Aviemore (monthly) £ 30.10; Sheffield- London St. Pancras (economy) £ 9.90. Rail-fares within the South Yorkshire PTE remain unchanged, for the third year, some examples being: Darnall-Sheffield (single) £ 0.15; Sheffield-Rotherham (standard return) £ 0.40; Sheffield-Doncaster (off-peak return) £ 0.60.

THE SCOTTISH RAILWAY PRESERVATION SOCIETY By Peter Barsby

### FALKIRK STEAM CENTRE

Locomotives:

LNER Class D.49, No.246 (BR62712) "Morayshire". This loco has had extensive repairs last Winter. On 9th. April, all wheels and axle boxes were returned to the loco. Other repairs carried out during the months of April to August are as follows: reassembly of boiler including new frames and fittings and the re-cladding of the firebox." Morayshire" passed its steam test on 13th.September and was in service for the Society's open day seven days later. Outstanding repairs include a new cab floor, ejector repairs and the construction of a new tender.

BR Standard 2-6-4-T No.80105. Now undergoing repair work to its side-tanks, frame and wheels. Most replacement parts needed have been acquired. NCB.No.1 - Boiler and wheel repairs are being carried-out on this locomotive. The wheels and journals are under repair at BREL's St. Rollox Works, in Glasgow, whilst replacement tyres or the centre driving wheels have been supplied by the NCB Central Workshops, in

Cowdenbeath.

North British Rly. J.36,0 -6-0, No.673 (BR65243) "Maud". This loco stars in the television series "The Prime of Miss Jean Brodie" and is to appear at Glasgow Shields Rd. Open Day. Repair work in progress: re-springing of wheels & lining-out the boiler. 673 is passed for main line working. Caledonian Rly.0-4-4-T.No.419 (BR55189). Another loco passed for main line working,419 is also to appear at Shields Rd. The construction of two new side-tanks is to be carried out in 1980. Barclay No.20 Repairs to the loco's motion and journals is nearing completion. This loco carries the livery of the Wemyss Coal Co. Ltd. Clyde Iron Works, Diesel Shunter, and No.3153. Built in 1965, this machine is used as station-pilot and for general shunting duties The following locomotives are stored serviceable: 0-4-0,No.001 "J. Wier & Co." Diesel Shunter,0-4-0,No.7.Ex.South of Scotland Electricity Board. (This loco is in need of some external work). The Steam Centre is on Wallace Street, in Falkirk.

### DISASTER AT PATCHAM

Three people died and several others were injured in a collision at Patcham, Southern Region, on 19th.December 1978. The 21.40 Victoria-Littlehampton ran into the rear of the stationary 21.20 Victoria - Brighton, the leading vehicle of the 21.40 climbing over the stationary train and hitting an over-bridge.



## LOCOMOTIVE RETIRES - AGAIN

Class 9F 2-10-0, No.92220 "Evening Star" has been withdrawn from service for the second time.

The last steam locomotive to be built for British Railways, 92220 was withdrawn after a very short working life and preserved as part of the National Collection. Based at the NRM in York, it has recently been employed on the York-Harrogate-York Circular tours and specials on the Settle & Carlisle line.

Apparently the loc is to be withdrawn because new track maintenance standards mean that the level of cheek-rails is to be raised and this could cause problems with "Evening Star's long wheel-base.

## BULMER RAILWAY CENTRE

The centre is arranging joint open days, with the Broomy Hill Engines (pumping engines), also in Hereford. Details are available from: Joint Booking Secretary, "Steam in Hereford", 107, Westfaling Street, Hereford.HR4 0JE.

## LETTERS TO THE EDITOR

R P White, Hadfield, HYDE, Cheshire

Dear Sir,

You will probably be well aware of the debate which is going on concerning the future of the Manchester, Sheffield & Wath railway line (The Woodhead Route).

Pressure groups devoted to the admirable cause of railway retention and improvement and opposed to railway closures and the all too powerful "Road Lobby" do exist. However, societies such as the Great Central Railway Society, are historical societies and as such cannot stand in opposition to BR on the Woodhead issue, for we depend a great deal on the goodwill of BR when arranging visits etc. Therefore, the Society is not as a collective body opposed to BR's proposals concerning the Woodhead Route.

I am writing to you, not as a member of the GCRS but as somebody who is deeply concerned about the closure proposals, and as Secretary of the Glossop, Hadfield and Longdendale Special Transport Action Group-a group of local individuals and politicians (of all persuasions), trade unionists and railwaymen, backed by Trades Councils on both sides of the Pennines.

We in G.H.&.L.T.A.G. feel that BR's proposals are both short-sighted and ill-founded (at best on incorrect information and at worst on deliberately distorted facts).

Some of the points at issue are:

1. BR say closure will save money. The M.S.&.W. is the most modern of Trans-Pennine routes. It has CWR. throughout and was improved when electrified only 25 years ago. The sums of money to be saved by the closure are paltry and total only about £13M. (over ten years) In short are equal to the cost of one and a half miles of motorway. Furthermore, closure of the Woodhead Route will require costly work on the other Trans-Pennine routes.
2. The line is a modern electrified one. Its closure offers an absurd contrast to BR's drive for an extension of railway electrification

3. BR claim the line would be costly to convert to 25KV. Wrong, their figures for conversion costs do not conform to estimates by independent engineering experts. The true sum involved is about £10m (or the price of one mile of motorway). Strangely, BR has spent nearly £10m on trying to repair Tooty Tunnel, still the subject of trouble (again witness the weekend diversion Hope Valley trains over Woodhead this winter).

4. If the M.S.&W closes it will be more costly to electrify from scratch one of the other Trans-Pennine routes and a Trans-Pennine electric route will be needed in the future.

5. The closure will seriously affect the whole transport network of South Yorkshire Manchester and Derbyshire. Traffic on the already crowded Trans-Pennine roads will increase, with the inevitable increase in the number of heavy goods vehicles and dangerous loads. This in turn will provide increased justification for the M67 Manchester-Sheffield motorway. We have definite proof that the North-West RUC plans for the M67 showed it following the route of the railway to Woodhead. With the railway gone, a motorway is almost a certainty.

6. In truth BR want to close the line because it is freight only and as such does, not come under the provisions of section 56 of the 1962 Transport Act. BR have therefore started with the opinion that one Trans-Pennine route must close, the Woodhead Route does not need TUCC approval for closure, so how can we prove the line should go?

Can the line be allowed to close? No, definitely not. We feel all the Trans-Pennine routes should be kept open, passenger services re-introduced on the Woodhead Route, the Woodhead. line should be converted to 25KV and integrated with the rest of the 25 KV network.

Do you feel as we do? If so I want to ask for your help. Now if you don't want to you don't have to organise public meetings or get deeply involved, but if you do you will be very welcome. No, every amount of help you can give will be of assistance. Write to your MP, your councillors, the SYPTE, BR Sheffield, BR Manchester, Peter Parker at the BRB, local and national papers, environmental groups, your local radio, in fact anybody you feel could be of help or should know your views. Watch your local press and TV programmes for news of the issue-listen to your local radio.

Then pass on any information you obtain to me, everything can be of importance. If you can send me newspaper cuttings, copies of replies to your letters. The fact you may duplicate somebody else's efforts does not matter-better that I should be told a thing many times than not at all.

Obviously there are many issues involved in the matter of BR's proposals and I have only given you a few. If you want any more information please ask. I hope you will help and I look forward to your reply.

Yours sincerely,

R. P. White.

SOUTH YORKSHIRE CORNER

First of all may I offer everyone belated Seasons Greetings and so correct a remission which was beyond my control.

I am pleased to report that our last two meetings have both been a huge success. The pie & pea supper in December was attended by twenty-one of the keenest brains outside Middlewood and the quiz threw-up some fantastic answers, for instance, I can say here and now that the Rochdale station pilot wasn't known as "Gracie Fields" and the deepest point on the Underground isn't where the water first collects!

Our January Meeting was also attended by twenty-plus, even though at least four of our regulars were missing.

We were entertained by Ron Chaplin and his excellent Deltic slides.

The future programme is as follows:

March 13th. Iain Waller- "Mainly London Transport"

April 10th. Keith Marshall- "A Bit Of Everything"

May 8th. Jon Davis- "Tommy's, Peaks, Deltics and Things"

Keep up the good work lads! Jack Davis.

## STRIKES HIT RAIL SERVICES

Industrial action by the Associated Society of Locomotive Engineers & Firemen, in support of a bonus claim, brought British Railways to a stand-still on 16th., 18th., 23rd. & 25<sup>th</sup>, January, 1979. London Transport services were not affected. At the time of going to press it was not clear if further action would follow.

### 100 YEARS AGO – 1879

The Western Railway of France introduced double-decker coaches, in order to cope with the Paris suburban traffic.

### 50 YEARS AGO - 1929

The Channel Tunnel Issue went to Parliament for the third time this Century.

The Government decided there was no consensus of opinion on the part of industry and trade, that the tunnel was necessary from an economic point of view.

### 30 YEARS AGO - 1949

British Railways first standard liveries introduced:

Express passenger locos.:	Blue, with black & white lining
Passenger locos.:	Dark green, with black & orange lining.
Mixed traffic locos.:	Black, with red, cream & grey lining.
Freight locos.:	Black, unlined.
Main line coaches:	Crimson lake, with cream panels.
Local coaches, parcel vans etc.:	Crimson lake.
Electric multiple units:	Green.

20 YEARS AGO 1959

Right in the middle of British Railway's Modernisation Plan. New classes of locomotives introduced include: Drewry 0-6-0 shunters D.2274 to D.2340; Class 44 "Peaks"; Baby Deltic Class D.5900.to D.5709; North British Loco. Co. Type 2's D.6100 to D.6157 & D.6300 to D.6357. North British Loco. Co. Class 81 electrics.

#### COMPETITION NUMBER 14

The winner was Mr. N .E .Wright of Doncaster and the runners-up were Mr .S .R. Smith of Sheffield and Mr. M .Turner of Harrogate.

Answers are as follows .....

1 Leeds 2 Harrogate 3 Aberdeen 4 Oldham. 5 Port Talbot 6 Ashford (Kent) 7 Glasgow

8 Bournemouth/Poole 9 Rotherham 10 Bristol 11 Wolverhampton 12 Sheffield 13 Portsmouth

14 Manchester 15 Peterborough

#### COMPETITION NUMBER 15

Bumper New Year Quiz 1979- First Prize will be £10, with a Second Prize of £5 and a Third Prize of £3. Please enter-even if you do not get all your answers correct, you could still win a prize. Committee Members are not eligible to enter this special competition.

Entries should reach Jon Davis, before 22.3.79.

1. What do the initials TPO stand for?
2. In which year was the rebuilding of Coventry Station completed?
3. Name Class 87 No. 87 010.
4. Where were all the remaining Class 76 locos. built?
5. What is the ETH. Index No. of Class 50?
6. The 6 Class 08 Shunters, now converted to form Class 13, were formerly allocated to which depot?
8. Which loco shed is situated on the old Waverley Route? Which is the only named Class 46?
9. Which is the only open passenger station on the Hull & Barnsley Railway?
10. What is the maximum speed of a class 20 loco?
11. Who is the General Manager of the Scottish Region?
12. The publicised mileage from Altrincham to Crewe is ..... A. 39.1/2 - B. 45 C. 51.3/4
13. On which Southern line is North Camp situated?
14. Which steam shed was situated "on a spur off the main line between Vauxhall and Queen's Road stations"?

15. The actual position of which shed was .... 53.04.20.N.-01.12.50.W. according to the Locoshed Directory?
16. Name the three works of the North British Loco. Co.
17. "The Palatine" ran between which two terminal stations?
18. Name Bullied Pacific No.34109.
19. After a mix-up in Eastleigh Works in 1960, which two Battle of Britain class locos carried the wrong plaques, for the rest of their lives?
20. Which loco was used in all Official Photos of the" Footballer "B17 Class?
21. Which was the only named BR loco to have "stead' in its title?
22. The Post Office Railway, in London, is now 60 years old. True or false?
23. How many Class 37 locos are allocated to Springs Branch MPD.?
24. Where is Departmental Shunter No.20 usually to be found?
25. What is the popular nickname for Class 20 locos.?
26. What is the wheel arrangement of BR Class 98 locos.?
27. Where was class 76 No.E26000"Tommy"officially named?
28. Who was the designer of the GWR. "King" Class 4-6-0's?
29. Which five towns/cities badges were incorporated in the London & South Western Railway's Coat of Arms?
30. What was the driving wheel diameter of the NER A1 Class pacific's?
31. Which pre-grouping railway was known as the "Caley"?
32. Solve the following anagram to find a locomotive name .....Ticyfo seen on my kilt.
33. Which Rugby League club plays at Station Road?
34. A 4-6-0 loco is incorporated in the badge of which soccer club?
35. Where were LMS Co-Cos 10000/1 built?
36. Where was the works of the Birmingham R.C.&W.?
37. How many class 52 locos were built?
38. Name two sub-sheds of 88D Merthyr.
39. Which shed was allocated code 85C ?
40. Name Class J 36 No.65216.

41. What was the BR number of L.M.S.4-6-0 "London Scottish"?
42. On which line was Big Fleet Viaduct situated?
43. Which station is the rail-head for Lyme Regis?
44. Which is the only remaining Pullman service on BR?
45. Where does the "Clansman" change over from diesel to electric haulage?
46. What is the total mileage of the Romney, Hythe & Dymchurch Railway's passenger service?
47. Stogumber is terminus of which preserved line?
48. Who is President of the Pennine Railway Society?
49. What is the maximum tractive effort of PWM.653?
50. What is the Postal Code of the BRB at 222, Marylebone Road?

## OBSERVERS' NEWS

Information for this section can be sent to the Magazine Editor, or passed on to any Committee Member.

### Eastern Region

The floods which hit Yorkshire and the Midlands during the week after Christmas, brought the Woodhead Route to a stand-still for many hours on 29<sup>th</sup> December, when the railway became submerged at Willey Bridge, near Penistone. The first train allowed through, was a Huddersfield- Sheffield DMU which left Penistone shortly before 14.00. The next eastbound train was the heavily delayed 04.30 Widnes-Broughton Lane, ammonia tank train, hauled by 76 021 & 76 025. The rains responsible for this flooding gave way to snow and with Penistone having no Sunday rail service, the town was completely cut off on 31<sup>st</sup>.December.

Peak Class 1Co-Co1 No.44 009 "Snowdon" was seen passing through March, on a train for Whitemoor Yard, on 11<sup>th</sup>.December. On 13<sup>th</sup>.December, 40 068 was noted pulling dead Class 47 No.47 431, on an up express. New Year's Day Evening saw Rotherham Masborough Station brought to a standstill. The 19.45 Manchester Piccadilly- Hull Paragon DMU left Rotherham 2hrs 35mins late because of points failure at Aldwarke Junction. Three days later, on 4<sup>th</sup>.January, the down 'Cornishman" arrived at Sheffield Midland 2 hours 15 mins late, due to deep snow-drifts in the West Country.

A football special from Sheffield Midland to Birkenhead, for the Tranmere Rovers v. Sheffield Wednesday FA Cup 2nd.round tie on 16<sup>th</sup>.December, was hauled by 45 038.

Also on 16<sup>th</sup>.December, 37 264 worked into Sheffield Midland, with the 07.28 Harwich Parkestone Quay-Manchester Piccadilly, boat train.

English Electric Type 3 No.37 044 (Stratford MPD.) hauled the 17.45 Sheffield-Newcastle, on 20<sup>th</sup>.December. During December our correspondent in Worksop TOPS office was shocked by a read out, stating that two Class 76 locos were soon to arrive on freight!

The following Sulzer Type 4 1Co-Co1's have been noted in Sheffield Midland during January: 1.1.79:45 017,45 029,45 059,45 107,46 010; 2.1.79:45 024/51/4/107/28/39/43,46 054; 6.1.79:45 009/36/9/50,46

040; 13.1.79:45 040/106/12,46 018; 15.1.79:45 023; 20.1.79:45 013, 45 023/1.23/36; 27.1.79:46 025. Class 40s working into the station during the same period, included: 40 013/81/149.

The following sightings were made at Chesterfield Midland, on 2nd January: 08 871, 20 037/180, 20 212/3, 44 008 "Penyghent", 45 108, 47 035, 47 121 47 455, 47 206.

Bescot based class 25, No. 25 032 and Thornaby Class 37s Nos. 37 010/70/113, were in evidence at Rotherham Masborough on 17th January.

Doncaster shunter 08 100 was stabled on Lincoln MPD on 5th January. 08183, the Sleaford pilot arrived on shed on 9th January.

East Holmes Yard, Lincoln has played host to the following locos. recently: 03 021, 08 101, 31 155/225/47/8, 37 047/87/103/19, 40 034 "Accra".

On Sunday 28th January, normal Woodhead passenger services usually the Hope Valley is closed for (engineering) were cancelled, because of a derailment at Nunnery. Trains should have been stopping at Wadsley Bridge for Sheffield Wednesday FC Station instead of Sheffield Midland. Although the passengers were re-routed, a full freight service was in operation and the following locos were noted: Wadsley Bridge: 76 003/6/11/33/4/6/9, Wardsend Cemetery : 31 116/306, 76 021/34/9; Five Arches: 76 0446 "Archimedes", 76054 "Pluto".

37 173 (TE) had a collision in early December with a class 45 at Toton. The 37 spent two weeks with damaged buffers and drawgear at Tinsley before being towed to Stratford Works for repairs.

Foreign locos. visiting Tinsley since 1st January: 20 026 IM, 20 029 IM, 20 148 TO (ex. works), 25 074 TO, 25 110 SP, 25 138 SP, 25 286 SP, 31 124 OC, 31 138 SF, 31 154 BR, 31 173 FP, 31 195 FP, 31 200 MR, 31 230 OC, 31 244 MR, 31 264 FP, 31 284 im, 31 288 GDJ1 316 IM, 31 406 GDJ7 085 MR, 37 088 MR, 37 096 MR, 37 113 TE, 37 160 IM, 37 163 TE, 37 165 TE, 37 194 TE, 37 253 CF, 37 274 LE, 37 283 IM, 40 029 "Saxonia" LO, 40 030 "Scythia" LO, 40 033 "Empress of England" LO, 40 042 LO, 40 070 HM, 40 196 HM, 47 007 SF, 47 080 "Titan" CF, 47 235 CF, 47 348 CD, 47 379 IM, 47 410 FP, 47 426 YK, 47 443 CD.

On 3rd January, the 16.37 Manchester Piccadilly-Hull Paragon DMU expired at Aldwarke Junction, Rotherham. Eventually 31 276 arrived to tow the failed 3-car Metro-Cammel unit to Doncaster, where it arrived 2 hours 7 mins late. On 10th January the same train again failed, this time at Sheffield Midland. Passengers were transferred to another DMU which departed 31 minutes late.

On Sunday 14th January, 31 215 & 37 112 were stabled at Orgreave Sidings, whilst Rotherwood Loco. Sidings were empty, the Class 76s being stabled in Tinsley Yard.

Locos at Shirebrook on 14th January were: 08 075/263/85/429/560/869, 20 020/106/30/45, 31 119/250, 37 128/32/6, 47 168/73/276/305, 56 005/9/21 (working M.G.R.).

Barrow Hill MPD played host to the following locomotives on the evening of 14th January: 03 189, 08 141/509/868/71, 20 005/8/32/5/54/9/61/212/3/28, 56 014/31.

45 038 hauled a Rotherham Masborough-Manchester Piccadilly football special, for the Manchester City v Rotherham United FA Cup 3rd round tie, on 15th January.

On 20th January, 47 082 "Atlas" worked into Sheffield Midland with the 11.39 Poole-Leeds.

A Merrymaker Excursion from Chesterfield Midland to Carlisle Citadel, on 20<sup>th</sup> January never left Chesterfield because of what the Station Announcer at Sheffield Midland described as, "very adverse weather conditions". The train was eventually cancelled after two hours.

#### London Midland Region

Class EM1 electrics in action on 20th.December included: Torside:76 013/26; Crowden:

006/7/8/10/22/30/1//7/40/53 "Perseus"; Woodhead:76 034/9 "Hector"

Three visits to Saltley Depot during January revealed the following locomotives: 18<sup>th</sup> Jan.:08 461/920, 20 066/163/174/183,25 121, 37 159,47,064/74/331/59/362/173/434/447; 24th.Jan. :08 461/805/919,25 040/151/277/83,45 062,46 035,47 060/215/307/313/26/440/56; 25th.Jan.:08 134/740,20 050/72/157/82,25 040/151/277,45 013/75/114,47 008/291/346/473/88.

#### Scottish Region

On the weekend of 12/14th.January, Eastfield was suffering a severe lack of engines. The only loco available to work the morning Glasgow Queen St.-Aberdeen, was 26 019 IS although the three-coach 12.55 to Oban was worked by 27 034 & 27 031

#### Western Region

The following Class 08 locos were in Swindon Works on 26th.January:

08001/16/41/36/ 146/97/215/40/353/5/6/7/408/11/3/444(DR)/63/529/35/88/646/707/94/807/58/74/93/90 5/12/30/ 49/57& at Gloucester en-route to Swindon:08 291/357/891.

For the above information we are indebted to Messrs. Richards, Hooton, Lewis, Sanderson, Davis, Export Order, Webster, Dinsdale , Marshall & Pilkington.