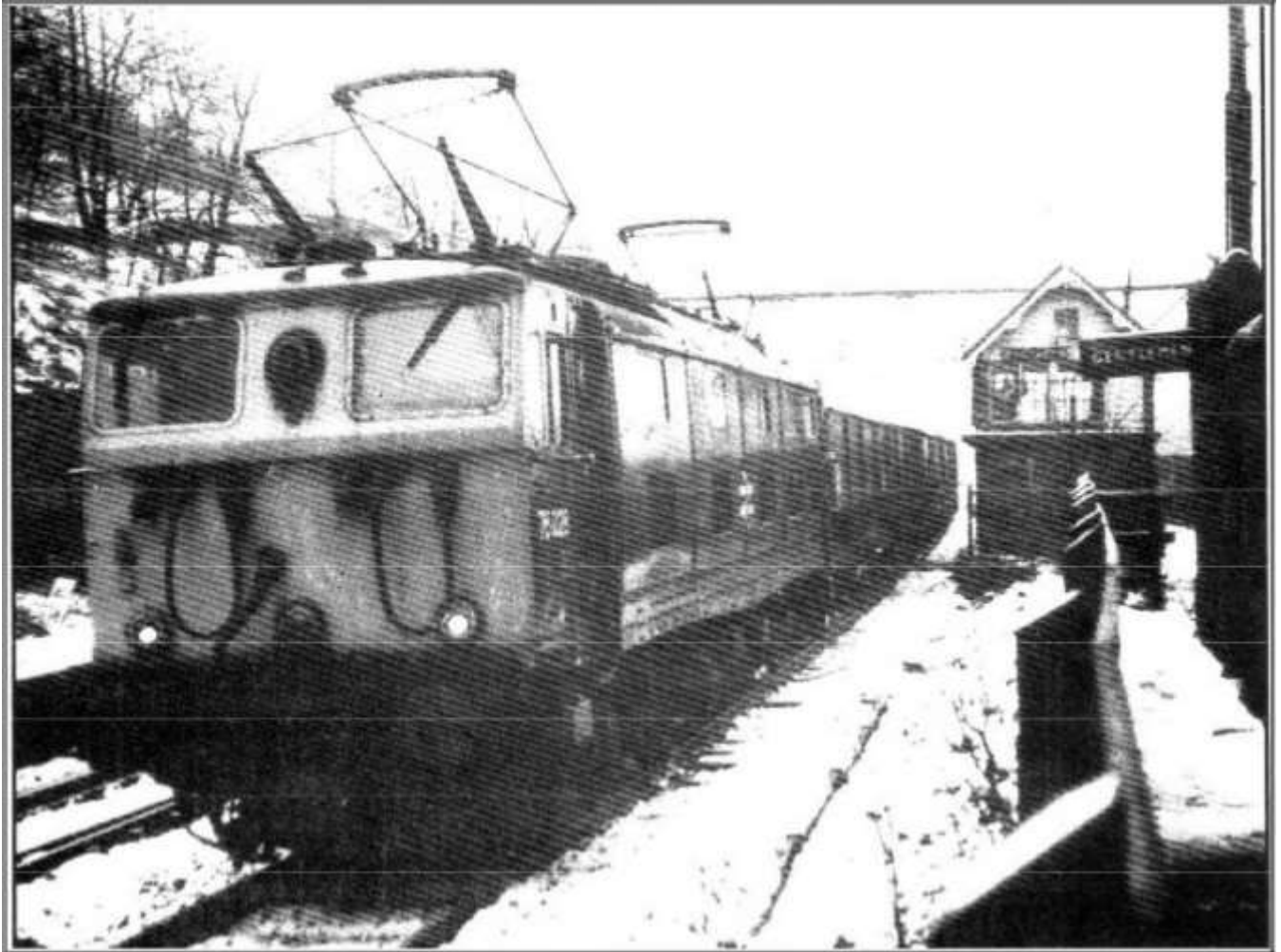


TRANS PENNINE

THE MAGAZINE OF THE

PENNINE RAILWAY SOCIETY



Issue No. 26 - April 1979

NOTES FROM THE COMMITTEE

Welcome to the second gigantic "Trans Pennine" of 1979.

As proved by the February magazine, the new typewriter and streamlined magazine production have made a fantastic improvement in the quality of "Trans Pennine", but there is still a problem, namely a last minute flood of material for entry in the magazine. Obviously, we are ever grateful to everyone who sends information, but it would be a great help if all such material could be submitted well in advance of the intended publication date (1st Wednesday of each even-numbered month).

Thank you to all who have attended and entertained at our social evenings throughout the winter months, especially the three lads from Oldham ,who came to the March meeting in Sheffield.

The demand for places on society visits has been overwhelming so much so that demand has outstripped the places available on the majority of trips. The few visits with places still available are listed on this page. Once again, a reminder of two new telephone numbers: President, Geoff Bambrough-Doncaster (0302) 856215; Membership Secretary, Tom Helliwell-Mexborough 583202.

FUTURE EVENTS

WEDNESDAY 2nd.MAY - MULTI COLOURED STEAM SHOW

Slide show at the "Masons' Arms" Doncaster (19.30) Presented by Jack Davis.

TUESDAY 8th.MAY - TOMMYS, PEAKS, DELTICS AND THINGS

Slide show at the "Grapes Inn", Trippet lane, Sheffield (20.00) Presented by Jon Davis.

THURSDAY 17th.MAY - EVENING BRANCH LINE TOUR

Leaving Doncaster at approx.18.30 and travelling via. the South Yorkshire Joint Line & the LD&ECR to

Lincoln Central. Return via. the Great Central.

Adults-£3.00 Children-£2.00

FRIDAY/SATURDAY 1st/2nd.JUNE - SOUTH WALES DEPOTS.

By Merrymaker from Doncaster and Sheffield, to South Wales depots.

Adults £9.00 Children £5.00 Non-members 50p.extra.

WEDNESDAY 6th.JUNE - SLIDE SHOW

At the "Masons' Arms" Doncaster (19.30). Presented by John Sanderson.

TUESDAY 12th.JUNE - GRAND CHALLENGE QUIZ

At the "Grapes Inn" Trippet Lane, Sheffield (20.00). SYRPC. v. Pennine v. The Walts.

Would any member interested in a weekday visit to King's Cross Power Box, contact the Fixtures Secretary as soon as possible (Accommodation is very limited).

Gainsborough Model Railway Society have invited a party of Pennine members to see their layout in action on Sunday 15th.July.Please contact Robin Skinner for details.

LOCOMOTIVE STOCK ALTERATIONS

Below are listed all alterations to British Railways, locomotive fleet since the publication of the "Motive Power Pocket Book - Winter 1979" and also reported alterations to industrial fleets and preserved ex. BR locomotives.

Copies of the "Motive Power Pocket Book" are available from the Society's Promotions Officer at a special price for PRS members.

Locomotives Withdrawn

03 008;03 016;03 045;03 103;08 092;08 151;08 152;08 155;08 156;08 173;08 175;08 315;24 047
24 082;27 201;31 013;44 002;44 009; 84 001. (08 180 withdrawn then reinstated to MR)

Locomotive To Store (serviceable)

03 080

Locomotives Reallocated

08 035-LE;08 036-CD then WN;08 052-CA;08 115-DR;o8 207-CA;08 226-YK;08 230-MR;08 331-
IM; 08 347-YK;08 361-EJ;08 399-LO;08 400-LE;08 465-CD;08 484-CF;08 549-MR; 08 561-
GM;08 592-RG; 08 636-MG;08 632TE (ex.store); 08 646-BR;08 853-ED;08 953-NA;20 003-IM
then TI; 20 046 IM to TI;20 093/4/5-IM;20 103/6-IM then TI;20 107-IM;20 144/5 TI;25 050-ED;25

064-ED;25 066-IS; 25 076-ED;25 083-HA;25 139/40-CD;25 186-CD;25 211-LO;25 237-ED;31 101/2-TE;31 113-MR;

31 128-BR; 31 135-OCQ1 147-IM then TI 149-TI;31 151-SF;31 156-MR then IM;31 159-BR; 31 161-MRQ1 167-TE;31 183-MR;31 194-MR;31 237-U;31 248~IM;31 257-BR;31 266-IM;31 270-YK; 31 307-BR01 311IM then TI;31 317-IM;37 020-TE;37 026-ML;37 028-HM then ED;37 029-GD; 37 042-TE07 046-ED07 056-ML;37 081-ML;37 095/6-HM;37 103/5/12-HM;37 120-SFQ7 124/5/6/737 129-ML;37 131/2IM07 137/9-ML;37 156/7-MLO7 289/90-CF;40 012-KD;40 o68-GD;4o o81/3/44o 094-SP;40 138/9-KD;40 150-HA;45 020/3TI;45 063-YK;47 015-CF;47 149-LA then ED;47 204-T 47 205-CD;47 316-im;47 331-BS;47 337/8-BS;47 347-CD;47 431/57/8/60/1-IM;47 473-LE; 47 520/1/2-U;47 523/4-IM;47 532-TO.

New Locomotives

56 052/3/4/5/6-TO.

Locomotives Reclassified and Renumbered

47 493 now 47 701;47 504 now 47 702;47 514 now 47 703;47 495 now 47 704;47 554 now 47 705; 47 494 now 47 7M. All are now allocated to HA.

Detail Differences ~ current fittings are shown.

08 353 vr;08 363 vrh;08 393 a;08 399 a;08 405 a;08 413 a;08 449 a;08 459 v;08 499 a;08 501. 08 511 a;25 037 xb;25 049 xb;25 190 xo;25 192 xo;25 209 xo;25 211 xo;25 212 xo;25 235 xb; 26 014 vb01 131 xb;31 145 xi;31 154 xi;31 159 xi;31 166 xi;31 212 xb;31 299 vo;31 307 xi; 31 311 x0Q1 419 e;31 423 e;37 009 xo;37 027 xb;37 038 xb07 054 xb;37 096 x0Q7 107 xb; 37 112 xiQ7 116 xbM 145 xi;40 148 xb;40 150 xb;40 152 xi;47 093 i;47 207 b;47 208 b; 47 210 b;47 211 b;47 212 is;47 218 is;47 221 is;47 226 os;47 275 os;47 286 bs;47 291 bs; 47 292 is;47 295 is;47 296 is;47 297 is;47 298 bs;76 038 ai; 86 032/37 are not multiple-fitted (wired only).

Locomotive Names (official)47 079 now "G .J. CHURCHWARD"; 47 082/3 now carry both nameplates; 47 088/9 carry at least one nameplate;47 169 now "Great Eastern"; 47 500 now "Great Western";47 513 now "Severn"; 50 019 is "Ramilles" (note spelling);47 701/3 are "Saint Andrew etc.;

86 207 now "City of Lichfield";86 208 now "City of Chester; 86 241 now "Glenfiddich".

Departmental Locomotives

Add 74 010 R&D Division Loco.

Industrial Locomotives

Add- 03 037 British Oak, Crigglestone, W. Yorks.;07 013 Dow Chemicals, Norfolk; 08 077 CorpachPaper Mills, Nr. Fort William; Amend- 2193 NCB Garw Coll.Blaen Garw; 07 003 British Industrial Sand, Staffs.;4070 Whittle Colliery. Northumberland; 4092 named "CHRISTINE"; 9502 Weetslade Coal Prep Tyne & Wear; 9513 Ashington Coll.; 9535N.C.B. Backworth, Tyne & Wear; Delete 2148/50/78(2nd.inclusion 2123-2186-3648-4074-all scrapped.

Preserved Locomotives

Add- 07 010 Winchester & Alton Railway;
ZM 32 A. M. Keef, Cote Farm, Cote, Nr. Bampton, Kent.

TYNE AND WEAR METRO

by John Glossop

Later this year the first section of the Metro should be opened between Haymarket and Benton Four Lane Ends, after more than 8 years of planning and construction work.

Metro's origins go back to 1971 when the Tyneside Passenger Transport Authority and Executive were faced with the problem of deciding on what type of public transport policy to peruse to meet the

requirements of the 1980's. They made a recommendation based on the results of a Land Use and Transportation Study that took place in the late 1960's. The main problems they faced at the time were that public transport services were not properly integrated and buses were suffering more and more from the effects of traffic congestion. Moreover the existing rail network failed to serve the city centre and was operated by slow and ageing DMU's making an annual loss of around £1.1/2m. The study examined a number of possibilities and decided upon a super-tram system, linked with a fully integrated network of bus services.

Metro is aimed at increasing the mobility of the population around Tyneside, which will be done by revising existing bus services so that they form connectional services for the Metro and do not compete against it. The new network will consist of 42 stations, built around the old British Rail Tynemouth loop and South Shields-Newcastle lines. The Metro system includes two new underground lines through the city centre; one running North to South from the old Jesmond Station to a new station at Heworth, situated between Gateshead and Felling; and the second running East to West from Manors to a new station at St. James' Park. The North-South line crosses the Tyne on a new bridge built between the King Edward and High Level bridges going into tunnel again on the Gateshead side under Gateshead MPD. which is British Rail's excuse for a ban on all visits to the depot.

The Metrocars are articulated sets built on three bogies, being built by Metropolitan Cammell at Birmingham, using GEC Ltd. electrical equipment and bogies built by the German Dewag Company. Metrocars are electrically powered, collecting electric current via a single pantograph from an overhead supply of 1,500 volts DC. Each Metrocar has a powered bogie at each outer end with a non-powered bogie beneath the centre articulated vestibule. Each powered bogie incorporates a single motor which drives both axles through hypoid gearboxes with a ratio of 4,455:1. The traction motor is rated at 187 KW (241 hp). The braking system employs both rheostatic braking and disc brakes, plus magnetic track brakes for use in emergency.

Principal Dimensions

Track Gauge 1435 mm	Lengths over end panels 27800 mm
Width over side panels 2650 mm	Overall height 3445 mm
Pantograph range above rail level 3500mm to 5800mm	Width of passenger doorways 1300 mm

Weights and Capacities

Estimate tare weight 39 tonnes	Seating capacity 84
Standing capacity (at 6 per m ²) 188	

Operating Characteristics

Maximum speed 80 Km/H (50 m.p.h.)	Scheduled operating speed 40 Km/H (25m.p.h.)
Maximum curve 50 Metres	Maximum acceleration fully loaded 1 M/S ²
Maximum deceleration fully loaded 1 M/S ²	
Maximum deceleration fully loaded-emergency braking 2.3 M/S ²	

Although the Metrocars have a slower maximum speed than the present DMU's (50mph. compared to 75mph) but with far superior acceleration, journey times from the coast to Newcastle will be cut, even though there will be more stops. The PTE has taken over South Gosforth Depot from British Rail and will keep and maintain Metrocars there.

Work on the Metro tunnels beneath Newcastle began back in October 1974 and most of the tunnelling in Newcastle itself is now complete and test trains have been running for some months between South Gosforth and Haymarket. The new Tyne Bridge is a steel girder bridge built by the Cleveland Bridge Company. It has a span of 540 ft. at a height of 81 ft above the water level at high tide, these dimensions being necessary to allow ships to get up the Tyne to the dockyards. This had been completed by last November, although tunnelling under Gateshead MPD. was only just beginning by this time. The new viaduct across the Ouseburn Valley at Byker has a maximum height of 98 ft. and is half-a-mile long, being made up of 18 spans, the longest of which is 226 ft. The viaduct is built out of concrete sections (strengthened by steel) which interlock together, the gaps being filled with glue! This type of structure is claimed to be very strong as well as simple and cheap

TWO KILLED IN SEALINK COLLISION

A SNCF train ferry "St. Germain" and a freight vessel collided off the French coast near Dunkirk in thick fog on 21st. February. The ferry (which was sailing for Dover) was badly damaged and one member of its crew and a schoolboy from Sutton, Surrey were killed. Four others were taken to hospital in Dunkirk. The other vessel, a Liberian iron-ore ship named "ArtadV" was also damaged.

TRAINS SABOTAGED

The front car of a Helensburgh Central to Airdrie train became derailed after hitting a pile of sleepers near Dalreoch Tunnel in Dumbartonshire, on 18th. February. Less than a hour later, another train was derailed in the same area. The second train, on the Dumbarton Central to Balloch Central-service collided with a 40 gallon oil-drum, near Alexandria.

CALL FOR IMPROVED LONDON-SHEFFIELD SERVICE

A delegation of Sheffield's civic and industrial leaders met British Railways officials in London on 6th. February, asking for major improvements in the rail-link between the two cities.

A scheme submitted by the South Yorkshire Passenger Transport Executive would make Sheffield part of a new electrified network, linking London with Leicester, Nottingham, Derby, Sheffield, Manchester (via Woodhead) and Liverpool.

It was claimed that many firms had been persuaded to go to Leeds, rather than Sheffield, because although Leeds is 40 miles further away from London, the journey time was less.

After the meeting, members of the delegation were "curiously optimistic about the effect they had on the Board.

Two ideas which apparently came out of the meeting are a fast push-pull service on the present route, employing 2x47's on each train and the "Master Cutler" to be re-routed via Retford to King's Cross and to be formed by a HST set.

RAILWAYMEN KILLED IN BIG FREEZE

Three railway workers were killed in two accidents as they battled to keep open lines badly affected by snow and ice on 16th. February.

A 52 year-old man was struck by a local train near Blyth and two other victims were struck by an express on the Settle & Carlisle line, near Skipton.

STATIONS RE-OPEN AS BUSSES STOP

Wadsley Bridge and Dronfield Stations temporarily re-opened from 15th. & 16th. February respectively for passenger services to Sheffield Midland, as bus services were brought to a halt by the "Arctic" conditions and industrial action by gritter drivers employed by the City of Sheffield Metropolitan District Council.

Services to Attercliffe Road, Brightside and Dore & Totley Stations were strengthened and the stations at Darnall, Kiveton Park and Woodhouse were specially opened on Sunday 18th.

February, although Wadsley Bridge closed.

The service was terminated on 19th. February.

TRANS-PENNINE BOOK REVIEW

ABC Locomotive Book 1979" (Published by Ian Allan, price 40p)

Despite the excellent front cover picture (congratulations to Dr. Nixon), the quality of content of this book has once again deteriorated to a new low. Indeed, what was once regarded as the Locomotive bibles could now hardly even be recommended to an atheist. Aside from the fact that it seems ludicrous that a book published during March should be correct to only the previous October/November. A quick check of the locomotive section revealed 93 different errors

or omissions aside from the alterations necessary to make the book up to date. It is hard to believe that a supposedly serious allocation book should have class 25s allocated to Healey Mills, class 45/1s to Haymarket and 08 666 (Bletchley) allocated to Wath, whilst 20 191 is completely omitted glance through the multiple unit section reveals similar glaring errors and Ian Allan must really try to do better than this if they still wish to be taken seriously now that their monopoly in this type of publication has been broken. On the credit side, the price has been reduced to 40p (in line with the quality?).

LETTERS TO THE EDITOR

Mr. P. Pearson, Worksop, Notts.

Dear Jon,

Several times in the past, articles have appeared in our magazine, written by someone with a remarkable sense of humour. They are not only good-they're damn brilliant!

I just thought that you might find some room for the enclosed.

Have just been informed (rightly or wrongly)!!!!that the offending locomotive is it NIMBUS':

Could well be-it's been there long enough.....

Wishing you all the best, Mr. "P"

EDITOR'S REPLY- indeed the offending loco. is "NIMBUS" (NEST IN MIDDLE (of) BUFFERS UNDER STEAM PIPE) and the workmen are very reluctant to move the Deltic, in case it sings "Bye-Bye Blackbird" !!

Competition NO.15

K. F. Connell,

Burscough,

Lancs.

- 1 .Ten Pints Only (Editor's Ale Intake);
2. Is it finished;
- 3.I name this loco." SKINNER';
- 4.In a garden shed at Bowden Wood Cres. Darnall.,
5. Estimated Time Home of a class 50 is any-time (most unreliable loco.);
- 6 Old Oak HST.;
- 7.Edge Hill;
- 8.The one with the name plate on it's side;
9. Did Hull or Barnsley have a railway?;
- 10.125M.P.H;
- 11.Patrick Stirling;
- 12.A+B-C or A-B+C or B-A+C I give in;
- 13.West Hartlepool-Wigan line;
- 14.Darnall;
- 15.Reykavic MPD. (Iceland);
- 16.The three North British Loco. Co. workers are-Mr. Smith, Mr. Jones and Mr. Brown;
- 17.Paddington + Waterloo;
- 18.I name this loco."BAMBROUGH";
- 19.MALLARD + GOLDEN FLEECE:
- 20.LIVERPOOL;
- 21.All BR locos. had steam in their boilers;
- 22.True-the London Underground is 60 years old;
- 23.None-these locos. are not up to the standard required in Lancashire;
- 24.At the front of a St. Pancras to Sheffield train;
- 25.Deltic;
- 26 BoBo,CoCo,BoBo,ByBy;
- 27.On It's side;
- 28.Nigel Gresley;

29. Doncaster, Barnsley, Rotherham, Sheffield and Chesterfield;
30. 1'6";
31. Liverpool-Ormskirk-as it passes near the home of that famous footballer Ian Callaghan;
32. Shanghai;
33. Doneaster Railway RLFC.;
34. Everbon-they're all loco at Go6dison;
35. In the same shed as the class 76s were built. 36. Birmingham;
37. What's a class 52 loco?;
38. Mrs. Jones' garden shed + Doncaster;
39. Finsbury Park;
40. I name this loco. "BOOTH",;
41. 1;
42. Mersey Railway;
43. King's Cross;
44. Liverpool-Southporb;
45. Crewe works;
46. 4 coaches long;
47. East Coast Main Line;
48. Adolf Hitler;
49. 50,000Lbs.;
50. S9 4EA.

FANCY THAT!

The Great Western Railway completed the construction of Newton Abbot East Signalbox in July 1928, at a total cost of £2000:1s:6d, of which £4:4s:7d was spent on an electric cooker.

BRISTOL SUBURBAN RAILWAY SOCIETY -

Special events at Bitton Railway Centre, Bristol.

July 2nd.-6th. : Schools week with locomotive working every day.

September 15th./16th.: Transport Rally-busses, lorries, motor cycles, steam roller, vintage cars etc.

September 29th.: Railway Relic Auction.

COMPETITION NUMBER 15 WINNERS

The winner was Mr. T. A. Dean of Swallownest, S. Yorks. and runner-up was Mr. N. E. Wright of Doncaster, S. Yorks. Six members tied for third place (T. Caddick, G. E. Collins, M. E. Collins, J. Glossop, S. R. Smith and M. Turner) and because of the high standard of their entries, the quizmaster thought it unfair to draw one name out of a hat, so a tie-breaker has been introduced:

COMPETITION NUMBER 15 TIE BREAKER

What is British Railways Class 99 ?

Entries to reach the Magazine Editor before 4th. May 1979.

COMPETITION NUMBER 15 ANSWERS

- | | |
|--|--|
| 1. Travelling Post Office | 26. 2-6-2 Tank |
| 2. 1962 | 27. London Liverpool Street |
| 3. King Arthur | 28. C B Collett |
| 4. B R Gorton | 29. London, Portsmouth, Salisbury, Southampton, & Winchester |
| 5. 61 | 30. 6,8 |
| 6. 41A Darnall | 31. Caledonian Railway |
| 7. Millerhill | 32. 86 211 "City of Milton Keynes" |
| 8. 46 026 "Leicestershire & Derbyshire Yeomanry" | 33. Swinton RLFC |

- | | |
|---|--|
| 9. Boothferry Park Halt | 34. Swindon Town AFC |
| 10. 75mph | 35. Derby |
| 11. L J Sloane | 36. Smethwick |
| 12. A.3912 | 37. 74 |
| 13. Reading-Guildford | 38. Dowlais Cae Harris, Dowlais Central, Rhymney |
| 14. 70A Nine Elms | 39. Gloucester (Barnwood), Hereford |
| 15. 16D Annesley | 40. 'Byng' |
| 16. Hyde Park, Queens Park, Atlas | 41. 46124 |
| 17. Manchester Central-St Pancras | 42. Portpatrick & Wigtownshire Joint |
| 18. 'Sir Trafford Leigh Mallory' | 43. Axminster |
| 19. 34 058 'Sir Frederick Pyle' & 340368 'Kenley' | 44. Manchester Pullman |
| 20. 61 657 'Doncaster Rovers' | 45. Mossend Yard |
| 21. 35 011 'General Steam Navigation' | 46. 13-1 miles |
| 22. False | 47. West Somerset Railway |
| 23. None | 48. Geoff Bambrough |
| 24. Reading Signal Works | 49. 17,000lbs |
| 25. 'Choppers' | 50. NW1 6JJ |

COMPETITION NUMBER 16

First Prize £2, two runners-up receiving £1. Entries to reach the Magazine Editor before 22.5.79

Below are listed 15 towns and, 15 industries served by rail. Can you match them up?

1. Oxwellmains A. Power Station Waste
2. Trostre B. sugar
3. Stanlow C. China Clay
4. Ravenscraig D. Soap
5. Bury St. Edmunds E. Tinplate
6. Tilmanstone F. Lime
7. Plympton G. Coal
8. Dungeness H. Oil
9. Warrington I. Steel
10. Peak Forest J. Cement
11. Speke K. Iron Ore
12. West Burton L. Paper
13. Skinningrove M. Electricity
14. Plumpherston N. Cars
15. Kemsley O. Iron

PRESERVATION NEWS

by Peter Barsby

BAHAMAS LOCOMOTIVE SOCIETY

Dinting Railway Centre, Nr. Glossop, Derbyshire.

L.M.S. "Jubilee" 4-6-0 No.5596 "BAHAMAS". After many years of waiting, money has now been raised for restoration. This loco. needs retubing and fire-plate repairs should be complete by late 1980.

L.M.S. "Royal Scot" 4-6-0 No.6115 "SCOTS GUARDSMAN". Was returned to main-line working for a short period but failed a boiler test. The superheater tubes have been replaced and 6115 should be passed for main-line working again in the near future.

Webb 0-6-2"Coal Tank 'L.N.W.R.No.1054(B.R.No.58926). Awaiting complete overhaul.

G.C.R. "Tiny" Class 04 No.102(B.R.No.63601). This loco.is awaiting major overhaul. Work is due to start later this year.

Midland Railway "Compound"4-4-0 No.1000 (B.R.No.41000).On loan from N.R.M.York. In full working order.

B.R.Class A2/3 N6.60532"BLUE PETE" (actually carries incorrect No.532). This loco .is on loan for about five years and will be completely overhauled at Dinting. The first loco. to be outshopped by British Railways from Doncaster Plant bearing a B.R. number.

L.N.E.R. A4 Class 4-6-2 No.19"BITTERN" (B.R.No.60019). Withdrawn from service in 1966 and restored for working special trains.

In very bad condition and in need of many years work before being ready to work.

Hudswell Clarke 06-OT.No.1704"NUNLOW". Undergoing general repair and boiler retubing.

Barclay 0-4-OST."TINY". Built in 1949, this loco. is under restoration and needs new boiler tubes and motion repairs.

Robert Stephenson & Hawthorn 0-6-OST.No.W.D.150"WARRINGTON" In full working order.

0-4-0 Steam Crane Tank. This unique loco. is in poor condition and is awaiting major repairs.

Jacobs Biscuits Ltd.0-4-0 Petrol Driven Loco. In store prior to major overhaul.

LEVEL CROSSING COLLISION

The driver and secondman of the 07.40 Cardiff Central-Newcastle and the driver of a road vehicle were killed in a collision on a level crossing near Lydney, Western Region, on 1st.March. The locomotive 46 036 was extensively damaged in the crash.

DRIVER AVERTS DISASTER IN SHEFFIELD

The driver of the 08.17 Chesterfield Midland-Sheffield Midland DMU averted a major disaster after the brakes of his "Inter-City 12Y unit failed on the approach to Sheffield Midland Station on 12th.March.

After jamming the warning horn on, he went through the train telling passengers to get into the back car and lie on the floor.

The train hit a failed Allerton DMU. on platform One, which had just been emptied of it's passengers, causing extensive damage to the stationary unit.

PAISLEY DISASTER

Seven people were killed in a head-on collision between two trains at Wallneuk Junction, near Paisley Gilmour Street Station, on Easter Monday, 16th.April.

The dead include the drivers of both trains, 18.58 return Ayr - Glasgow Central "Seaside Special" and the 19.45 Glasgow Central-Wemyss Bay "Blue Train!".

The Glasgow bound excursion mounted the front car of the EMU, coming to rest dangerously close to the overhead power supply and firemen (wearing breathing apparatus, because of blue asbestos released from the structure of one of the trains) had to take great care, because of the risk of the wreckage collapsing. This was only the second fatal "Blue Train!" crash since their introduction in 1960.

RAINHILL ANNIVERSARY

A rail-spectacular to outshine even the Shildon parade is planned to celebrate the Rainhill Trials. The event will last three days and included will be a parade of at least 24 steam locos. and others, showing the development of traction over 150 years.

The celebrations in 1980 will be on May 24/5/6th.(Spring Bank Holiday) and stands seating 50,000 will be erected along the 1.1/4 mile route between Rainhill and Lea Green near Liverpool.

SPOT THE DELIBERATE MISTAKES

Here is an account of an imaginary journey from London to South Wales, twenty years ago. There are quite a few deliberate mistakes, can you spot them?

Answers will appear in the next edition of "Trans-Pennine".

It is January 1959 and we are leaving London on a trip to Burry Port, a sub-shed of 87F, Llanelly, in the hope of seeing Burry Port & Gwendraeth Valley 0-6-0 tank No.2198, the last survivor of a company noted for it's tall cabs. This loco. is soon to be withdrawn.

At Paddington we join the "Red Dragon express, on which we are to travel to Swansea, behind "Warship" Class B-B No.D.854 "Tiger".

Soon after starting our journey, we pass Royal Oak Loco. Sidings and "tube" station on our left. On Royal Oak we see "Castle" Class 4-6-0 No.7028 "Cadbury Castle", with it's double chimney and single-chimneyed "King 4-6-0 No.6014 "King Henry V" ,with it's unusual "v-fronted" cab. At Reading we see the Southern Station down to our left, with one of Maunsell's armoured Q.1 Class 0-6-Os No.33001 in attendance.

We arrive at Swindon (home of our "Warship" train engine) 3 minutes late and see 4073 Class 4-4-0 No.7073 "Swindon" working an up express.

By Bristol Parkway we have made-up our 3 minute deficit, but we loose another minute between Filton Junction Station and Severn Tunnel East.

On Severn Tunnel Jcn. MPD we see "Modified Hall" 4-,6-0 No.6916 "Misterton Hall" and at Cardiff General we are passed by 0-6-0 pannier-tank No.2009 of Canton Depot, which is working a local freight.

From Cardiff we take the Taff Vale main line to Port Talbot, where we see a variety of locos. at Cathays Shed.

On Landore Shed we again see a wide variety of locos. including panniers 8788/9.

From Landore it is only a short run to the end of the first stage of our journey, at Swansea Victoria and we are soon drinking Brains' Bitter, just 3 hours 5 minutes after leaving London.

100 YEARS AGO - 1879

Near Kiveton Park, on 22nd.January, the famous criminal Charlie Peace made a sensational bid for freedom, whilst travelling under escort to Sheffield, to face a charge of murdering Arthur Dyson at Banner Cross. He leapt from the train, but a warder managed to grab his leg and Peace hung upside-down from the speeding train, until he crashed to the floor, leaving the warder holding a boot. Seriously injured, Peace was taken to hospital in Sheffield and later hung at Armley Jail.

50 YEARS AGO - 1929

The London & North Eastern Railway introduced the first of 20 K.3/3 Class 2-6-0 locos. in April. They differed from other members of Class K.3,with shorter springs and vacuum and Westinghouse brakes.

30 YEARS AGO - 1949

The Ulster Transport Authority took over the railways and hotels of the Northern Counties Committee, from the British Transport Commission on 1st April. This deal ended 46 years of ownership by the Midland Railway and its successors.

20 YEARS AGO - 1959

The "Condor" express freight service from Glasgow to London (via the Midland route), was introduced on 16th March. Worked by Metrovic. Type 2 Co-Bo diesels, the "Condor" was the forerunner of the modern "Freightliner" services.

SOUTH YORKSHIRE CORNER

For our February meeting, we were treated to one of the best slide-shows to have been given at the "Grapes" and I would like to echo the thoughts of the entire audience in thanking Jeff Lane for such an enjoyable evening. This was on one of the most atrocious nights of our "Siberian" winter and we had another great attendance. Twenty hardy souls braved the ice and snow, including two from Doncaster! Well done lads! This augers well for when the better weather comes along and I would like to remind all our readers in the Sheffield area, that there are still plenty more chairs to fill, in the room. Cheers,- **Jack Davis.**

WHAT'S IN A NAME?

Locomotive names are now as popular with enthusiasts as at any time in the history of Britain's railways. Many of the names allocated to locomotives of classes 47/7, 50, 86 and 87 have at one time or another been used on steam locomotives and below is a list of the Class 86 names and some of their past owners.

The vast majority of these names were carried by ex. L.M.S. locos. of the Royal Scot, Jubilee and Coronation classes, many in fact, being transferred from Royal Scots to Jubilees. 86 101 Sir William A. Stanier F.R.S.-Coronation Class 4-6-2 No.46256 86 204 City of Carlisle. Coronation Class 4-6-2 No.46238 86 205 City of Lancaster-Coronation Class 4-6-2 No.46243 86 206 City of Stoke on Trent-Coronation Class 4-6-2 No.46254 86 207 City of Lichfield. Coronation Class 4-6-2 No.46250 86 208 City of Chester-Coronation Class 4-6-2 No.46236 86 209 City of Coventry-Coronation Class 4-6-2 No.46240 86 210 City of Edinburgh-Coronation Class 4-6-2 No.46241 86 211 City of Milton Keynes-new name 86 212 Preston Guild 86 213 Lancashire Witch-Royal Scot 4-6-0 No.46125 (renamed 3rd.CARABINIER) 86 214 Sans Pariel"Scot" No.46126 (ROYAL ARMY SERVICE CORPS.) Jubilee 4-6-0 No.45732 86 215 Novelty"Scot" No.46127 (THE OLD CONTEMPTIBLE) Jubilee No.45733 86 216 Meteor-"Scot" No.46128 (THE LOVAT SCOUTS) Jubilee No.45734 86 217 Comet-"Scot" No.46129 (THE SCOTTISH HORSE) Jubilee No.45735 86 218 Planet-"Scot" No.46131 (THE ROYAL WARWICKSHIRE REGIMENT) Patriot Class 4-6-0 45545 86 219 Phoenix-"Scot" No.46132 (THE KINGS REGIMENT LIVERPOOL) Jubilee No.45736 86 220 Goliath-"Scot" No.46136 (THE BORDER REGIMENT) 86 221 Vesta-"Scot" NO.46137 (THE PRINCE OF WALES'S VOLUNTEERS SOUTH LANCASHIRE) 86 222 Fury-"Scot" No.46138 (THE LONDON IRISH RIFLEMAN) 86 223 Hector-"Scot" No.46140 (THE KINGS ROYAL RIFLE CORPS.) Class E.M.1 Bo+Bo No.E.26048 86 224 Caledonian-"Scot" No.46141 (THE NORTH STAFFORDSHIRE REGIMENT) 86 225 Hardwicke. L.N.W.R. Precedent Class 2-4-0 No.790 86 226 Mail-"Scot" No.46143 (THE SOUTH STAFFORDSHIRE REGIMENT) 86 227 Lady of the Lake-"Scot" No.46149 (THE MIDDLESEX REGIMENT) ex.L.N.E.R.D11 4-4o 6269o 86 240 Bishop Eric Treacy-new name. 86 241 Glenfiddich

We contacted that learned band of Sheffield enthusiasts "The Walts" for their comments on locomotive names and they came up with a copy of the original Class 50 names allocation, before it was amended:

50 001	Dreadnowt	50 026	Dominotable
50 002	Supper	50 027	Lenny
50 003	Templeborough	50 028	Tony
50 004	St Vitus	50 029	Pronoun
50 005	Rottingwood	50 030	Repulsive
50 006	Name That Tune	50 031	Rainhat
50 007	Steptoe's House	50 032	Courage's
50 008	Blunderer	50 033	Gloria's
50 009	Corn Curer	50 034	Spurious
50 010	Monacle	50 035	Akela
50 011	War Machine	50 036	Victor's House
50 012	Bimbo	50 037	Disasterous
50 013	Ageingcart	50 038	Formicatable
50 014	Waspbite	50 039	Plastictable
50 015	Valium	50 040	Mr Wrangler
50 016	Barlamb	50 041	Bulworker
50 017	Selly Oak	50 042	Funky Moped
50 018	Revolution	50 043	Dan Dare
50 019	Tramlines	50 044	Tex Ritter
50 020	Stonehenge	50 045	Mucky Knees
50 021	Rodent	50 046	Vim
50 022	Arson	50 047	Unsure
50 023	Why, What & Where	50 048	Gormles
50 024	Vandriver	50 049	Appliance
50 025	Invisibletable	50 050	Feelers

Apparently this list was drawn-up by retired staff of the Great Western Railway's Swindon Engine Naming Studio, after their Annual Outing, to a well known brewery in Blandford Forum. The British Railways Board amended the list to bring the names in line with the old "Warship" Class. What a pity, the original names seem far better!

OBSERVER'S NEWS

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

EASTERN REGION

Brush type 2 No.31 272 took charge of the 1N31,Sheffield Midland-Newcastle portion of the Poole-Newcastle/Leeds express on 6th.February.

Birmingham RC&W 3 car DMU., Nos.50473,50525 & 59181,normally employed exclusively on Manchester-Blackpool service, worked the 17.15 Sheffield Midland-Manchester Piccadilly on 10th.February.

37 043 worked the 1E70 Paignton-Leeds on 5th.March,whilst sister loco.37 087 had worked the previous day's 20.00 (SO.) Sheffield Midland-Newcastle.

Locos. on Healey Mills MPD., on 2nd.March included: 08 086/98/163/72/295/308/11/71/2/706/73/865;31 127/34/246/53;37 031/95/6/8/245/9;40 007/9/46/71/176/96;45 024;47 183/319/71; 08 226/579 were in Healey Mills marshalling yard,08 162 at Wakefield Kirkgate and 08 206 at Wakefield C&W on the same day.

In attendance at Barrow Hill on 3rd.March were the following:03 129/89;08

141/86509/868/71; 20 009/10/22/32/46/58/61/208/9/11/2;31 166/320;47 307/1406 006/11/4/7/32;

A visit to Tinsley MPD. on 4th.March revealed the following locomotives:08 024/223/87/53
810/61/80;13 001/2/3;20 005/8/21 3/35/56/103/27/8;25 11801 119/47/71 268/76/302/407;37
135/69y 19/22/25/30; 226;40 100;45 021/3/30/3/5/9/48Y61/124;47 047/175/455/501;56 003/4/7X
At Frodingham on the same day were:08 008/9j/210/3~1/2/7;20
026/51/2/3193/4/5/107;31 135/ 215/33/47/320;37 035/221;45 056;47
181/219;ADB968o12;

Also on 4th.March, locos.stabled at Doncaster (Carr Loco.) were as follows:08
099/102/28/31 /84/ 244/331/4,01/444/876;D.0226 (K&WVR.);37 018/85/131/40;40
055/74;45 022;46 050;47 184/ 458/508;55 021;56 010/2/56;

On 15th.February,45 144"ROYAL SIGNALS" was noted, being dragged through Dore &
Totley by two Tinsley class 20's.

Three class 40s passing through Rotherham Masborough on 17th.February,were:40 025
"LUSITANIA" (down parcels);40 0,57 (up oil);40 074 (up freightliner), all within a space of
15 minutes

The Cleethorpes-King's Cross express service is a frequent variant. On 25th.March the 13.00 was
composed of 47 525 hauling mark 1 coaches, the same combination working the following day's
07.07.On 28th.March the 07.07 was minus a buffet car, but on 29th.March the normal train of MK2
coaches, plus buffet car were hauled by 47 421.On 3rd.April,31 402 (with white waistband) and 31
411 worked the 07.07,which was hauled by silver-roofed "4.1/2-" 47 458 on 6th.April.

Class 56s.are beginning to appear in the Lincoln area on oil trains, with 56 011 and 56 013
putting in appearances recently.

At 18.30,on 31st.March,at, Newark Northgate, a train double-headed by 2 class47s was stood at the
down platform and a northbound HST. was stood at the up platform. Unfortunately, the observer did
not have time to investigate, as he was attempting to be the Pennine Railway Society Best-Dressed
Member (in a hurry), kitted-out in his cinema manager's outfit en-route to a dinner dance in
Leicester and whoever saw a train spotter in a dinner jacket!

47 169 "Great Eastern" was noted working a Whitemoor freight through Lincoln on 2nd.April.
On 20th.March 1E32 Cardiff Central-Newcastle was worked to Sheffield by 37 176 (CF), which
returned south light-engine.

Landore type 3 No.37 196 worked through Gainsborough on the Llandarcy oils on 15th.March,
whilst 37 154 of Eastfield was in ex-works condition at Frodingham, the previous day.

The "Inter City 123" leading car involved in the Sheffield Midland crash on 12th.March was 52102
and the
damaged Allerton units were 51923 and 52043.

The Halifax NCL pilot on 11th.March was 03 060.

As already mentioned in the "Letters to the Editor" section, a family of blackbirds have made their
home on the long-time-stationary 55 020 "NIMBUS" in Doncaster Plant.

Also noted in "The Plant", on 8th.April was North Eastern 2-2-4 tank No.66 "AEROLITE",
undergoing work in the paint shop.

Services on The East Coast Main Line have been seriously disrupted by the collapse of
Penmanshiel Tunnel Between Berwick on Tweed and Edinburgh on 17th.March. Attempts by the
local Mines Rescue Brigade to free a number of workmen trapped in the tunnel were unsuccessful.
It is expected to be a very long time before the line will be re-opened.

25 133 was an unexpected visitor to Lincoln Central on 17th.February. Following the blockage
of lines by snow-drifts.

The editor's last class 37,37 065 GD, has been noted in the Lincoln and Sheffield areas recently,
but is still managing to keep out of his sight.

All 3 of Darlington's 03 allocation 03 067/72/80 were on their parent depot on 16th.April.

Also noted in Darlington on 16th.April was 25 123, with a parcels train.

37 181/219 were noted at Thornaby and Tyne Yard on 16th.April,whilst Inverness "dufV1 47 469
was at Thornaby and much sought-after "350" 08 772 was in West Hartlepool.

LONDON MIDLAND REGION

The following locomotives were in Crewe Works on 3rd.March. 40 004/44/8/75/6
154/128/066/151/7/092/097/104; 47 015/60/10 7
63/77/82/9/96/204/36/51/63/70/340/61/81/401/4/6/9/18/29/30/1/3/4/41/53/7/74/
47 428/81/92 4 506/17/41/2/601/702/3/4/5;

37011/25/40/191/228/40;

08633/468/418;

20 033/81/97/164/90;

81 006/15;

82 001/7;83 012;84 001;85 001/25/30/8/40;86 005/6/28/31/5/215/35/44/47/50/57/60;87 004;

An unusual visitor to Birmingham New St, on 16th. March was 33 105, which arrived with the two hours late, Poole-Liverpool Lime St. The train was taken forward from Birmingham by 87 033, reaching Liverpool 4 hours 51 mins. late, due to adverse weather conditions.

Eastfield class 37 No. 37 108 failed at Five Ways (Birmingham), whilst working the 1V92

Edinburgh Waverley-Plymouth North Rd, on 17th. March. The defective loco. was replaced by 37 176 of Cardiff Canton Depot.

On 17th. March, the previous night's 22.35 Euston-Inverness reached Crewe at 05.15, with 86 231 in charge. Special trains from Nottingham Midland, seen arriving at Wembley Complex, for the Football League Cup Final, between Nottingham Forest and Southampton were hauled by: 83 001;85 037;82 003;81 017;47 089;47 138;81 008;47 227;

Earlier in the day, 47 483 was seen leaving Nottingham with a "Directors' Special, comprising all 1st. class accommodation and two kitchen cars and 31 176/7 worked a Matlock-St. Pancras excursion.

The following locomotives were on Chester MPD on 3rd. March: 08 078/9/84/153;25

216/81/304;40 033/79;47 082;08 465/665/802;

Class 76 locos. are among the most popular in Britain, a fact which is underlined by the number of enthusiasts' excursions being worked by these fine locomotives an average of one railtour every Saturday being Bo Bo hauled in recent weeks.

Since the collapse of Penmanshiel Tunnel, the "Flying Scotsman" has become a main line train, running between London Euston and Edinburgh Waverley, in a time which rivals anything on the East Coast Branch! The train is formed of comfortable stock, which is normally allocated to Darnall for working the crack "Master Cutler" express.

Services between London and Sheffield were diverted to Euston, during the evening of 9th. April, because of severe flooding on the Midland Main Line.

"Peak" type 4 No. 44 007 "INGLEBOROUGH" was noted crossing the regional boundary at Horns Bridge, Chesterfield, with a down freight, on 19th. April. This loco. is one of the last few surviving members of a class which was the forerunner to today's high speed services on the West Coast Main Line, many tests being carried out at high speeds, with members of the class.

44007 later took charge of the Eastbound Boat Train from Chesterfield on 19th April.

SCOTTISH REGION

The much delayed 22.35 Euston-Inverness (16th. March) changed locomotives from 86 231 to 40 137 at Mossend Yard on 17th. March.

On the same day, 47 001 of Bristol Bath Road Depot was working between Aberdeen and Glasgow Queen Street.

The first members of class 47/7 are beginning to appear from Crewe Works and the latest of these, 47 704 "Dunedin" was observed outside Derby Technical Centre on 17th. April.

SOUTHERN REGION

Locos. working onto Victoria Station on 24th. February, included: 33 035;73 002;73 118;

On the same day, 73 107 was noted at Clapham Jcn. 33059;73 109 at Gillingham, 73 120 at Faversham, 08 811 at Paddock Wood, 08 847;47 247 at Tonbridge and 09 004 at Hither Green.

WESTERN REGION

The "Pixieland Express" from Worcester, Birmingham, Gloucester and Bristol to Newquay, on 14th. April was worked by the following class 37s:

Gloucester-B. New St.-Camp Hill-Bristol Temple Meads - 37 011 & 37 276; Bristol-Bath-Castle Cary-Westbury-Plymouth-Penzance-Par - 37 178 & 37 084;

Par-Newquay-Par-Plymouth - 37 279; Plymouth-

Gloucester-Birmingham - 37 084 & 37 178;

37 084 was continuously providing a foul, thick smoke-screen from its boiler!