

TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



Issue No.27 - July 1979

NOTES FROM THE COMMITTEE

Congratulations to Mr. Kevin Connell (Liverpool & England) for his winning entry in a competition to find a badge for the Pennine Railway Society. His emblem based upon the old British Railways "lion & wheel", wins Kevin an all-expenses-paid (by Mr. Connell) evening out with the Chairman.

We are now back in our normal club room at the "Masons Arms", after being squeezed into another room to make way for modernisation work during the winter. Much improved facilities are now available, including a private bar in the club room (real ale is still available from the main bar).

As the "Motive Power Pocket Book - Summer 1979" will be available from the society's Promotions Officer in the near future, the "LOCOMOTIVE STOCK ALTERATIONS" section has been temporarily omitted from this edition of "Trans Pennine".

Finally, the quizmaster wishes to thank all members involved in the bumper entry to our last competition and also thanks members who sent in suggestions for future competitions.

FUTURE EVENTS

WEDNESDAY 4th.JULY - TONY BOOTH ENTERTAINS

Slide show at the "Masons Arms", Doncaster (19.30).

TUESDAY 10th.JULY - SLIDE SHOW

At the "Grapes Inn", Trippet Lane, Sheffield (20.00).

SUNDAY 15th.JULY VISIT TO THE "WORLD'S LARGEST MODEL RAILWAY"

PR4/79/20 Gainsborough Model Railway Society, Florence Terrace, Gainsborough.

There is no fee, but a donation to the society's funds would be appreciated. Book in normal way.

SATURDAY 21st.JULY EAST ANGLIA BY RAIL

PR4/79/21 *****Star Outing* To include: Doncaster -Peterborough-March MPD. -Cambridge - Lincoln MPD - Doncaster.

Members: Adult £8.00 Child £4.00

Non-members: Adult £8.50 Child £4.50

SATURDAY 28th.JULY DERBY LOCOMOTIVE WORKS

PR4/79/19 Meet Siddals Road entrance,10.45. Members 35p.

Non-members 55p. No half-price.

WEDNESDAY 1st. AUGUST - QUIZ - PENNINE v. PEAK RAILWAY SOCIETY

At the "Masons' Arms", Doncaster (19.30).

SATURDAY 4th.AUGUST LIVERPOOL AREA BY RAIL FROM DONCASTER & SHEFFIELD

PR4/79/23 *****Star Outing* Springs Branch MPD Allerton MPD Birkenhead MPD

Members: Adult £6.25 Child £3.25

Non-members: Adult £6.75 Child £3.75

SUNDAY 12th.AUGUST - DONCASTER SHED (12.15) & WORKS (14.00).

PR4/79/24 Members 75p. Non-members £1.00 No half-price.

TUESDAY 14th.AUGUST- SLIDE SHOW

At the "Grapes Inn" Trippet Lane, Sheffield (20.00).

SATURDAY 18th AUGUST CREWE LOCOMOTIVE WORKS (10.30) PR4/79/25 Meet Goddard

Street entrance 10.20. Members 35p. Non-members 75p. No half-price.

SUNDAY 2nd.SEPTEMBER

PR4/79/26 *****Star Outing* DIDCOT STEAM CENTRE

By Merrymaker from Hull, Doncaster & Sheffield. Adult £4.00 Child £2.00

WEDNESDAY 5th.SEPTEMBER MEMBER'S SLIDE COMPETITION

"Masons Arms" Doncaster (19.30).

SATURDAY 8th.SEPTEMBER VALE OF RHEIDOL RAILWAY

PR4/79/27 *****Star Outing* By Merrymaker from Retford, Worksop & Sheffield, to Aberystwyth and Devil's Bridge. Adult £4.00 Child £2.00

TUESDAY 11th.SEPTEMBER SLIDE SHOW

At the "Grapes Inn", Trippet Lane, Sheffield (20.00).

SATURDAY 15th.SEPTEMBER WEST COAST TOUR

To include Horwich Works and Wigan (Springs Branch), Lunch in Preston. Return via. Crewe and Derby. By rail from Doncaster and Sheffield.

Members: Adult £10.00 Child £5.50

Non-members: Adult £10.50 Child £6.00

TRANS-PENNINE COVER PHOTOGRAPH

Nearing the end of an era - soon to be taken over by locomotives of the new class 47/7, the Glasgow-Edinburgh high speed push-pull service, which has been worked by pairs of Class 27 locomotives (one at each end of a rake of six mark two coaches), since its inauguration in May 1971.

Diverted via. Cowlairs Jcn., Sighthill Jcn., Gartcosh Jcn and Falkirk Grahamston, (owing to Sunday engineering work) the 10.00 Glasgow Queen Street-Edinburgh Waverley arrives at Falkirk Grahamston, on Sunday 27th.May 1979 with 27 209 leading.

Photograph by Jon Davis.

100 YEARS AGO - 1879

Swiss engineer Louis Favre, builder of the St. Gotthard Tunnel in France, died in the tunnel on 19th July 1879 from apoplexy, after he had been badly let down by the company and the French Government. He had revolutionised tunnel building with the use of dynamite, instead of gunpowder and by employing the compressed air drill invented by his friend, Professor Colladon.

50 YEARS AGO - 1929

Three very different types of tank engine were introduced in 1929:

- (1) G.W.R."57xx" 0-6-0 pannier-tank, which became the standard Great Western shunting and general purpose tank, 851 examples being scattered all over the company's system. Many of this class were often employed on light passenger duties, except Nos.6700/79, which were not vacuum fitted.
- (2) The very powerful Southern Railway "Z" Class 0-8-0 tank of which 8 were built at Brighton, were used for heavy shunting and banking duties and allocated: Ashford 3; Salisbury 2; Templecombe 1; Exmouth Junction 2;
- (3) Somerset & Dorset 0-4-0 Sentinel tank-two of these odd-looking chain-driven locos. were built, their intended purpose being colliery shunting. Both spent most of their life at Radstock.

30 YEARS AGO - 1949

Colour-light signalling was introduced in the Doncaster Station area, with the new "North" and "South" boxes replacing "A" "B" & "South" cabins and controlling Marshgate, Frenchgate and South Yorkshire junctions.

20 YEARS AGO 1959

This year saw many changes in the West Riding rail-network, with the introduction of new diesel railcar services and the closure of Burton Salmon, Copmanthorpe, Hambleton and Monk Fryston Stations and withdrawal of passenger services on the Holmfirth Branch.

TRAINSPOTTING

by Roger Richards

The scene is Martian Supreme Command Headquarters. The Supreme Commander is about to receive a report from the Leader of Red Squadron about the ways of life on Earth with a view to possible invasion. SUPREME COMMANDER: What have you got to report?

LEADER OF RED SQUADRON: I have just returned from Earth - there are some very funny people on Earth - heh-heh-heh-heh- they are called trainspotters - heh-heh-heh-heh

S.C. What do they do?

R.L. They peel them with their metal knives - heh-heh-heh-heh

S.C. These are invasion plans, not a commercial, GET IT RIGHT!

R.L. They stand on stations and shout "Deltic" - heh-heh-heh~heh

S.C. What is a Deltic?

R.L. It is a large blue thing that has yellow ends - heh-heh-heh-heh

S.C. Just like my wife - heh-heh-heh-heh - what is so special about that?

R.L. The trainspotters like to watch them move about

S.C. How do they move about?

R.L. They've got wheels

S.C. Surely a most primitive race - heh-heh-h--he-heh is that all trainspotters do?

R.L. No, they shout "Damn Nana"

S.C. What does that mean?

R.L. I do not know - but they say it a lot so it must be important

S.C. What does trainspotting achieve?

R.L. When a trainspotter sees a Deltic he writes its number in a book - heh-heh-heh-heh

S.C. Why does he do that?

R.L. To annoy the people who didn't see it - heh-heh-heh-heh

S.C. Is that all about trainspotters? heh-heh-heh-heh

R.L. No - there are some of them called bashers

S.C. Do they smash them all to pieces? heh-heh-heh-heh

R.L. Why can you make jokes and I can't?

S.C. You don't seem to realise - Supreme Commanders make jokes - minions get sent to the Smash mines

R.L. Bashers call each other Walt and go on trains to Chesterfield and Ardlui

S.C. Why do they do that?

R.L. . So that they can go on the trains back to Sheffield - heh-heh-heh-heh

S.C. Do not be sarcastic - I warned you before

R.L. It is true and they all shout "Not Required"

S.C. What does that mean?

R.L. It depends on who says it

S.C. What do you mean?

R.L. Some people mean "I have been pulled by that engine before" and others mean "I have never been pulled by that engine before - but won't admit it"

S.C. How can you tell them apart?

R.L. It is difficult, you have to be a basher

S.C. This is obviously a peculiar race - it is not worth invading them

R.L. I am glad, I grew quite fond of them

S.C. Where are you going on leave?

R.L. Back to Earth - there's a 37 on the Poole, Walt - heh-heh-heh-heh.

PENMANSHIEL TUNNEL

Work has now started on re-routing the East Coast Main Line around Penmanshiel Tunnel, blocked by a rock fall on 17th.March. Attempts to remove two bodies from the tunnel have been abandoned. Estimated cost of the diversion is £1 million and work is not likely to be completed until the end of the year.

CLOSURES

Notice has been given by the British Railways Board to discontinue the Humber Ferry service, on the opening of the Humber road bridge, along with the passenger service between New Holland Pier and Barrow Road Junction and between New Holland Junction and Barton Junction and the closure of New Holland Pier and New Holland Town stations. A new station would be provided at New Holland on the Barton on Humber - Cleethorpes service.

BR has also declared that the former GWR main line between Stratford upon Avon and Cheltenham has officially closed, apart from a section between Honeybourne and Long Marston.

NEW SLEEPERS

Authorisation has been given for the building of 236 new sleeping cars for British Railways. Based on the Mark 3 design, all will be built at Litchurch Lane Works, Derby, from October 1980 to mid 1982, at a cost of £ 39 million. All will be fitted with smoke detection equipment.

RECORDS FOR THE EASTERN

Two High Speed Trains, the 08.00 King's Cross - Edinburgh Waverley and the 09.05 King's Cross - Leeds City/Harrogate, are timed start to stop, Stevenage to Peterborough North, 48.7 miles .in 27.1 minutes, an average speed of 106. 1/4 mph

This is the fastest regular diesel train schedule in the world, the quickest start to stop timing in Europe for any kind of train.

The 12.00 Kings Cross - Berwick on Tweed becomes the fastest train in the world (outside Japan) over a distance of over 200 miles, travelling the 237 miles to Darlington in 146 minutes, an average of 95.34 mph

OBSERVATION CAR RETURNS

For the first time since 1967 an observation car is running on the Inverness - Kyle of Lochalsh line (Monday, Wednesday and Friday only) from 28th.May to 14th,September,attached to the rear of the 10.30 from Inverness and returns on the rear of the 17.55 from Kyle. There is seating for thirty and a supplementary charge of £1 in the coach, Caledonian saloon No.41, which is painted in Caledonian Railway livery.

PORTABLE LAMPS FOR CENTRAL WALES LINE

Portable electric headlights attached to the centre-front lamp-iron of a locomotive and supplied from the inspection light socket in the loco cab are to be used to allow other than the headlight fitted English Electric Type 3's based on Pantyffynnon to work over the Central Wales Line, releasing the "37"s for other duties.

WHY WOODHEAD MUST BE SAVED

In recent weeks, much publicity has been given to the fuel shortage, the arrival of which has been accelerated by the actions of OPEC and other political bodies, yet the British Railways Board are still determined to close the only electrified main-line route in Britain which does not connect with London. Whilst services throughout the system are being reduced in the name of fuel economy, it would surely make sense to divert as much Trans-Pennine traffic as possible onto the fuel-saving Manchester-Sheffield-Wath route.

The following statements concerning electrification have recently been noted in the press

THE ARGUMENT FOR ELECTRIFYING OUR RAILWAYS WILL BECOME CLEARER IN TIME.

British Rail 1979 Corporate Campaign.

CRISIS STRENGTHENS CASE FOR ELECTRIFICATION.

Rail News, July 1979.

OUR RAILWAY NETWORK IS A NATIONAL ASSET WE CAN'T AFFORD TO NEGLECT

Sir Peter Parker, Chairman BRB.

PRESIDENT SLAMS BR."ANTI-ELECTRIFICATION LOBBY"

ASLEF Locomotive Journal.

CANMLWYDDIANT RHEILFFORDD DYFRYN CONWY (Conwy Valley Line Centenary)

The Conwy Valley Line of the London and North Western Railway celebrates it's 100th. birthday this month. The line runs from Llandudno Junction, following the Afon Conwy up the spectacular valley to Betws y Coed and thence via Roman Bridge and the jagged, unlined Ffestiniog Tunnel (at 2 miles 338 yards, the longest in Wales) to the breath-taking slate town of Blaenau, Ffestiniog.

The centenary will be marked by a special train from Crewe, on Sunday 22nd July, hauled by two class 20 locomotives, which will be given a civic send-off at Llandudno Junction and a civic reception at Blaenau Ffestiniog.

SOUTH YORKSHIRE CORNER

We are continuing to attract good crowds to the "Grapes" for our monthly meetings and although the attendance has fallen off slightly during the summer months, we are still doing better than in previous years, in spite holidays etc. Our July meeting saw a return visit of Ron Chaplin, who is fresh back from the US of A. and he entertained us with pictures and stories of this weird and wonderful country!

The August meeting will be a members' slide night and all are welcome to bring along something to contribute to the variety which these kind of meetings seem to produce.

In September will have Jon Davis to entertain us with some more of his modern motive power. If anyone wishes to give us a show, I am compiling the Winter programme and will be pleased to here from them as soon as possible.

Yours truly - **Jack Davis**

NEXT MONTH

Although this edition of "Trans Pennine" has been seriously delayed we still intend to produce this year's fourth edition in August, to ensure the full quota of six journals are circulated to our members in 1979. News, views and stories in the August edition will include

TRANS PENNINE BOOK REVIEW Summer 1979 Motive Power Pocket Book:

WORKING STEAM IN SOUTH YORKSHIRE a special report by Jon Davis:

CLASS 56 MAINTENANCE technical details from British Rail's Ian Parrish;

QUIZ REPORT a review of our "showdown" with the Peak Railway Society;

RAILWAY CATERING inside information from ace stewards Tom Helliwell and Tony Caddick;

PLUS all the usual items.

Material for the magazine should be rushed to the Editor or passed on via any Committee Member.

DONCASTER REMODELLED

During the week ending 8th. July, major changes took place in and around the Doncaster station area. If first reports are to be believed, then Doncaster North and South signal boxes have been replaced with a ground-frame, adjacent to the NCL yard, Staff & Ticket working introduced on single lines from St. James' Junction to Bridge Junction and Marshgate Junction and Bridge Junction to Marshgate Junction, certain expresses re-routed from Conisborough, via the avoiding line from Hexthorpe, to a "new Clapham" at Stainforth & Hatfield, and. all buildings on Doncaster station demolished and replaced by a bus shelter, in line with Doncaster Division's policy for passenger comfort. A new coal delivery service has been launched in the area, with the first delivery being made to a house adjacent to the Doncaster avoiding line direct by train!

CHARITY SHOW IN MEMORY OF GROSSING VICTIMS

A sell-out audience of 1,000 saw a charity show in Cardiff, organised to raise funds for the families of Driver Harry Hitchens and Relief Driver Phil Bull, who were killed in the Lydney tragedy. Singer Heather Jones, a star of BBC. TV's "Pebble Mill", who was a passenger on the train, was to have appeared in the variety show, but she was taken ill before the show.

COMPETITION NUMBER 15 TIE-BREAKER

Class 99 is the classification of Sealink vessels. The only correct answer was submitted by D. J. Glossop of Sheffield.

COMPETITION NUMBER 16

The winner was M. A. Collins of North Hykeham (near Lincoln), runners-up were P. Gee of Woodhouse (near Sheffield) & T. Bott of Treeton (near civilisation?) S. Yorks.

The answers were as follows

- | | |
|---------------------|-------------|
| 1. Oxwellmains | J. cement |
| 2. Trostre | E. tinplate |
| 3. Stanlow | H. oil |
| 4. Ravenscraig | I. steel |
| 5. Bury St. Edmunds | B. sugar |
| 6. Tilmanstone | G. coal |

- | | |
|------------------|------------------------|
| 7. Plympton | C. china clay |
| 8. Dungeness | A. power station waste |
| 9. Warrington | D. soap |
| 10. Peak Forest | F. lime |
| 11. Speke | N. cars |
| 12. West Burton | M. electricity |
| 13. Skinningrove | O. iron |
| 14. Plumpherston | K. iron ore |
| 15. Kemsley | L. paper |

COMPETITION NUMBER 17

Below are the original names carried by ten steam locomotives. All were eventually re-named, but what were their new names? Entries should reach the Magazine Editor before 19th August 1979. First Prize £2, two runners-up receiving £1 each.

1. 45700 BRITANNIA
2. 45610 GOLD COAST
3. 61659 NORWICH CITY
4. 1010 COUNTY OF CARNARVON
5. 61994 MACCAILIN MOR
6. 34092 WELLS
7. 30923 UPPING HAM
8. 5072 COMPTON CASTLE
9. 60010 WOODCOCK
10. 34025 ROUGH TOR

SPOT THE DELIBERATE MISTAKES - (solution)

Burry Port and Gwendraeth Valley locos had (and still have) cut-down cabs;
 Our travellers would have gone direct to Llanelli on the "Red Dragon", without having to change trains in Swansea;
 D854 "TIGER" was not built until 1960;
 "SWINDON" was No.7037;
 Royal Oak "tube" station is on the right;
 Bristol Parkway did not exist in 1959;
 By 1959 all "Kings" were fitted with double chimneys;
 Filton Inc. station is on Bristol line;
 Class Q1 was designed by Bullied;
 6916 was not a "Modified Hall";
 D854 "TIGER" was built in Glasgow;
 2089 was a Birkenhead dock shunter;
 4073 class were 4-6-0s;
 Cardiff-Port Talbot was GWR not TVR.;
 Cathays depot is on the Cardiff-Pontypridd line;
 Trains from Paddington arrived at Swansea High Street;
 As today's HST services take around three hours to reach Swansea, it is highly unlikely that our travellers could have been in a public house in that city, three hours-five minutes after leaving London.

FANCY THAT

Filming of advertisements, promoting British Rail's new "Family Railcars" took place on a scenic West Country line, on which BR do not run a passenger service! How's that for bad publicity?

OBSERVERS' NEWS

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

EASTERN REGION

76 003 and another member of its class both had pantographs ripped off in separate accidents at Tinsley and Deepcar, within one hour of each other recently.

Immingham type "3" No.37 140 was derailed on trap points (Jacks) at Milford Junction, on 23rd.May after running away down the gradient from Hillam Gates, whilst working a train of unfitted merry-go-round cripples, en-route to York from Worksop. The loco crew were Relief Driver Bullock and Secondman Davis, of Tinsley depot. After being re-railed, with the aid of the York packing vans, 37 140 continued light to York MPD, at a maximum speed of 15 mph.

Class 56 No.56 027 developed a serious air leak, whilst in charge of 6G68 Westthorpe - West Burton MGR on 5th.July, and had to limp back to Tinsley MPD, leaving its train at Woodhouse. Doncaster built class 56 No.56 060, was noted working a train of first class HST cars at Beighton Jcn on 12th.June.

The following sightings were made at York on 16th.May-25 307 & 40 008 worked in on a school special; 40 105 up parcels train; 46 051 replaced 47 415 on a Newcastle Central - Liverpool Lime Street express; 47 707 "Holyrood!" headed a Liverpool - Newcastle express, 55 003 "MELD", with white cabs (as used with the old green livery) hauled the 08.38 departure from King's Cross.

Gateshead "350" No.08 747 was noted being towed off Tinsley top shed on 12th.July, by "Peak' 44 004 "GREAT GABLE", en route to Swindon Works.

Toton class 44, No.44 007 "INGLEBOROUGH" made an unwise journey over Tinsley main yard hump or 10th July and became stuck, halfway across!

Also in Tinsley Marshalling Yards, a very rare sight on 2nd.July was a class 47, hauling a convoy of one class 40, two class 24s and one class 74.

Locos on show in an "Electric Display" at York National Railway Museum on 23rd.June,were 26920,26500,84 001,E.5001 and EMU'ss 3131,1293,28249,4077 (Tyne & Wear Metro) S.75 (Waterloo & City).

37 050 hauled the York - Newton Abbot Motorail through Sheffield Midland, on 26th.May. On 23rd.June,31 407 arrived at Sheffield Midland with the 07.30 Birmingham New Street Newcastle Central and was replaced by sister engine 31 154.

A visit to Stratford MPD ,on 16th.June, revealed the following locomotives 03 160/1/8/149/389;08 482/958/546/422/360/656/440/418/417 231/239/541/241/315/527/859/724/262/627 08 264/957/233/269, 31 002/3/4/5/6/13/15/19/114/129/122/133/138/148/90/218/20/326/403;

37 051/259/091/265/086/043
172/130/116/003/279/117/255/085"MAMMOTH"/009/006/278/004/430; ADB 968000
(ex.D.8243) in green livery;

LONDON MIDLAND REGION

On 5th.May, 31 213 arrived at Birmingham New Street with the 13.50 from Paddington and on the same day 31 304 was noted in New Street, working the 11.39 Poole – Newcastle. This engine was replaced by 31 109.

"Duff" No.47 087 "CYCLOPS" worked the 07.30 Swansea High Street - Leeds City express on 2nd.June, whilst a Gainsborough - Bath excursion, on the same day was headed by 31 271/409. AC electric AL6 No. 86 235 "Novelty" was seen at Euston on 16th.June, complete with large numbers and Rainhill Trials Anniversary coat of arms.

20 172 was acting as pilot in Toton Old Bank in the early hours of 29th.June.

WESTERN REGION

The following locos were in attendance at Old Oak Common on 16th.June 08
673/109/798/787/439/793/948;31 265/413/117/254/154/412/260/286/259;47 096/542/078/487/509/147
47 489/078/25700 020"Revenge"/33"Glorious"/35"Ark Royal"/38"Formidable"/50"Fearless";

SCOTTISH REGION

37 237 worked an SRPS railtour from Falkirk to Inverness throughout on 7th.July, with their set of vintage coaches.

The 14.44 Glasgow Queen St.-Dundee Tay Bridge on 10th.July was hauled by 20 120, whilst on 11th.July, the much delayed up "Clansman" was noted at Stirling, behind. 20 115 (nose first) and 40 061.

The 21.50 Euston Fort William portion of the "Royal Highlander" was hauled from Cowlairs Junction to Glasgow Queen Street by 20 0801, on 5th.July

STOP PRESS

FUTURE EVENTS

SUNDAY 23rd.September DONCASTER WORKS (11.00) & SHED (12.25)

PR4/79/30 Members 75P. Non-members £1.00 No half-price.

FRIDAY/SATURDAY 28th./29th.SEPTEMBER CALAIS BY RAIL AND SEA

PR4/79/31 *****Star Outing* By Merrymaker from Hull, Doncaster & Retford. See SNCF in action and visit France for a day! Prices to be announced.

PENMANSHIEL TUNNEL ... LATEST

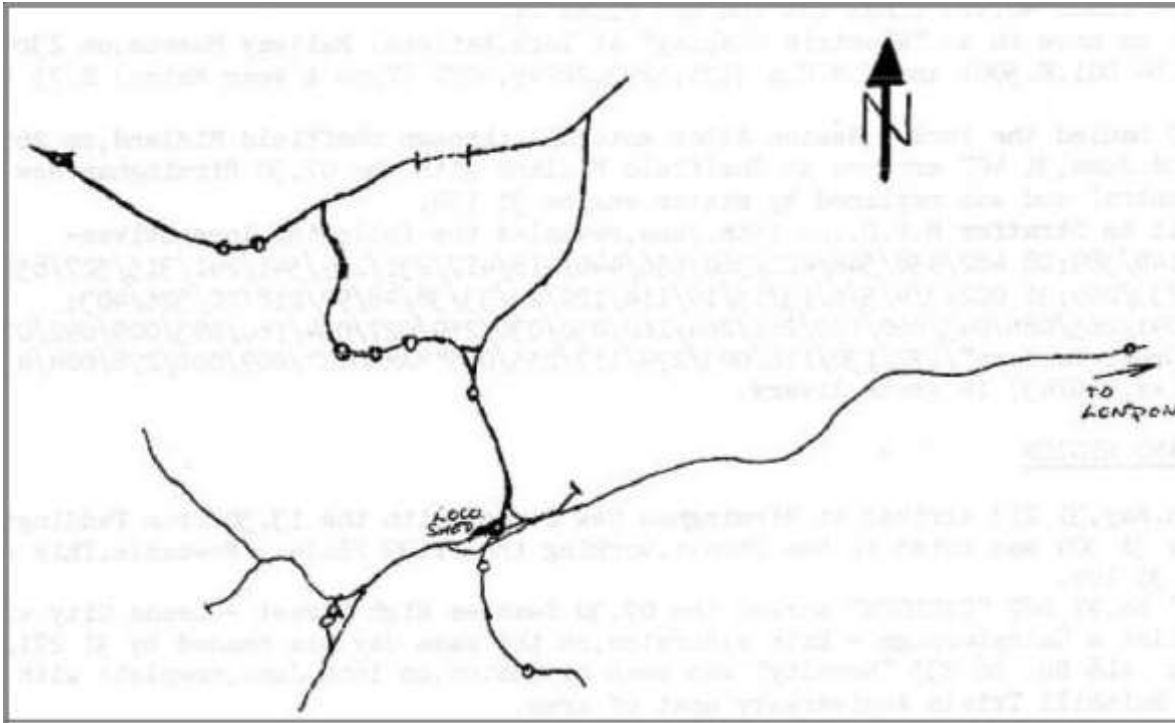
Scottish Region have set a target of 1st.October 1979 for the resumption of full services on the East Coast Main Line.

Work is going ahead 24 hours a day, seven days a week, to clear a cutting through 250,000 cubic metres of hillside (a lot of metric rubbish!) for a new double-track line to by-pass the ill-fated tunnel.

There is also the problem of diverting a stream, which will require the construction of a Syphon under the railway, north of the tunnel.

WHERE IS IT?

Can you identify the area shown below?



The solution will appear in the next edition of "Trans Pennine"

SWINTON TRAGEDY

A Westinghouse Brake & Signal Co's employee was killed and his workmate injured, when they stepped into the path of an up express, whilst they were moving away from the 6T55 Westthorpe Cudworth merry-go-round train which was travelling on an adjacent line at Swinton, near Rotherham, on 6th.July.

APOLOGY

We apologise for the late arrival of your "Trans Pennine".

The delay was due to difficulty in compiling information and in getting a replacement typewriter ribbon cartridge.

Once again, a reminder that information for the magazine can be sent directly to the Magazine Editor, or passed-on via any Committee Member.