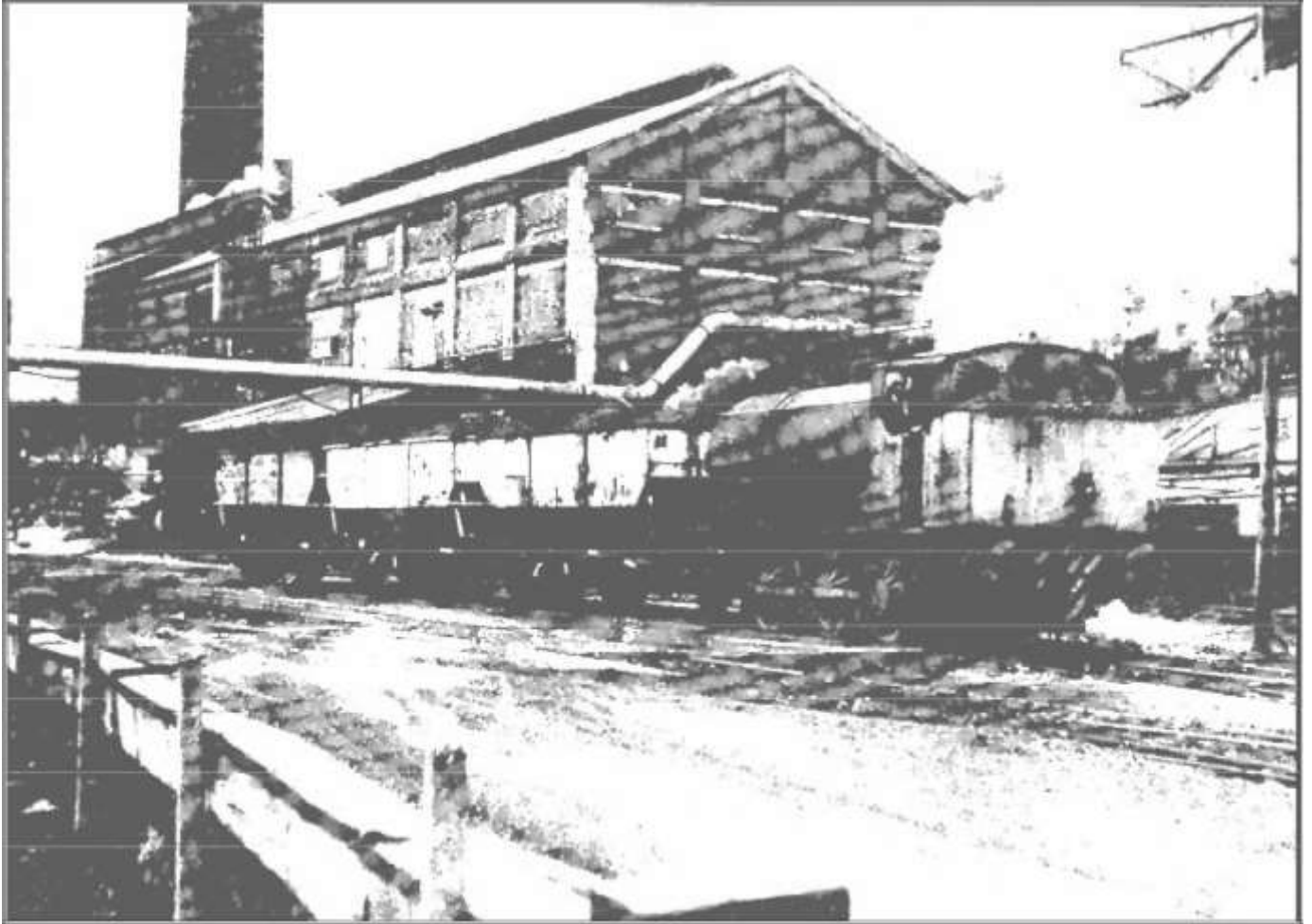


TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



Issue No.28 - August 1979

NOTES FROM THE COMMITTEE

Although our Summer quiz against the Peak Railway Society was cancelled owing to our visitors being unable to field a team, (because of the holidays), our members will still have the opportunity to play host to the Peak', as they have been invited to field a team in this year's Pennine Shield, along with the South Yorkshire Railway Photographic Circle and our own team from the Pennine. Dates and venues of the Pennine Shield rounds are shown in this magazine.

Nominations are now being taken for the "Gentleman of the Year" competition. A leading contender for this title is sure to be Barry Monks, who showed extreme courtesy to rail passengers on a recent visit to Cambridge.

We have been forced to cancel the Calais trip on 28th/29th September, owing to extensive engineering work and re-signalling in the Victoria area of the Southern Region during this weekend. We are endeavouring to make alternative arrangements for a visit to the Continent this Autumn.

At a recent Committee Meeting, a discussion took place as to the future of our Social Evenings at the "Masons' Arms" in Doncaster. As the room is now used as a games room and a great deal of space is taken up by pool tables etc., it has been decided to look for alternative accommodation. Any change in meeting place will be publicised well in advance.

FUTURE EVENTS

SUNDAY 2nd SEPTEMBER DIDCOT STEAM CENTRE

PR4/79/26 *****Star Outing* By Merrymaker from Hull, Doncaster & Sheffield.
Adult £4.00 Child £2.00

WEDNESDAY 5th SEPTEMBER MEMBERS' SLIDE COMPETITION

See stop press for details of venue. (start time 19.30)

SATURDAY 8th SEPTEMBER VALE OF RHEIDOL RAILWAY

PR4/79/27 *****Star Outing* By Merrymaker from Retford, Worksop & Sheffield,

POSTPONED SEE BELOW to Aberystwyth & Devil's Bridge.

Adult £4.00 Child £2.00

TUESDAY 11th SEPTEMBER SLIDE SHOW

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

SATURDAY 15th SEPTEMBER WEST COAST TOUR

PR4/79/28 *****Star Outing* To include Horwich Works and Wigan (Springs Branch).
Lunch in Preston, return via Crewe & Derby.
By rail from Doncaster & Sheffield.
Members: Adult £10.00 Child £5.50

Non-members: Adult £10.50 Child £6.00

SUNDAY 23rd SEPTEMBER DONCASTER WORKS (11.00) & SHED (12.25)

PR4/79/30 Members 752. Non-members £1.00 No half-price.

WEDNESDAY 3rd OCTOBER SLIDE SHOW (19.30)

See stop press for details.

SATURDAY 13th OCTOBER VALE OF RHEIDOL RAILWAY

PR4/79/27 *****Star Outing* By Merrymaker from Retford, Worksop & Sheffield.
Adult £4.00 Child £2.00

A brand-new Trips List is due out in the near future, although confirmation was not available in time to list these events in this edition of "Trans-Pennine".

YORKSHIRE ENGINE Co.

If anyone should have information or pictures of the Yorkshire Engine Co. and the locos which were produced at the Meadow Hall Works, would they be kind enough to contact Jack Davis at the editorial address. Thanking you in anticipation.

The views or comments published herein are not necessarily the views of the Pennine Railway Society, or it's Committee.

LOCOMOTIVE STOCK ALTERATIONS

Locomotives Withdrawn

03 047; 08 223; 20 200; 33 036;

Locomotives Reallocated

03 081 MR; 08 052 CA; 08 109 CF; 08 270 BC; 08 289 AN; 08 347 ML; 08 367 MG; 08 373 GD; 08 434 WH; 08 478 IM; 08 646 GL; 08 810 FP; 08 951 BR; 20 007/20/85 IS; 20 105 TI; 20 202 ED; 20 206/215-ED; 25 050/62/6/8 ED; 25 236 CW; 31 122/9 GD; 37 046 ED; 37 203/4/5 BR; 47 015 CF; 47 176 TE; 47 251 BR; 47 276 TE; 47 295 TI; 47 277/92/6/301/2/4/8/9/10/9/71/2/3/4/5/6 HM; 47 357/65/6 CD; 47 377/8/81 BS; 47 460/1 HA; 47 466 LA; 47 532 TO; 47 553 LA; 50 028 OC; 56 033/5/7/8/41/3 CF; 56 036 CF then TO;

TRANS-PENNINE COVER PHOTOGRAPH

Working Steam in South
Yorkshire

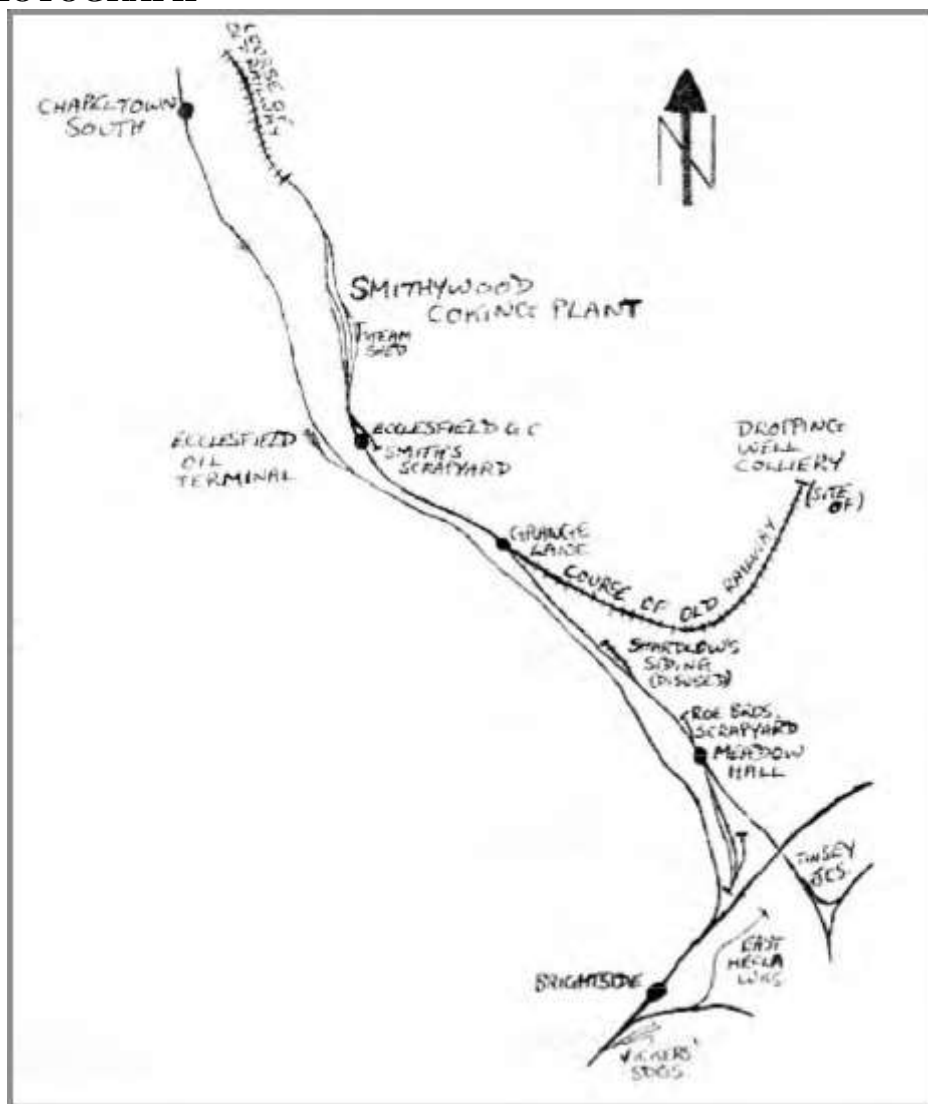
Hunslet 0-6-0 Austerity saddle tank, shunting NCB Smithywood Coking Plant, near Ecclesfield on Thursday 19th July, 1979.

This loco has recently undergone a major overhaul at Hunslet, and despite its filthy external condition, is in first-class mechanical order.

All shunting is done exclusively by the steam loco and although two small 0-4-0 diesels are stored at Smithywood, a class 08 loco is borrowed from BR in the event of the saddle tank being under repair.

Smithywood is situated on the Blackburn Valley Line of the old South Yorkshire Railway, (absorbed by the Manchester, Sheffield & Lincolnshire Railway on 16th July, 1874) which ran from Tinsley West Junction to Dovecliffe (sketch map of the surrounding area is shown on the right)

Most of the coke produced at Smithywood is conveyed to Frodingham, via Tinsley Marshalling Yards, the southern end of the Blackburn Valley Line, as far as Smithywood, being serviced by Tinsley trip working T34, which is normally hauled by two class 20 locomotives.



The photograph was taken by Jon Davis.

WHAT DO YOU THINK OF IT SO FAR?

What are your views on the "Trans-Pennine" magazine? Are you prepared to write an article for future publication? Have you any constructive comments to make? Can you help by supplying news and information? Are you satisfied with your society journal? Let us know your feelings!

Write to the Magazine Editor.

PASSENGERS NO MORE

The daily passenger service of the Derwent Valley Railway ceased to operate on Friday, 31st August, 1979. Passenger services over the 16 miles 1 chain of main line from York (Layerthorpe), to Cliff Common (near Selby) began on 19th July, 1913 and came to an end in 1926, being re-instated as a tourist attraction after a trial period in 1976. The last service train, which consisted of three ex. BR Mark one coaches, was hauled over the remaining 4 miles 20 chains of main line, between Layerthorpe and Dunnington (and return), by preserved North Eastern "J72" 0-6-0 tank (B.R.No.69023) "Joem". Pennine members Peter Hall and Jon Davis were passengers on the last train. The Derwent Valley Railway is to continue running its freight service.

"TRANS-PENNINE" BOOK REVIEW

"Motive Power Pocket Book - Summer 1979 Edition"

(Published by Platform Five Publications, Price 50p.)

Once again, this latest Platform Five product is bang up-to-date and is without doubt the most informative loco publication available. Utilising the talents of a number of photographers certainly adds variety (no disrespect to Dr. Nixon), although more half-page pictures would give room to feature a wider range of motive power. The paper used for the pages of locomotive numbers is a wise choice as unlike other brands of number book, it does not tend to cause ink smudges. The inclusion of names, whether still carried by the loco or not is helpful and the "Ex-BR Diesels in Industrial Use" section is a great help to anyone attempting to track-down such engines. Details of HST cars, formations etc. would possibly be more at home in the proposed "Multiple Unit Pocket Book". On the minus side, the book is badly set-out, with introductions to classes appearing at the foot of a page on numerous occasions. Mayoh Press have made a rather amateurish job in trimming the book to size, but all-in-all this is a publication well worth purchasing.

Footnote - This book is available to Pennine members at the special price of 40p, from Tony Booth, our Publications Officer.

100 YEARS AGO - 1879

On 1st August 1879 the Caledonian Railway opened their magnificent Glasgow Central station in their bid to win traffic over from the Glasgow & South Western Railway, who already operated from Glasgow St. Enoch. Plans to build a 725ft long viaduct over the River Clyde met with strong opposition from conservationists of the day, who protested that such a structure would obstruct the citizens' view of the harbour, which was a beautiful sight, with its sailing ships. 3,000 tons of wrought iron, supported on granite piers, this viaduct was constructed by William Arrol, whose suspension bridge over the Firth of Forth was abandoned after the Tay Bridge collapse. Glasgow Central was constructed of ten million bricks, and the roof composed of 1,850 tons of iron work, covered by six acres of glass. The whole project cost the Caley £700,000.

50 YEARS AGO - 1929

The Jersey Eastern Railway, which ran from St. Helier to Gorey Pier was closed in 1929. The line was built to standard gauge construction of the St. Helier - Gorey Village section being carried-out in 1873/74, with the extension to Gorey Pier opened in 1891.

30 YEARS AGO - 1949

Here is an interesting little snippet take from a 1949 edition of the "Railway & Tramway Institute Magazine", Perth, Western Australia:

"A sleeper is one who sleeps. A sleeper is that in which the sleeper sleeps. A sleeper is that on which the sleeper runs while the sleeper sleeps. Therefore, while the sleeper sleeps in the sleeper, the sleeper carries the sleeper over the sleeper under the sleeper, until the sleeper which carries the sleeper jumps the sleeper and wakes the sleeper in the sleeper by striking the sleeper on the sleeper and there is no longer any sleeper sleeping in the sleeper on the sleeper".

20 YEARS AGO - 1959

Opened in 1959, the largest railway waiting rooms in the world are at Peking Chang'an Boulevard station, in China, with a capacity of 14,000!

LOGO UNDER FIRE

The logo of British Railways, often referred to as the "Barbed Wire", seems to be very unpopular these days, with a return to the previous crest (introduced by the British Transport Commission in 1956), supported by most people, except the powers that be.

The arrow symbol, which is often displayed inside-out is certainly un-enterprising, when it is considered the role heraldry has played in the history of Britain's railways. Comments by passengers during a recent survey show the public don't think much of it "I've never taken much notice of it"; "poor"; "which way round should it be?"; "rubbish"; "boring"; "why is it back to front on ships?"; "a waste of time"; "suits the railway fine - it's pulling in opposite directions!" ; "pathetic"; "not much cop"; "hideous";

PENMANSHIEL NEW DATE

The new date for resumption of through passenger services between London King's Cross and Edinburgh Waverley via Berwick, is Monday 20th August, 1979. Services will be restored, with a full high speed timetable in operation.

LETTERS TO THE EDITOR

1)

A. Stubbings, Worksop, Notts.

While holidaying in Cornwall I decided to try and locate the three class 10 ex.BR shunters, belonging to English China Clay (ECC). These are:

D.3452 Withdrawn July 1968 Last allocation 16A.Toton;

D.3476 Withdrawn June 1968 Last allocation 16A.Toton;

D.3497 Withdrawn April 1968 Last allocation 16B.Colwick.

In the "Motive Power Pocket Book" they are listed as at Fowey Docks, so first stop was Fowey. There was no sign of any railway at all in the dock area and subsequent enquiries led me nowhere.

I next met an ECC. lorry driver at Par, where I was staying and he told me they had been working the ECC docks here, but were no longer used (in fact the railway link was being lifted while I was there) and had been moved to another ECC site at a place called Bugle and were stored in a shed.

The Cornish Steam Loco. Preservation Society have a shed at Bugle and were having a steam open day that week-end, so I decided to visit them and enquire further about the diesel shunters there.

The CSLPS have three small industrial tank engines, one of which was in steam and are in fact ex. ECC locos. Talking to the gateman on the entrance, soon made me realise that these were the locos the driver had been referring to.

While browsing through some photographs for sale in the sales coach, I came across two photos of the shunters I was after. The salesman told me that he had photographed them on a special visit. The shunters are based at an ECC private dock area to the north of Fowey above a place called Bodinnick Ferry on the River Fowey and it is impossible to view them, unless one either trespasses or takes a river cruise, but as the engine shed is out of sight at the back of the sidings, you could not guarantee to see them all from the river. Next day, determined to see them, I visited the area office of ECC at Par and had an interview with the chief security officer and asked for permission to visit the dock area. They were delighted to give permission, providing I visited the dock area after 7 O'clock at night, when work had ceased for the day. They also instructed me how to get there.

So, that night, pouring down with rain I set off for the docks. The railway system lies hidden in a river valley, flanked on one side by the river and on the other side by sheer wooded cliffs. There are no roads nearby the sidings, which are four tracks wide, converging into a single track operated by BR, linking to Par to St. Blazey.

The engine shed is the first thing one meets at the railway end of the docks. This is a modern, single track shed with a turntable outside. Inside the shed was D.3452 under repair. Outside D.3476 complete with shunter's wagon was stood with the rain steaming off its hot radiator, having just finished working. Half-a-mile further up the sidings stood D.3497. This loco was in a sorry state, its cab doors were off and fittings missing, the doors to the engine compartments were swinging in the wind.

All these shunters were still in original BR green, with BR emblems and numbers and considering they are continuously exposed to the sea air, were all in reasonable state, paint wise.

2)

Dear Sir or Madman,

Certain society functions are referred to as "Star Outings" in the trips lists etc. Does this title indicate an excursion which is attended by "stars" (i.e. Red Leader) ?

P.Hooton, Sheffield.

DRONFIELD STATION - DECISION IN SEPTEMBER

South Yorkshire County Council recently announced they will be making a decision as to whether they would back plans to re-open Dronfield station, between Chesterfield Midland and Sheffield Midland, in September this year. Derbyshire County Council and North East Derbyshire District Council have already decided to support the scheme, provided South Yorkshire also give their support.

ANOTHER FARES SET BACK FOR 1980

British Railways Board announced on 8th August, their plans to implement major increases in passenger fares for 1980. Meanwhile, Swedish Railways say their policy of slashing fares is paying great dividends.

THE PERSECUTED RAILWAY

The intended closure of the former Great Central Railway between Manchester London Road (now known as Piccadilly), and London Marylebone has been a long drawn-out affair, which began as long ago as early 1959, the year which saw the withdrawal of commuter services between Sheffield Victoria and Penistone (electric hauled) and Penistone and Barnsley Court House (steam hauled). On 4th. January 1960 the through passenger service from Manchester to Marylebone was suspended and replaced by the following truncated services: Manchester-Sheffield; Sheffield-Nottingham and Nottingham-London. These new truncated services were designed to miss connections by odd minutes at Sheffield Victoria, with the intention of encouraging passengers to travel by other routes.

In December 1960 British Railways London Midland Region published a booklet entitled "The Changing Role of the Former Great Central Main Line". In this booklet BR said it was now necessary to withdraw all passenger services from the southern end of the line to make way for diverting freight and parcels services to the line. The major problem of the GCR was the fact that it was split-up into four sections, one run by the Western Region, one by the Eastern and two by the London Midland.

In February 1965, another BR publication entitled "The development of Major Railway Trunk Routes" gave the following reasons for choosing Woodhead to be developed for freight traffic: the line was well sited to cater for Trans-Pennine coal traffic. It was electrified, equipped with modern signalling, utilised two brand-new tunnels, the system was being extended to Tinsley Yards, there was scope for increasing payloads from 750 tons per train to well in excess of 1,000 tons by using the ultra-reliable E.M.1 locos in multiple and there was ample scope for extending the electrification to Liverpool, via. the Cheshire Lines using existing motive power.

The last through train on the GCR main line was the Manchester Piccadilly - Marylebone, Up mail on the night of 3rd /4th September 1966. Nottingham Victoria station was closed for ever and a railcar service introduced between the re-opened Nottingham Arkwright Street and Rugby Central. Most passenger services, except those to and from Manchester, ceased to use Sheffield Victoria station, forcing passengers to make their own way across the city centre to join these Pennine services, after arriving at Sheffield Midland.

The British Railways Board intended to withdraw passenger services on the Woodhead Route on 5th June 1967 and after a bitter struggle, finally got their own way on 5th January 1970, once again claiming they intended to increase freight traffic, as their excuse for withdrawing this profit making service. The Manchester suburban service won a reprieve.

DMU services between Nottingham Arkwright Street and Rugby Central ceased on 3rd May 1965 supposedly being replaced by bus services operated by South Notts. Bus Co. Ltd., Barton Transport Ltd., Trent Motor Traction and Birmingham & Midland Motor Omnibus Co. Ltd. (Midland Red).

Since the withdrawal of passenger services from the Woodhead section of the GCR, the volume of freight traffic using the line has been steadily decreased and as BR would only need permission to close the section between Nunnery (Sheffield) and Penistone (because Sheffield Huddersfield paytrains traverse this section) and taking into account the fact that plans for a Trans-Pennine Motorway using the trackbed through Longdendale, have already been drawn-up, the future of this modern railway looks bleak indeed. British Railways Board appear to be determined to close the line, despite the fact that it uses an energy saving electric system (remember they have cancelled many diesel services because of the fuel shortage, but still refuse to utilise this route) and despite the fact that no other Trans-Pennine Railway is capable of carrying the new 8'6" freight containers. Remember BR's comments during the work to make the ECML tunnels suitable for the containers 'We've got to do it because, by the mid-1980's, the vast majority of world freight will be shipped in these vast containers. We do it willingly because, in the long term, these containers will mean more trade with the rest of the world, more business for rail and a better future for our railways'. Yet they willingly close the best rail-link between the East and West seaboard of Northern England (and presumably risk another Penmanshiel into the bargain), just to knock another nail into the coffin of the Great Central Railway!

Anyway, if it is such a bad thing to run "duplicate" railways, why do we need to duplicate the motorways (we've got the M62 across the Pennines already haven't we)?

Winter, in the not too distant future could see Sheffield and Manchester totally cut-off from each-other, with Totley Tunnel closed for vital patching-up, no Woodhead to divert trains on, and all the roads blocked by snow (remember, there is no such thing as an "all weather road"). The Manchester, Sheffield and Wath electrified system is a railway we cannot afford to lose!

WHERE IS IT ? (solution)

The area shown in the sketch-map, which appeared in "Trans Pennine" NO.27, was the Bath and Westbury area of British Railways Western Region.

FANCY THAT!

BR ran a Merrymaker Excursion from the Sheffield area to Wroxham on 12th August. Advertised arrival time at Wroxham was 13.70 !

PENNINE SHIELD 1979

Rounds to be played as follows:

Pennine Railway Society: "Masons' Arms", Doncaster, Wednesday 5th December;
Peak Railway Society: "Hallamshire Hotel", Sheffield, Monday 10th December;

South Yorkshire Railway Photographic Circle: "Grapes Inn", Sheffield, Tuesday 11th December. All rounds to start at 20.00.

Each team to be responsible for its own Quiz Master and Scorer.

Scoring to individual choice with unanswered questions passed on to the next team for a bonus of half points. This is in the individual heats, suggested numbers of marks being two per question and one as a bonus. Team questions, usual setting is of several parts, with marks for each part. The unanswered parts of a question being passed on for its full marked value.

Questions to be confined to Mainland Britain (including the Isle of Wight) only.

Teams to consist of three members, plus one reserve, who can be substituted for one member on request to the officiating Quiz Master, from the beginning of a heat only. No further substitution will be allowed. The winner of a round to be the team which scores the most points in that round and match points will then be awarded at the ratio of 3-2-1 and totalled as each round is completed. The team with the most match points (a maximum of nine) at the end of the competition will be declared holders of the Pennine Shield for 1979.

Trophy to be held until the 1980 competition, when it will be surrendered to the Pennine Committee to be played for again.

These guide-lines were decided at a meeting held at the "White Lion", College Rd., Rotherham, on Tuesday, 28th August, 1979.

The meeting was attended by the following:

Pennine	Peak	S.Y.R.P.C.
Tony Booth	Richard Gittins	Iain Waller
Robin Skinner	Geoff Newall	Jack Davis (Chairman of meeting)
Jon Davis	Geoff Turner	
John Sanderson		

The Question Master officiating will have the final word in any dispute.

AN OPEN LETTER TO ALL MEMBERS

The Committee are deeply concerned about the recent justified adverse criticism of the content of the magazine. First of all, I must point out that the Magazine Editor's job is to edit the magazine not to write it. We can count the number of regular subscribers on one hand and I must confess to being one of the vast majority of members who contribute very little. We have nearly 200 members, whose combined knowledge and opinion on railway matters must be very substantial to say the least. If we all contributed one paragraph, it would fill the magazine for a year. Let us be keenly aware that the magazine is what we the members make it and at the end of the day we get what we deserve. Let us all try and make a concerted effort and make the magazine worthy of our club. I am sure that Jon Davis will be only too pleased to receive your articles to edit.

Tony Booth - Promotions Officer.

SOUTH YORKSHIRE CORNER

Our August meeting was attended by a small, but enthusiastic band of stalwarts our numbers being greatly depleted by holidays etc. The Member's Slide Night proved to be as entertaining as I had anticipated and provided a good deal of discussion, lead as usual by "Big V" himself.

October will be our open slide competition, which will be rounded-off by a "Black Pudding Supper". The competition will be open to all-comers and as usual entries will be taken in groups of five for 20p. Any number of fives may be entered. We have secured the services of Gerry Bates as our judge. Gerry, who works at the BR Technical Centre at Derby, is an accomplished photographer and promises to bring a new approach to the judging, so let's have a record entry this year.

Cheerio for now,

Jack Davis

COMPETITION NUMBER 17

The winner was S.R.Earle of Rothwell, Leeds. Runners-up were E. Plenty of Holloway, London and B.Dawes of Peterborough.

The answers were as follows

1. 45700 AMETHYST
2. 45610 GHANA
3. 61659 EAST ANGLIAN
4. 1010 COUNTY OF CAERNARVON
5. 61994 THE GREAT MARQUESS
6. 34092 CITY OF WELLS
7. 30923 BRADFIELD
8. 5072 HURRICANE
9. 60010 DOMINION OF CANADA
10. 34025 WHIMPLE

COMPETITION NUMBER 18

Below are listed sixteen tunnels. Can you name the railway companies whose metals passed through these tunnels? Entries should reach the Magazine Editor before 30th September, 1979. First Prize £2, two runners-up receiving £1 each.

1. Lord's
2. Saxelby
3. North Stoke
4. Winterbutlee
5. Hunting Butts

6. Inver
7. Blaenrhondda
8. Wheatley
9. Winsor Hill
10. High Tor
11. Spinkhill
12. Gas Works
13. Moncrieff
14. Corbridge
15. Hayfield
16. Drumlanrig

STEAM FOR RHODESIA

Faced with the oil shortage, Rhodesian Railways (Africa, not Nottinghamshire) are bringing withdrawn steam locomotives back into service. The locos, Beyer Peacock, Gorton built, articulated Beyer Garratt engines, have been stored in yards since their withdrawal and are to be completely overhauled before taking over duties presently performed by diesel traction.

FIND THE WORKS

Eleven famous British railway works have been hidden in the diagram. They have been printed across, down, or diagonally, in a straight line, with no letters missed out. The solution will appear in the next edition of "Trans Pennine".

A	L	L	S	A	I	N	T	S	N	O	R	T	O	N	L
L	C	O	W	L	A	I	R	O	O	B	O	C	D	I	I
L	D	H	U	N	L	E	T	O	T	O	T	E	N	C	N
E	E	O	D	D	S	G	U	N	T	K	H	C	F	O	D
R	R	S	A	E	N	K	G	O	R	T	O	N	I	W	S
T	B	B	H	I	R	L	L	J	O	L	G	U	H	L	E
H	Y	C	L	I	M	B	A	X	N	A	F	N	B	A	Y
U	R	R	T	S	L	O	S	T	F	O	R	D	E	I	Y
N	A	E	T	N	P	D	T	O	E	W	Z	E	R	R	A
D	A	R	L	I	N	H	O	N	F	I	E	N	D	S	Y
E	A	E	Q	S	U	Y	V	E	T	O	N	Y	O	X	O
T	O	R	B	A	Y	T	S	W	I	N	D	O	N	S	R
E	W	W	O	L	V	E	R	T	O	N	E	Z	F	O	K
B	E	L	F	A	S	T	N	O	R	T	H	R	O	A	B
D	O	N	C	A	S	T	E	N	T	O	A	H	R	E	O
I	N	T	R	H	U	L	L	A	H	S	L	I	D	L	S
S	W	I	E	X	E	T	E	B	A	W	I	L	H	L	T
R	O	S	W	E	S	T	R	Y	B	M	E	F	O	E	O
I	N	V	E	R	U	R	I	O	P	S	R	Y	P	X	N
L	I	V	E	R	P	O	O	T	S	T	A	T	E	S	X

OBSERVERS' NEWS

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

SOUTHERN REGION

Saturday 18th August:

47 325 on the 09.24 Manchester-Poole failed by milepost 92, east of Brockenhurst and after a 100-minute wait was rescued by 47 324, which came off an ECS working, leaving its train in the sidings at Brockenhurst. The two numerical class 47s continued to Poole. Total chaos followed as there had been no arrivals from the Southampton direction for over 2 1/2 hours. The 15.52 and 16.22 Bournemouth-Weymouth (ex. Waterloo) were terminated at Bournemouth and the 16.25 Weymouth Nottingham Midland left at 17.10 due to lack of a crew, and called all stations to Bournemouth Central, to cover for a cancelled class 33 and TC set. It took the Bournemouth area all evening to recover. 73 107 on the Weymouth Quay - Waterloo boat train was announced as a fast train for Southampton, Basingstoke and Waterloo. Tuesday 21st August:

37 070 was noted at Basingstoke on a Westbury - Basingstoke aggregate train. The 10.37 Saturdays Only Waterloo Salisbury, is booked for a "slim" Hither Green class 33 and was 33 211 on 18th August.

The 13.00 Waterloo Exeter is used as an Eastleigh Works running-in turn and 33 056 and 33 111 were noted on 22nd /24th August respectively. They were both replaced by other class 33s at Salisbury.

On 24th August, the 14.54 relief Waterloo-Salisbury and return were formed of 2x 4T.C.s and 33 112. This set worked the 18.54 Waterloo-Exeter St. Davids relief throughout.

SCOTTISH REGION

On 23rd July at Dumfries 20 120 and 08 106 were stabled in the station.

"Duff" No.47 288 was noted passing Dumfries with an up chemical train on 24th July.

The "Clansman" showed its usual form by failing on 20th and 24th August. Firstly at Gleneagles, where ex. Tinsley 37 111 was sent to assist, taking 47 427 and train forward to Mossend. In consequence, the 11.49 Aberdeen-Glasgow Queen St. was terminated at Stirling and the return working 40 161 started there. The second "Clansman" failure was 47 524, just north of Perth, the engine sent to the rescue being 47 703 "Saint Mungo".

The 21.40 Edinburgh-Carstairs has been producing small power, with the 22.45 Carstairs Edinburgh and 18.05 Birmingham-Edinburgh worth watching:

21.40 (20th./8) 27 005;(21st.) 26 007;(22nd.) 25 233;(23rd.) 37 026;(24th.) 27 042;

22.45 (20th./8) 26 005;(21st.) 27 001;(22hd.) unknown;(23rd.) 25 008;(24th.) 25 011;

18.05. (24th./8) 40 171;

Unusual on passenger work on the region, class 20s have recently appeared on several occasions. On 18th August, the 15.15 Scarborough-Glasgow Queen St. was powered by 20 196 (Toton) between Edinburgh and Glasgow. On 20th August, the 06.43 Carstairs to Edinburgh was worked by 20 027 and on 23rd August, the 20.15 Cowdenbeath-Edinburgh Waverley, being worked by the prototype refurbished DMU failed and 20 086 was used to tow.

EASTERN REGION

With the transfer away of many of them, Tinsley's class 37s have seen little use this year on Summer seasonal extras from the Sheffield area. Isolated examples, 37 136 on 7th July 37 169 on 21st July and 37 135 on 4th August, have worked the once regular 37 turn, the 09.25 Sheffield-Blackpool (returning with the 13.55 from that resort), while Skegness has had only two visits from them:37 135 on 7th July with 37 122 the following week and both on the 08.34 Chesterfield-Skegness,12.50 return. Most of the Summer additional trains have therefore been class 31 and all of Tinsley's examples have been used.

To reduce light engine mileage between Lincoln and March, the Manchester-Yarmouth and Yarmouth-Manchester trains have, this year, changed engines at Sheffield; an LMR class 40 has been the power through the Pennines, with a March class 31 or 37 east of Sheffield.

The general shortage of motive power has manifested itself on the N.E./S.W. axis with the plethora of "Peaks" being invaded by a motley selection of other power. Many trains have been 31 hauled, in particular the 14.39 Leeds-Plymouth and class 37s have been making increasingly frequent appearances, usually from Birmingham to Newcastle or Scarborough, but on three occasions the 07.40 Cardiff-Newcastle has been worked by one of this class:-37 077 on 30th June.

37 032 on 28th July and 37 076 on 18th August. Perhaps the most unexpected and exiting working has been the use of 50 007 on the 10.43 Berwick-Plymouth on 4th August:"Hercules" took over from a "Deltic" at York, but failed at Gloucester; 50 024 "Vanguard", after some considerable use on the ECML, worked on the same train (but now the 09.50 Edinburgh-Plymouth) on 21st August, but was noted an hour late passing Chesterfield. As mentioned on the previous page, Saturday 4th August saw the first recorded visit of a "Hoover" class 50 to Sheffield Midland station. 50 007 "Hercules" had taken over the 10.43 Berwick on Tweed - Plymouth North Road, at York. The loco was ex.works and was being worked back to the Western Region. The loco's performance between Sheffield and Derby is tabulated below:

DATE: 4th August,1979 - TRAIN: 1V93 10.43 Berwick-Plymouth

LOCOMOTIVE: 50 007 "Hercules" LOAD: 12 Vehicles

POINT (MPH)	MINS	SECS	AVGE SPEED
Sheffield Midland	00	00	
Heeley	03	03	27
Millhouses & Eccleshall	04	59	42
Dore & Totley	06	57	47
Bradway Tunnel North	07	33	50
Bradway Tunnel South	09	01	47
Dronfield	10	04	60
Sheepbridge	12	59	74
Chesterfield Midland	14	17	78
(signal check)			
Clay Cross South Junction	19	26	48
Wingfield	24	57	64
(20 MPH Permanent way slack)			
Ambergate Junction	29	57	49
Belper	32	21	54
Duffield	34	24	75
Little Eaton Junction	35	53	81
Derby Midland	39	51	66

Notes: Time for Stretton, exact load and actual speeds not taken, due to stop-watch operator being totally wound-up! Signal check at Clay Cross to allow 1E26, 12.01 St. Pancras - Sheffield Midland (hauled by 45 149) to pass. Speeds shown are point-to-point averages.

It may have escaped the notice of some of our members, but the Deltic fleet seems to have been reduced by four to eighteen. Whether this is temporary or permanent remains to be seen. Remember the names of the missing engines: ST.PADDY; QUEENS OWN HIGHLANDER; GORDON HIGHLANDER; NIMBUS. A new generation of train spotters have found that a class of engines that could be "cleared" in a week on Doncaster station now involves much harder work. So what has happened to these locos during this period? Here is a summary of works movements:

55 001 "ST. PADDY" Arrived works 24.3.78:Week ending 28.7.78 power units taken out and placed in 55 018 "BALLYMOSS". Then to the yard. Since then the loco has been "cannibalised" of various items

including buffer beam equipment, air/vac hoses, fuel tanks and various items from the cab. The exterior of the loco is in a bad condition with paintwork starting to peel off.

55 004 "QUEEN'S OWN HIGHLANDER". Arrived works 14.6.78. Week ending 16.6.78 to paint shop for nose end painting. Exhibited in prime position for works open day ("Railex 125"). Week ending 21.7.78 to Canal Sidings where it has languished in a sea of scrap ever since. As with 55 001, a certain amount of "cannibalization" has taken place, although not to the same extent. Externally this loco is not too bad, with the yellow ends standing out. Unfortunately, the one remaining nameplate crest has disappeared.

55 016 "GORDON HIGHLANDER" Arrived works 29.8.78. Stood outside paint shop until 18.12.78. After overdue attention returned to traffic on 28.12.78. Returned to works 12.1.79. To test house 18.1.79 (repair not actioned) back to standing outside paint shop. Within the last few months moved to Car Park side of Crimpsall. This loco is in a very dirty condition yet does not appear to have become a source of spare parts.

55 020 "NIMBUS" Arrived works 26.4.78. Due to industrial action at the works in April "NIMBUS" was used as a source of spare parts by Gateshead MPD to keep its allocation of 55s working. Located in car park side of Crimpsall and during works open days appeared also to be "cannibalised" by so called railway enthusiasts!!! Week ending 18.8.78 moved to yard where it has been ever since. The loco is in a similar condition to 55 001 with various parts missing since it's arrival on works.

On 16th July, both road and rail traffic were brought virtually to a stand in Lincoln when the GPO damaged a high voltage cable. Both passenger stations and the Holmes area were without supply and a train was stuck across East Holmes level crossing as the central crossing gates could not be operated. However, the East Midlands Electricity Board quickly restored the supply enabling all wheels to roll again!

LONDON MIDLAND REGION

"Peak" class 44 No. 44 008 "PENYGHENT" has been re-painted in blue livery, with a white stripe along the lower edge of the body, white roof and red buffer-beams, bearing depot name Toton in white letters and has been re-numbered D.8!

Services on the Belle Vue-Romiley line were disrupted after a lorry crashed into a bridge in the Bredbury area on 8th September. Eventually the bridge (which had been moved 1ft.6ins.) was reopened to DMUs, but all other trains were diverted via Guide Bridge and Woodley. Early on 9th September, the diverted 1E66, 01.17 Manchester Piccadilly-Cleethorpes newspaper train was noted passing Dewsnap Sidings, with March type 3 NO.37 034 in charge.

Also on 9th September, 86 235 "Novelty" was dragged out of Manchester Piccadilly by an unidentified class 47, on the 00.25 Euston sleeper.

86 239 rushed the down "Manchester Pullman" through Tamworth at 09.11, on 22nd.August. Also at Tamworth on the same day, 87 009 "City of Birmingham" worked an up freightliner, 85 028 hauled an up motorail, 25 043 was in charge of an up engineers train, 47 229 hauled a Rugeley bound merry-go-round and 20 072 passed nose-first, light engine through Tamworth High Level.

No boiler Bath Road Brush 4 No.47 244 worked the 1E23 Tenby-York, on 25th August.

A return Everton Footex was noted at Derby Midland, behind "Big D" 40 131 on 25th August.

On 27th August 20 066/182 took charge of the 09.10 Derby Midland-Skegness, after another pair of type 1s had failed, after bringing the empty stock into Derby.

On 24th July, the 08.57 Edinburgh Waverley-London King's Cross, "Flying Banana" was diverted via the Settle and Carlisle line, because of a derailment at Brampton.

The following locomotives were noted at Carlisle Citadel on 24th July: 08 844 (Motorail pilot);82 003;83 014;85 014;

47 201 (14A Cricklewood) was noted working the 11.50 Glasgow Central-Nottingham Midland, through Dent on 27th July. Other sightings at Dent on the same day included 25 142 (12A Kingmoor) propelling six ballast wagons and 40 031 "SYLVANIA" (9A Longsight) working a down freight.

WESTERN REGION

Several reports of "Hoover" class 50 No.50 011 have been received recently, all stating this loco is still un-named, (its allocated name is "Centurion").

The following locomotives were observed at Par on 1st/2nd August: :08 091/643;25 206/7; 37 267;45 042;46 001;47 034/078 "SIR DANIEL GOOCH"/089 "AMAZON" 446/473/485;50 021 "Rodney"/023 "Howe"/029 "Renown/043 "Eagle"/045 "Achilles" and 50 013 "Agincourt".

For the above information we are indebted to the following: Messrs.Biggs (Hall); Glossop; Hazell; Webster; Collins; Stubbings; Caddick (Mauger); Davis; Lund; Richards (ex.works); Gee; Parrish; Marshall;

STOP PRESS STOP PRESS STOP PRESS STOP PRESS STOP PRESS STOP PRESS

The 13.00 King's Cross-Waverley HST became derailed at 70 mph, just south of Northallerton, on 28th August. All cars remained upright and only one passenger needed hospital treatment (for shock).

Future Social Evenings in Doncaster will be held at the "Masons' Arms", Market Place, until further notice.

The "Class 56 Maintenance Report" by Ian Parrish, will now appear in Magazine No.29.

Ivor Jones Esq. : I'm still working on those numbers, but I'll let you know as soon as possible. Ed.

On behalf of all our members we wish Roger Richards a speedy recovery from his recent illness.

If you can supply any information on Ex.BR diesel locos, please contact Mr. R. Biggs, c/o the Magazine Editor.