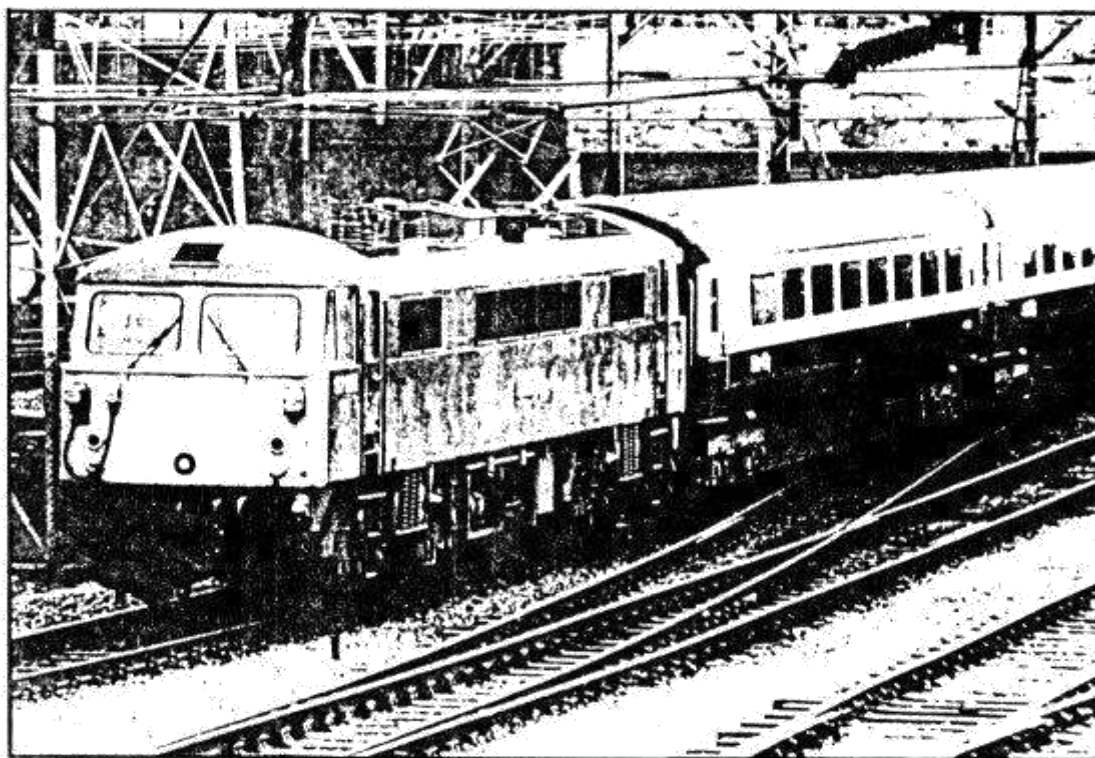


TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY
SOCIETY



No.29 - December 1979

NOTES FROM THE COMMITTEE

With last Winter seemingly only just behind us, another year is rapidly reaching its finale and we are looking forward to the 1980s, wondering just what they have in store for our society and railways in general. Due to rising costs of postage etc. we have been forced into increasing the annual membership fee of the Pennine Railway Society from 75p to £1.00

This is the first ever change in the fee since the Society was formed in 1974 and we feel still very good value, when compared with subscription rates of other societies around the country.

No doubt you will have noticed the rather lengthy gap in the circulation of your "Trans-Pennine" magazine but the fact is that despite various requests to you, the members, asking for material to help make your magazine better, the response has been practically nil (with the exception of a very helpful Lincolnshire member).

The first Trips List for 1980 and membership renewal forms are enclosed with this edition of "Trans-Pennine" and Robin Skinner and Tom Helliwell will be only too willing to deal with your booking and membership enquiries, respectively.

The Committee of the Pennine Railway Society wish a Merry Christmas and a Happy and Prosperous New Year to all their members and friends.

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

TRANS-PENNINE? COVER PHOTOGRAPH (Shot by Jon Davis)

AC electric locomotive No.87 026 "Redgauntlet" enters Crewe station with a down London Euston - Glasgow Central express on Sunday, 25th June, 1978. These locomotives, now known as Class 87/0, were originally classified AL7 and allocated numbers E.3200 onwards, but with the advent of Total Operations Processing System (for better or for worse) these numbers were never carried by the Bo-Bo engines, which entered service from 1973 to 1975, their intended work being to take over the Euston - Glasgow services from the D.400 Class 50 diesels, with the introduction of the "Electric Scots". In addition to the 35 Class 87's, is the lighter experimental Thyristor controlled Class 87/1 "STEPHENSON".

All these locomotives are products of British Rail Engineering's Crewe Works, have loco, straight, air, train air and rheostatic brakes, electric train heating and all carry nameplates.

UNION OFFICIAL CALLS FOR FARES FREEZE

In an article entitled "What a way to run a transport system!", which appears in the latest edition of the "Locomotive Journal", ASLEF General Secretary Ray Buckton called for the British Railways Board to "follow the example of the South Yorkshire PTE" an area in which there was NO INCREASE in fares last year, yet passenger revenue on three local rail services INCREASED by over 26 per cent. Mr. Buckton says "There are many instances, in all parts of the world, which demonstrate that a cheap, reliable service will bring increased revenue, as well as traffic".

LETTER TO THE EDITOR

I am very interested in the industrial aspect of railways & quite a number of "second-hand" hopper wagons at the former "Steele's" Templeborough Works of the BSC in Rotherham. Could you or any of your members tell me where these vehicles originated?

B. Edwards, Dronfield Woodhouse, Derbyshire.

EDITOR'S REPLY: These wagons have recently been transferred to "Steele's", from the British Steel Corporation's Bilston Works, near Wolverhampton.

BEHIND THE IRON CURTAIN

by John Sanderson

On 31st. August, I, along with Tom Helliwell set off to journey by rail to Katowice in Poland, to view the 1979 World Speedway Final. Against my better judgement, I was persuaded to travel via Doncaster to King's Cross instead of my normal route to London, via Leicester and into St. Pancras. I should have known better, the 14.45 Manchester-Hull was cancelled (no crew) and the 16.23 to Doncaster service finally departed at 16.40. Further trouble on the ECML. The 14.15 Edinburgh-King's Cross HST left Doncaster 20 minutes late and arrived in King's Cross at 19.52 (36 minutes late). Not the most encouraging start for a trip to Poland!

Our special train, chartered by Warnersports left Victoria at 22.40 and a fast run via Tonbridge and Ashford saw us at Dover Marine at 23.52. Excellent weather saw a smooth Channel crossing to Ostend on the Sealink vessel "Princess Marie Christine", leaving Dover at 01.30 and arriving Ostend at 05.40, on Saturday 1st. September. All times quoted are British times. In actual fact Belgium and Poland are one hour ahead of British time, while East and West Germany are on British time at this time of year.

Our eleven coach train left Ostend, electrically hauled at 08.15. The rolling stock was from the German Federal Railways, containing couchettes, (compartment stock where seats convert into bunks, three each side). We crossed into Germany at Aachen (10.43), no passport checks and then ran via Cologne (11.58) viewing the world famous cathedral, Minden and Hannover (15.21) and running to the West German border at Helmstedt (16.18). We then crossed through No-Mans-Land up to the East German border and into Marienborn, passing miles of electrified fences and observation posts.

At Marienborn (dep. 17.10) the train was thoroughly checked by East German border guards with Alsatian dogs checking the underneath of the stock. Steam is soon apparent in East Germany. At Magdeburg (17.35) was a huge concentration of about 40 tanks crossing a field with a similar number of other military vehicles at a nearby road crossing. I wonder if NATO knew what they were up to.

Our locomotive is a Russian built Delta 9 diesel from Helmstedt, but plenty of steam is visible in East Germany and Poland. It is however forbidden to take photographs of military personnel or officials, railway installations, or anything connected with the country's defence. We reach the East German border at Frankfurt (Oder) at 21.20 and have a long delay, departing at 22.40. We departed to an almost forgotten sound on a main line express, we were being pulled by an East German steam locomotive-the highlight of the journey. Behind steam on on a main line express at main line speeds - UTOPIA.

The first coach behind the engine was a disco coach. I am convinced the music was turned off to hear the music from the loco. Regretfully the steamer was taken off at Kunowice, in Poland, after only a short run and was replaced by a Polish diesel. We left Kunowice at 23.02 and ran through Poland, arriving at Katowice at 07.22 (2nd. Sept.). Following the speedway event held at the Slaski Stadium, Chorzow, (also home of the Polish national soccer team and seating 130,000 spectators) we leave Katowice at 21.47 and travel through the night to Berlin. Border guards board our train at Berlin Ostbahnhof at 08.50 (3rd. September) and we pass to Berlin Friedrichstrasse station where again our train is inspected to ensure there are no escapees on. We arrive at Berlin Charlottenburg at 10.10 and have a day free in Berlin, the most isolated city in the world.

I visit the Berlin Wall, which runs for 168 km cutting East off from the West. It has been standing for 18 years and is manned by 14,000 East German guards. I also visit the famous Berlin Zoo, before we depart from Berlin at 22.40, retracing our outward route and arriving at Ostend at 10.13 (4th. September).

We sail at 10.45 on the "Reine Astrid" arriving Dover at 14.30 and depart on our special train to Victoria at 15.09, arriving London 16.43 and a quick dash to King's Cross sees us on the 17.05 "Hull Executive", the fastest diesel hauled train in the world. Behind 55 008 we arrive Doncaster at 18.57 and finally reach Sheffield at 20.07. The end of a memorable rail journey.

CLASS 56's IN SOUTH WALES

BR's newest and most powerful diesel electric freight locomotives, the class 56s have taken over the operation of BR's heaviest trains. Two of the 3,250hp locos now pull trains of iron ore from Port Talbot docks to Llanwern steelworks, near Newport (Casnewydd), a distance of 46 miles. The payload of each train is 2,079 tonnes, the gross trailing weight of the trains of 27 BSC rotary tippler wagons being 2,740 tonnes. Six 56s are based at 86A Cardiff Canton and have displaced the class 37s which worked in triplet, these now working MGR coal trains to Aberthaw power station, between Barry and Bridgend.

*During operation of the iron ore trains by 87A Landore EE3s (D.6600s) there were no engine failures. The first class 56 failure (56 036) took place on their first week in-charge of this service!

LEVEL CROSSINGS.

There has been talk recently of a cheap(?) and simple form of barrier crossing to eliminate the many manned gated crossings on little used roads which cross over the majority of rural railways that struggle for survival, mainly due to the costs. As an example, the Boston to Skegness line has some 15 level crossings and the rail service has already been curtailed to reduce labour costs of manning crossings. So, the rail minded individual welcomes the new crossings as a means of saving costs and prolonging the life of a railway line.

Our rubber tyred friends look at the problem rather differently, as reported recently in "Motor Transport", and repeated below.

"TIME SAVING CROSSINGS" Road traffic will be delayed much less at level crossings when gates are replaced by flashing lights and barriers lifted automatically by approaching trains. Transport Minister, Norman Fowler has accepted the main conclusions of the joint DoT and DRB working party on level crossing protection published in July 1978. Replacing 1,000 gated crossings will cost £50 million.

Announcing his support for the programme, Mr. Fowler said it would save £64 million in wages by taking away the need for between 2 and 3 gatekeepers at each crossing. The automatic system allows barriers to be lifted between trains whereas gates would have remained closed. Mr. Fowler told the Commons last Thursday "Some of the report's recommendations will interest local highways authorities. It is for individual local authorities in planning their transport expenditure to determine the priority they attach to reducing road delays at level crossings, but I hope they will be ready to discuss such proposals with the (Railways) Board.

So, the question remains - do the BRB expect the ratepayer to pay for the crossings, and when could we see the first one in operation, considering the Government's prime objective of not spending money.'

TADPOLES TO GO?

British Railways Southern region Ashford built diesel electric multiple units, with 8' 2.1/2" wide bodies (instead of the conventional 9' 3" will be withdrawn from service if British Railways get Parliamentary approval for the proposed electrification of the former South Eastern and Chatham Railway's line between Tonbridge and West St Leonards.

Five tunnels on the line are too narrow to take trains of conventional loading gauge, with double track working. Southern Region have already reduced one of the tunnels to single track and this can be done with three others, but, with Grove Hill tunnel, Tunbridge Wells this is not possible and BR would have to build another single track bore, adjacent to the existing tunnel if electrification was to go-ahead. The construction

of this new tunnel would require approval from Parliament. BR hope to have conventional third rail multiple units running on the line by 1984.

EXPLOSION STOPS TRAINS

An explosion in a gas-fired boiler blew out the two other operational boilers in London Transport's Lots Road Power Station on 16th October. At the time (14.30) LT's other Power Station, at Greenwich, was not in operation. The result was a complete shut-down of central section of the underground system.

Greenwich, normally only used for rush-hour periods, was brought "on load" within two to three minutes, but because of operational difficulties, it was an hour or more, before many tube trains were running again.

BRITISH RAIL INTEND TO MARRY TWO RAILWAYS AT LINCOLN

Lincoln City boasts two stations serving lines that are almost completely separate.

British Rail have announced their intention of closing St. Mark's Station in two years time, perhaps not an ideal solution, but considering all the problems, it is a way out.

St. Mark's Station is the oldest and was the terminus of the Midland Railway. Later, the Manchester Sheffield & Lincolnshire brought the line down from Barnetby and Market Rasen to join up with MR. St. Mark's now minus its overall roof and with crumbling pseudo Gothic portico is but a shadow of its former self, but it was painted two years ago - which seems to set the pattern.

Central Station (ex Great Northern Railway) is on the Peterborough, Spalding, Doncaster line and the architecture is "pure" railway and something we can be proud of. The MS&LR crosses the GNR at Pelham Street Junction via a diamond crossing, with a loop connecting into Central from Market Rasen only. An avoiding line from Greetwell Junction to Pyewipe Junction bypasses Central Station but is little used as this adds five minutes journey time.

When the news of the marriage was published the citizens of Lincoln thought it a wonderful idea but soon had second thoughts when they realised how often the Central crossing gates would operate.

Lincoln has a network of waterways, and the river can only be crossed by road in the city centre so some sympathy must be felt for the motorist, especially as the rail service barely serves local travel. Taking the busy part of the day (07.00 - 17.45), both Central and St. Mark's crossings operate on the average every 24 minutes. With only the Central crossing in use, and with all Newark rail traffic having to cross the High Street, the crossing will open to rail traffic on average every 9.1/2 minutes.

Well, that's the motorist taken care of (!), how will the rail traveller fare? The journey time from Newark must be extended to allow for the slow approach up about a 1 in 1830 gradient, and then crawl round the Boultham Curve, thread cautiously through the goods yard, and chug slowly into Central Station.

The line between Spalding and Lincoln may be further speed restricted, but the Lincoln to Doncaster section would have speed restrictions eased, therefore ECML trains if only to be diverted between Newark and Doncaster, would not have the journey time extended too much.

By the time the marriage has been consummated, the coal depot between St. Mark's Station and Pelham Street Junction may not be served by rail, so there would be no need for the retention of the diamond crossing.

Finally, had the railways been nationalised from the outset we could have had either no railway through Lincoln at all(!) or just one station, and a more convenient rail layout.

100 YEARS AGO - 1879

The date Sunday, 28th. December 1879, is probably the most notorious date in railway history. The Tay Bridge, which had opened on 1st June, 1878 and Queen Victoria had travelled across on 20th. June, 1879 (when she knighted its engineer Thomas Bouch), collapsed in a terrible storm, which had left a trail of devastation from the hills above Perth, down the Tay valley to Dundee and out into the open sea, un-roofing houses, demolishing hay-stacks and chimneys and injuring humans and animals alike.

Having met the Forth ferry at Burntisland, the return working of the Sunday Mail arrived at St. Fort station (at the approach to the Tay Bridge) at 19.00, behind Wheatley 4-4-0 No.224 of 1871 vintage standing in for the more usual 0-4-2 Drummond tank "Ladybank", which had failed earlier in the day.

Tickets were collected from the Dundee passengers at St. Fort as was the custom and after handing the train-staff for the single line section over the bridge to the driver, the St. Fort signalman had to crawl back to his box on all-fours, because of the fury of the storm.

The signalman had noticed sparks flying from the wheels of the previous train, when it had crossed the bridge at 18.05, so he and a surfaceman watched the progress of the tail light as the 19.00 train crossed the bridge. Again sparks were seen when a violent gust of wind shook the signalbox and both men saw a brilliant flash of light, followed by total darkness. Tail light, sparks and flash had instantly vanished.

It soon became obvious on both sides of the Tay that the bridge was down, those on the south side hoped the train had crossed the bridge, whilst those to the north hoped it hadn't reached the bridge. Nothing could be confirmed, because all communication had been severed by the collapse. Finally at 22.00 the ferry steamer managed to struggle across the estuary to confirm the disaster. The "High Girders" section of the bridge from pier 28 to pier 41 having gone.

The loco was recovered from the river at the third attempt the following April and was run on its own wheels to Glasgow for repair!

For many years, drivers refused to work over the new Tay Bridge with No.224, but by a strange twist of fate the locomotive next worked over the Firth of Tay with the very same return Sunday Mail, on Sunday, 28th. December, 1908!

SOUTHERN GRIPPERS MEET THEIR WATERLOO

A number of Southern Region ticket collectors based at Waterloo and Victoria stations, London were recently charged in connection with alleged illegalities, concerning excess fare payments.

WHAT IS A TRAINSPOTTER? by Roger Richards

There are, of course, many answers to this question but in general they are considered harmless lunatics who are alright in general but "I wouldn't like my daughter to marry one".

To British Rail he is a source of revenue and as such receives the same consideration and courtesy as any other customer which is, of course, not much. On the other hand there are some parts of British Rail to whom the spotter is a pain in the neck (or maybe lower). The confrontations between spotter and foreman have the same kind of standing as other great rivalries such as Wellington and Napoleon, Gladstone and Disraeli and of course Tom and Jerry. To be fair to the foreman he must have the only job in the country where he is likely to be confronted by some soaking wet clown at 2.30 in the morning in the middle of nowhere.

It is well known that some spotters tend to collect strange things such as coaches and milk tankers but there has appeared another strange phenomenon. The general public has become used to seeing weirdos writing down engine numbers on stations but is still completely baffled by the sight of some idiot fishing a roll of wallpaper out of his duffle bag and slamming it up against a Deltic nameplate to make a rubbing. There are many people who would be interested in a rubbing from the tomb of Sir Ethelred Farquaharson who died 1321 but who the devil wants "Gordon Highlander. Doncaster Station, 1975?".

Due to a tendency to go on long journeys, overnight trips and "carbashes", trainspotters are known to be slightly smelly at certain times. Although this is easily remedied, there are some spotters who take the hobby so seriously that they only take a bath when their favourite 47 is in Crewe paintshop.

Although spotting used to be a full-time job, as a result of the massive cut down in locomotives the spotter has had to introduce his own entertainment which is why some people collect several sets at once. These sets include "my second set", "my 1976 set", locos that Fido has seen and locos seen from the saloon bar of the Rat and Goldfish. It is extremely disappointing when Fido misses his last 47 because of next door's poodle. There is a slight tendency for spotters to exaggerate. It is a well-known fact that a spotter makes all his fascinating sightings when he is by himself. It is also strange when you realise that traffic through Chesterfield on Wednesday nights is double when I am not there.

A trainspotter is also someone who has loads of jealous workmates. They decry the hobby as childish but remain slightly green about the travelling involved. Of course some of them have never heard of some of the places we go, let alone been themselves, I am thinking particularly of Inverness and Dewsnap. So-called friends make superior snide remarks like "were we chasing choo-choos this weekend., then?". The way to stop this is to look casual and say "not really we went to Cardiff on Saturday but stayed at home on Sunday". When they grin knowingly, hit them between the eyes with "mind you, we're going all round Scotland next weekend," and then sit back and watch them seeth.

On holiday last year I cashed two cheques, on my return I went to my bank to check if they had been cleared. The cashier told me they had cleared but added, "where the hell's Dingwall?". I explained to her its whereabouts and her eyes glazed over as she said "but the other one came from Plymouth".

*This article was first published in the Journal of the Little Midland Society.

FIND THE WORKS - SOLUTION

The "fool" who set this puzzle (Walt Dawson) put a Y instead of a B in Newton Abbot, therefore only ten works were to be found. They were as follows..... Derby; Darlington; Gorton; Cowlairs; York; Swindon; Wolverton; St.Rollox; Crewe; Oswestry; Mr. Dawson is to be offered a Bramall Lane season ticket as punishment!

BOOK REVIEW

"To The Last Drop Productions"

Originally produced as two separate books, (S.O. and Pier Power) the main aim of these publications is to record locomotive workings on summer seasonal trains, many of which are worked by locos normally confined to freight duties.' S.O? dealing with Saturdays Only trains and "Pier Power" covering weekday and Sunday trains to coastal resorts. Many gaps are apparent in the rather slim 1977 combined volume, but the majority of these have been filled in the more comprehensive 1978 edition, which is twice the thickness of its predecessor. The information contained in these books is a collection of sightings made by an army of observers and compiled by Ed Lund, a man well known and respected in railway circles.

Judging by the vast numbers of observers at large this summer, the 1979 edition is sure to be a fantastic volume, with omissions at absolute minimum. Well produced and reasonably priced, the 1977 Edition at 35p (inc.P&P) and the 1978 Edition (at 50p inc. P&P) are available from: E. Lund Esq,33,Hipley Close, Chesterfield.S40 4LH.

*The 1979 Edition will be advertised in "Trans-Pennine" as soon as it becomes available.

PENNINE MEMBER SURVIVES DISASTER

On the second day of a week-long Railover holiday, Pennine Railway Society members John Glossop, Barry Marshall, Roger Richards and Jon Davis, along with Mr. MFI. of Doncaster boarded the the 08.44 Glasgow Queen Street - Dundee Tay Bridge train, hauled by Sulzer 25 083 at Larbert on Monday, 22nd, October.

After alighting from the slow train at Stirling, the party then travelled forward on the 09.35 Glasgow Queen Street - Aberdeen express, hauled by "4.1/2" No.47 208. Although the rest of the party left the train, to breakfast in Perth, John Glossop stayed on, intending to travel to Dundee. John was in the third coach- (buffet) when it ploughed into the rear of the failed slow train at approx 50m.p.h. east of Invergowrie station.

John, who was fortunately uninjured, managed to get a lift into Dundee, from where he caught a bus to Stirling, to meet-up with his mates and resume the Railover (after a stiff drink!).

The initial cause of the disaster, in which five people, including the driver and second man of 47 208 were killed, appears to have been a faulty semaphore stop signal.

NORTHALLERTON DERAILMENT

Reporting on his findings of the High Speed Train derailment at Northallerton on 28th. August, 1979, the Inspecting Officer revealed that the accident was caused by an axle on the leading power-car failing to turn. This was probably the result of a broken cog tooth.

The two Gateshead drivers working the train (the 13.00 King's Cross - Edinburgh Waverley) were praised for the actions they had taken, which almost certainly saved the train from a serious accident when a flange on the inside of the locked wheels (caused by the centre of the tyres being worn away by friction) forced open points and caused the train to become derailed.

MORE COAL ON THE MOVE

Up to 3,000 wagons are to be saved and refurbished to help move coal from colliery to power station this winter.

The CEGB is switching away from oil and by next March British Railways should have carried 2.12million tonnes more coal than last winter and in the following twelve months a further 5 million tonnes should be available for rail haulage.

HUMBER FERRIES

Sealink's old paddle steamer "Lincoln Castle" (she was built-in 1940) which used to work between Hull Corporation Pier and New Holland is to become a floating restaurant in Kingston upon Hull.

Sister ship "Tattershall Castle", withdrawn several years ago is being used on the River Thames as a floating art gallery and exhibition centre.

SOUTH YORKSHIRE CORNER

We are beginning to get our attendances back to something like the best of last year's, with two twenty plus audiences, in October and November, although we will still welcome any more new faces to our fold. Our first two meetings in 1980 will be;

Tuesday, 8th. January Paul Bates.
 Tuesday, 12th. February Charlie Poster.

Wishing everyone the Seasons Greetings,
"Alsithi"

COMPETITION NUMBER 18

The only entrant and therefore winner, was G. E. Collins of North Hykeham, Lincolnshire.

Answers were as follows

1. Great Central
2. Midland
3. London, Brighton & South Coast
4. Lancashire & Yorkshire
5. Great Western
6. Highland
7. Rhondda & Swansea Bay
8. Halifax High Level
9. Somerset & Dorset
10. Midland
11. Lancashire, Derbyshire & East Coast
12. Great Northern
13. Caledonian (Scottish Central)
14. North Eastern (Newcastle & Carlisle)
15. Great Central & Midland Joint
16. Glasgow & South Western

COMPETITION NUMBER 19 BUMPER CHRISTMAS QUIZ 1979

First prize will be £10, with a second prize of £5 and a third prize of £3.

Please enter - even if you don't get all your answers correct, you could still win a prize. Committee Members are not eligible to enter this special competition. Entries should reach Jon Davis before 20.1.80.

1. Which was the first narrow gauge public railway in the world?
2. Which company inaugurated Crewe works?
3. Who invented the compounding of locomotive cylinders?
4. Which major construction was completed on 11th. April, 1858?
5. What was the first railway to abolish 2nd class travel?
6. On what date did the Liverpool Overhead Railway close?
7. Until October 1941 it was possible to travel first class on London area suburban services. True or False?
8. Between which two points was the first "Freightliner" service introduced, on 28th. Feb 1966?
9. Who unveiled the nameplate of L.N.E.R.No.4490 "EMPIRE OF INDIA"
A. Sir Froiz Khan Noon; B. Princess Elizabeth; C. Sir Nigel Gresley; D. Robin Skinner;
10. Which railway company served Wetwang?
11. Name the world's fastest diesel locomotive hauled rail service.
12. Who provided the diesel engine for single-cabbed Bo-Bo No.10800?
13. In what year was the Associated Society of Locomotive Engineers & Firemen formed?
14. A BR depot hit the headlines twice within six months during 1978/9, when run-away locos strayed onto a nearby road. Name the shed concerned.
15. Who was credited with "A Railway A to Z" which appeared in "Trans-Pennine" No.25?
16. What make of diesel engine was fitted in BR Class 30 diesel locomotives?
17. Name Talylllyn Railway loco.No.7.
18. What were known as "Scotch Arthurs"?
19. An unusually named public house overlooks the railway at Starcross, in Devon. What is it's name?

20. The crest of which railway company bore the following legend-"Wrth Ddwr A Than"?
21. Between which two points did the inaugural section of the Caledonian Railway run?
22. Which was the first Darlington built class 24?
23. Where was D1 "Scafell Pike" named?
24. "Stone-Vapor" is a type of- A. Firebox; B. Turbo-charger; C. Train Heating Boiler;
25. What do the initials AWS stand for?
26. Employees of which railway have a "Temple Bar Griffin" embossed on their uniform buttons?
27. The livery of Londonderry, Seaham & Sunderland locos was - A. Green; B. Lake; C. Black;
28. Which BR shed provides the class 08 locos which shunt at BSC Ravenscraig?
29. Bugle station is situated on which BR line?
30. Where were the works of the Yorkshire Engine Company?
31. What do the initials MAS stand for?
32. What is the English title of Ceardydd Canolog station?
33. Which railway works was visited on the Pennine trip of 15th.September, 1979?
34. Name the building in which the Nottingham Divisional Manager's office is situated.
35. What was the name of the first station west of Saltash on the GWR main line?
36. In which county is Worting Junction situated?
37. Long Witton station in Northumberland was serviced by which railway company?
38. Gretna Junction is in England. True or False?
39. American WD .loco "Big Jim" now preserved on the Keighley & Worth Valley Railway, spent most of it's working iife in which European country?
40. Which class of steam locomotives were nicknamed "Windcutters"?
41. What was the BR number of "Harlaxton Manor"?
42. The name "Fair Rosamun" has been carried by: A. GWR tank engine; B. A Brush/Sulzer Class 47; C. Both
43. What brake horse-power were the five members of Class 48?
44. Who were the first Association Football Club to use the "Leagueliner" train?
45. Which Rugby League Football Club successfully fought-off an attempt to build a railway line through their ground?
46. What is the multiple working code of Class 56 diesels?
47. Solve the following anagram to find a famous locomotive engineer: Choose Rail Ding.
48. Of what class of steam loco was "Cudworth" a member?
49. Where did a serious railway accident occur on 19th December,1978?
50. Which society laid claim to the title of "World's Largest Model"?

OBSERVERS' NEWS

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

LONDON MIDLAND REGION

Some twenty months after the scheduled withdrawal date of British Railways/Sulzer Class 24, type 2, the final example of this class is still soldiering on. 5A Crewe allocated 24 081 was noted working through Guide Bridge, on 17th.September.

Outshopped from Crewe Works in March 1960, as D.5081 among the fifth batch of this class to be built, she was first allocated to 31B March, but has spent most of her life on the London Midland Region, being one of many engines allocated generally to D05 Stoke Division in the late 60s/early 70s.

9A Longsight Class 08 No.08 687 was noted on pilot duties in Dewsnap Sidings on 18th September, resplendent in ex.works condition blue livery, with black roof, red buffer beams, works plates and connecting rods. Other Longsight 350s have been similarly treated.

Crompton No.45 025 (41A Tinsley) worked the 15.15 Manchester Piccadilly-Harwich Parkestone Quay past Dewsnap Sidings on 18th.September.As reported in the last issue of this journal, all loco hauled trains between Manchester and Romiley are being diverted via Guide Bridge because of collision damage to a

bridge some 100 yards to the west of Bredbury station. DMU's are traversing the structure at a maximum of 20mph.

08 877 was shunting Earles Sidings, Hope on 18th.September. Also on 18th.September,the following observations were made on the western end of the MSW electrified lines:47 339,76 009/15/28/38/39/49 at Broadbottom;76 011/12 at Godley Jcn.; 40 170 at Dewsnap Sidings;08 891,40 069/118/146,76 006/13 at Guide Bridge and 47 182 at Gorton, whilst 85 022 and 86 210 "City of Edinburgh" were in attendance at Manchester Piccadilly during the afternoon of the same date.

Peak Class 44 1-co-co-1 No.D.8 "PENYGHENT" was noted in the Toton, Erewash and Treeton areas, several times during October re-renumbered as 44 008.

Ex-works class 56, No.56 064 was delivered to 16A Toton during the evening of 19th.October. The following DMU's were observed at Birmingham New Street on 21st.October:

51509/9050/1513/0919/9352/0866/0851/0904/9376/0913/9438/0860/0318/9120/03 and EMU'S: 312 202/3/4;

On 21st.October, 47 233 hauled a Manchester Piccadilly-London Paddington train through Stafford. BR/Brush/Sulzer, No.46 021 with a late running train from Manchester to the West Country, was subject to the usual dilatory station work at Birmingham New Street on 21st.October. One wonders how New St. are so good at being docile - the answer is easy practice makes perfect!

"Roarers" noted in the small hours of 22nd October included, 85 003 (at Stafford), 82 002 (at Crewe) and 83 011 (at Motherwell), all these examples being employed on passenger work.

86 257 took over the up "Clansman" from 47 469 at Mossend Yard on 22nd.October and was later noted arriving at Euston on the same train.

SOUTHERN REGION

Waterloo & City line ex. Southern Railway units in operation~ the evening of 25th.October were:51,82,83,60,52,71,72,73,53,55,76,75,74,56.

Locomotive hauled Southern Region passenger trains during the early hours of 26th.October were noted behind:73 001M 112M 108;73 12103 027M 017M 10W3 118;73 11M3 019;

4 EPB unit No.5118 was noted at Berrylands, 4 CIG at Byfleet & New Haw,4 VEP 7839 at Walton on Thames, Class 419 motor luggage van No.68008 at Dover Marine and 2HAP 6071 at Sittingbourne, on 26th.October.

Also on 26th.October, the following Crompton Parkinson machines were in evidence on East Grinstead commuter trains, during an evening rush-hour which was reduced to chaos by a power failure in the vicinity of Victoria:

33 043 (at Sanderstead);33 206 (thrashing up the bank through Oxted Tunnel) and 33 003, which was observed at the friendly staffed Hurst Green station.

On the same evening the following D.M.U.s worked through Whyteleafe South:

1303;1319;1304;1312;1109;1302.1317;1308;1114;1117;1123;1108;1106;1105;

Class 73/1 electro-diesel, No.73 111 (75D Stewart's Lane) stood at the head of an express boat train in Waterloo station on 27th.October. This fine locomotive underwent rather lengthy repairs in Slade Green Works during 1978 and is now in first class mechanical and visual order!

The funeral train of Lord Mountbatten on 5th.September, was worked by 33 027 and 33 056. 73 142 worked the empty stock of the train into Waterloo. 33 010 and 33 013 were observed at Willesden on 11th.September.

SCOTTISH REGION

English Electric engined Class 08 350 bhp shunting locomotive, No.08 313 was standing in the shed yard at 66B Motherwell on 22nd.October.

Also on 22nd October, the following "Blue Train!" EMU's were noted: Motherwell:314 209014 215;082;Newton:094;109;Polmadie:095;Glasgow Central:108;075;081;107; Dalmuir:058;016;024;

Dumbarton Central:015;Bowling:022;Kilpatrick:041;Dalmuir:020;Singer:064; Westerton:018;

Anniesland:060;Hyndland:057;Partick H111a029;053;O31;Charing Cross:008;010;059; Glasgow Queen

Street Low Level:015;47 706 "Strathclyde" (64B Haymarket) paid a brief visit to Glasgow Queen Street on 22nd. October with a trial run of one of the new push-pull train sets the following Sulzer push-pull machines also being in evidence:27 210;21 109;27 208;27 105;27 209;27 112;

GREATER GLASGOW PTE

Although formally opened by Her Majesty Queen Elizabeth the Second on 5th November, the new transport system with its ugly "Clockwork Orange" EMU's and stations which look something like sci-fi alien space craft, will not come into operation for several months due to a number of unforeseen circumstances.

WESTERN REGION

The Bristol Temple Meads - Edinburgh Waverley/Glasgow Central sleeper was seen leaving Cheltenham Spa Lansdowne on 21st October, with Class 46 "Peak" No.46 046 hauling somewhere in the region of twenty vehicles!

Railcars at Oxford General on 21st.October were as follows: 5109219423/1064/1407/9517/1365/1354/9506/1396/1385;

Brush "4.1/2" number 47 511 "Thames" called at Oxford with a down express from Paddington bound for Worcester Shrub Hill on the same day.

Class 50 "Hoovers" in passenger action during week-ending 27th.October included: 50 03,3 "Glorious";50 046 "Ajax";50 014 "*Warspite";50 032 "Courageous";50 015 "Valiant" and 50 005 "Collingwood" not to mention ,0 035 "Ark Royal". 50 011

*Centurion" probably the last member of the class to be so treated is now named.

EASTERN REGION

Sulzer No.25 042 of Derby Works pedigree worked through Lincoln with a track recording coach on 16th.October.

King's Cross-Cleethorpes trains of late have seen more Deltic and Class .31/4 haulage, the Class 31 expresses not being double headed.

Ex. Eastfield "1,000", No.20 105 was noted in ex-works (St.Rollox) condition and large cabside numbers pulling one tank wagon containing heating oil in Tinsley Secondary Yard on 7th.December.

"Toffee Apple" No.31 015 passed through Stratford station with the local packing vans on 25th.October.

The ex. Great Central line in Rotherham, has seen a varied assortment of motive power in recent weeks 50001 was dragged through Iccles on 28th.November,behind a single Class 20 en-route for Doncaster Plant,47 521 (York) was noted passing Rotherham Central light engine on 3rd.December and Diesel Hydraulic traction made a brief return to British Railways on 7th November when a British Steel Corporation, Hunslet 0-6-0 was moved from Aldwarke to Templeborough under its own power.

BRITISH RAIL ENGINEERING

The following locomotives were on view in Crewe Works on 2nd.December:

Pilots: 08382/469/631

"Customers":

20 016/81/9707 034/41/112/222/267;

40 001/14/16/24/34/37/44/57/60/74/96/100/113/123/139/146/157/158/159/161/162/169/179 187;

47 007/14/36/43/76/104/11/5/7/40/9/50 /69/76/92/209/13/30/7/71/90/1/2/304/5/14/25/61/404/5/7/8/10/7/26 31/7/55/65/6/7/72/5/91/2/500/3/17/17/30/47/57/71/702/901/82 001/3/5/7/8;83 002/9;84 008;85 020/2/5; 86 00 6/9/10/26/213/6; 87019/101;

Scrap:20 033;

For the above information we are indebted to the following;

Messrs Reader; Collins; Dean; Sanderson; Davis; Glossop; M.F.I.; Marshall; Richards;

CHRONOLOGICAL DATA OF THE GREAT NORTHERN RAILWAY

Sent in by Peter Barsby, the following is part of official British Railways publicity. Whilst for the most part this data is accurate, there appears to be some glaring mistakes! For instance, the New Holland line was certainly NOT Great Northern!

- 1845 - Bill (London & York) presented to Parliament.
- 1846 - 8th.June Bill passed by the House of Lords.
- 1846 - 26th.June Bill received Royal assent.
- 1846 - 25th.July First General Meeting of the railway held in London.
- 1847 - January Contract let for completion of line from Peterborough to Gainsborough, via. Boston & Lincoln.
- 1847 - April The Chairman, Mr. W. Astell MP died.
- 1847 - April Mr. Edmond Dennison MP. Father of GNR appointed Chairman.
- 1848 - 1st.March First section of line opened (Louth/New Holland) Length of this section being 30 miles.
- 1848 - 5th.June line completed between Arksey/Askern.
- 1848 - 3rd.September Line completed between Doncaster/Arksey.
- 1848 - 17th.October Line opened between Peterborough/Lincoln.
- 1849 - 9th.April Line opened between Lincoln/Gainsborough.
- 1849 - 4th.September Line opened between Retford/Doncaster.
- 1850 - Summer Access obtained to York via newly complete⁴ Burton Salmon and Knottingley line (York & North Midland) using powers between Askern and Knottingley (Yorkshire Rly.) and between Burton Salmon and York (Y&NMR).
- 1850 - 7th.August Line opened between Peterborough (Werrington Inc.) and London (78 miles) First public train left 06.00 Maiden Lane, temporary London terminal. Same day - MS&L line opened between Clarborough & Sykes Jct.
- 1850 - Autumn Through connection established London Maiden Lane - Edinburgh via East Coast Route (journey time about 12 hrs.).
- 1852 1st.August "Towns" line opened for passenger traffic.
- 1852 - 14th.October King's Cross station opened. £65,000 had been spent on purchase and demolition of smallpox and fever hospitals on site. Station cost £123,000 to construct.
- 1864 - December Mr. Edmund Dennison resigned through ill-health.
- 1867 - First locomotive built at Doncaster - Stirling 0-4-2 No.18.
- 1870 - Stirling No.1 4-2-2, with 8' driving wheels built at Doncaster.
- 1871 - Line opened between York & Doncaster (North Eastern Railway) completing East Coast Route as today, (journey time to Edinburgh reduced to 10.1/2 hours by day and 9.1/2 hours by night
- 1872 - 10.00am train from King's Cross (fore-runner of the "Flying Scotsman") scheduled 9.1/2 hours to Edinburgh, with 25 minutes stop at York for luncheon.
- 1902 - Ivatt Atlantic No.251 4-4-2 with 6'W driving wheels built at Doncaster.
- 1922 - Gresley "Pacific" No.4470 built at Doncaster.
- 1923 - 1st.January Great Northern Railway became constituent of L.N.E.R.
- 1928 - 1st.May First non-stop run of the "Flying Scotsman" between London & Edinburgh-393 miles.
- 1935 - 30th.September the "Silver Jubilee", Britain's first streamlined train introduced between London and Newcastle.
- 1937 - July the "Coronation" streamlined train between London and Edinburgh introduced.
- 1937 - 27th.September the "West Riding Limited" streamlined train introduced between London & Bradford.
- 1938 - 3rd.July Gresley A4 Pacific "Mallard" established world speed record for steam traction 126 miles per hour.
- 1948 - 1st.January Former Great Northern Railway became constituent of British Railways.
- 1949 - The "Capitals Limited" Introduced on non-stop run between London and Edinburgh.

THE TRAILBLAZERS

by Jack Davis

I think that this article could be sub-titled "THE TRAIL OF THREE CITIES", seeing that it is concerned with a round trip from Sheffield to Exeter and London, on one of the Sheffield Division's new "Trailblazer?" tours.

On Saturday 27th. October, a small party of Pennine members presented themselves at Sheffield Midland station at a most ungodly hour on a cold and frosty morning to catch the 06.38 Leeds City-Paignton, due in Sheffield at 07.33. In the event it was 07.41 before we were underway with for the time of the year, a surprisingly well-filled train in the charge of 45 052. A brief stop at Chesterfield saw any vacant seats filled and the places which were vacated at Derby quickly occupied, either there, or at Burton on Trent or Tamworth. Birmingham being reached seven minutes late, running into New Street at 09.18. A few of the locos sighted in and around the station were 40 067; 47 500 "Great Western" ; 08 908; 86 013; 86 230; 85 007; 81 019; 81 014; this last loco hauling a southbound special and carrying a headboard "Trans-Pennine Freighter".

We gained none of our lost time and left New St still seven minutes down but the Brummie crew set about their task with a will and made a get-away and a really flying descent of Lickey. As we sailed through Bromsgrove, 37 064 and 37 234 were note banking duty. Shrub Hill was reached at 09.55, having gained one minute from Birmingham. 37 274 was standing by Worcester Tunnel Junction Box and 31 179 was in the station. We were soon away, only to run into P.W. works at Norton South Jcn where we overtook a freight headed by 45 039 "THE MANCHESTER REGIMENT". Here we were switched to the wrong line for a distance to get clear of the work and arrived at Cheltenham Spa at 10.16, still six minutes late, which was also the case a short while later on arrival at Gloucester. Sightings in this area included 08 364; 25 287; 37 307; 47 152 & 47 507 and for our departure we were provided with 46 009 as our motive power. About this time a visit was made to the buffet car where it was found that trade was very brisk with the cheerful attendant looking smart in his Centenary uniform. We arrived at Temple Meads at 11.22 still with a six-minute deficit. In and around the station area were locos Nos. 08 90001 41400 04401 310; 31 213 and H.S.T. 253 629.

Resuming our journey at 11.28, with a train that was now literally bursting at the seams with passengers and luggage in all the gangways, although brief stops at Weston Super Mare and Bridgewater eased the situation slightly and with some smart running we gained a couple of minutes and were only four minutes down on reaching Taunton. As we arrived here, 45 106 was just leaving with the reverse working of our train. Also noted here were: 31 25701 135; 08 800; 47 249 & 08 185 near Silk Mill Crossing. We topped Whiteball Summit at 12.35 and ran into Exeter St. David's at 12.52 - just five minutes adrift. Not bad considering the distance covered and the number of stops to be made.

We had just about time for cod & chips and a quick visit to the "Great Western Hotel", to wash them down with their excellent Draught Bass before reporting back to St. David's for the 14.28 to Waterloo. The stock was being shunted into the platform as we arrived and we had just boarded when an announcement informed us that our train would be delayed owing to the failure of the 11.00 ex. Waterloo, on the single line section between Honiton and Axminster. 31 119 was despatched to the rescue and after it had rounded the 13.58 to Brighton (presumably at Whimple) we were allowed to make our way with caution at 14.57, in the capable hands of 33 009 and made steady progress as far as milepost 155, where we were brought to a stand within sight of Honiton station.

The Brighton was standing in the Up platform and 31 119 was just drawing into the down loop with the crippled 33 019 and its train. No sooner had this been completed than the Brighton was despatched, and we were drawn into the up platform and the situation had been restored. After waiting for the Brighton to reach Axminster and clear the section we were given the road at 16.01 just 64 late. The West Countrymen at the

helm were determined to prove the worth of their lusty little steed and thrashed it between the numerous stops and over the wicked Devonian banks to arrive in Salisbury at 17.37, having gained four minutes. About this time, some of our trailblazer party were beginning to show some concern for it was now clear that we weren't likely to make our booked connection with the 19.01 from St. Pancras and this would make it difficult for the Barnsley and Mexborough people. The guard was informed of this and he promised that he would see what could be done about an alternative connection with the 19.50 from King's Cross to Doncaster when he was relieved at Salisbury.

We were just 60 minutes late at Basingstoke and our guard friend had been as good as his word, for there was a message waiting confirming permission to travel on the 19.50 from King's Cross, although the guard who had taken over at Salisbury thought that at our present rate of progress he reckoned we would had about thirty-five minutes to cross London. Our head-long flight continued and we had improved another minute by Woking and we looked likely to pick up more time but a signal check at Clapham Junction brought us to a dead stand and we finally reached Waterloo at 19.12 - 59 minutes late. Meanwhile some discussion had been taking place in our little party as to whether we should make the dash or not and the fact that the 19.50 was a HST carried the day and we decided to try for it.

The die was cast and we launched out on the Underground, a delay making it necessary to go via Leicester Square and to negotiate two or three quite long distances of the lavatorial subways between stations, arriving at King's Cross with about eight minutes to spare and finding just about the last seats aboard the flying banana, which left at 20.01 - eleven minutes late!

My first HST trip was something of anti-climax for the train was crowded and not in my opinion over comfortable, the buffet was closed and to make things worse it was dark outside so the impression of high speed was non-existent!

We slid into Doncaster (after standing for some time at Bridge Jcn in full view of our empty platform) just in time to have missed a connection home and so we were doomed to spending almost an hour and a half in the madly exiting atmosphere of the upside buffet. The Saturday night fever was relieved by bouts of BR tea and sausage rolls and a South Yorkshire bobby doing a creditable Fancy Smith act on a crowd of Middlesbrough soccer jobs, who had descended on us on their way home from Norwich.

The station clock's leaden fingers slowly moved round towards eleven o'clock and we were finally able to climb into our DMU along with half the drunks and dolly-birds of the Don Valley. But, no matter, it was almost luxurious after that cramped up "Flying Fishtank"!

PROMOTIONS NEWS

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The following publications will be available around Mid February 1980

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formation details. Separate sections on Blackpool Tramways Greater Glasgow PTE Isle of Man Tyne and
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Orders for all the above publications will be taken by Promotions Officer Tony Booth or any other
Committee member.