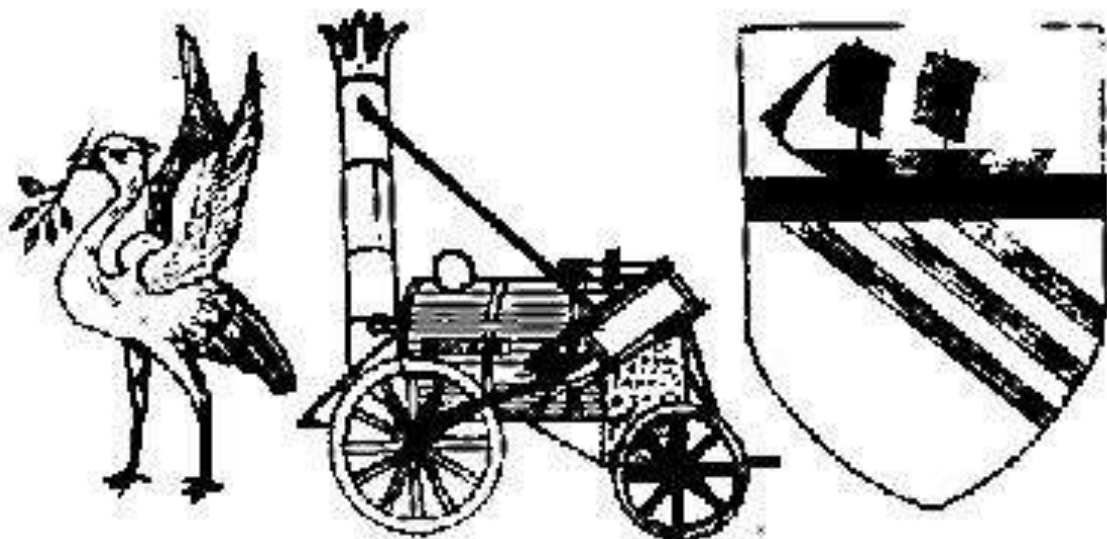


# TRANS PENNINE

## THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



1830-1980 LIVERPOOL & MANCHESTER RAILWAY 150TH ANNIVERSARY OF "INTER-CITY" TRAVEL

## No.30 - February 1980

### NOTES FROM THE COMMITTEE

Welcome to the first "Trans - Pennine" of the 1980's. We hope you enjoy this magazine and help us with future editions by sending information, news, articles etc. for possible publication to the Magazine Editor. Do you know this Society has around two hundred members, but the number of contributors to the magazine, or the number of quiz entries, has never reached the twenty mark? If you have any constructive comments to make about the magazine, please write to "Letters To The Editor?" and let us all share your views.

Many thanks to all who attended the Annual General Meeting (I'm sure a good time was had by all) .All members of the Committee were re-elected for another term of office and some very good ideas were put forward for future trips and visits. One of the most popular society functions of all time must have been the South Wales tour of 1979 and many requests were made for a re-run of this trip, during 1980.

A number of minor alterations were made to the rules of the society at the Annual General Meeting and the amended rules are to be found elsewhere on this page.

\*The views or comments published herein are not necessarily the views of the Pennine Railway Society or its Committee.

## **TRANS-PENNINE COVER PHOTOGRAPH**

Electro-pneumatic controlled Gateshead Type 2, No.31 129 (vacuum braked and fitted with train-heating boiler) awaits departure from Cardiff Central with an up parcels train at Cardiff Canton on Saturday, 2nd. February, 1980.

The destination of the train is unknown but the vans had previously been conveyed on the C17.30 Milford Haven - Swansea High Street (hailed by 37 191) and had travelled between Swansea and Cardiff behind 47 513 "Severn".

The locomotive was built by Brush Traction of Loughborough in 1960 as B.R.No.D.5547 and fitted with a Mirrlees, Bickerton and Day 12 cylinder JVS 12 T diesel engine of 1365bhp at 900 rpm and Brush electrical equipment. As with the rest of Brush "2"s, the diesel engine has since been replaced by an English Electric 12 cylinder 12 SV 1470bhp at 900rpm, resulting in an increase in weight from 104 tons to 109 tons and re-classification from Class 30 to Class 31. 31 129 had its last major overhaul in Doncaster Plant, emerging from the paint shop on 29th. December, 1978.

**Photograph by Jon Davis.**

## **TINSLEY OPEN DAY**

An open day, jointly organised by British Railways and the Associated Society of Locomotive Engineers and Firemen is to be held at Tinsley Motive Power Depot on Sunday, 15th. June to mark the centenary of the ASLEF of which Tinsley is the No.1 branch.

Further details of the open day will be given in "Trans-Pennine" when they become available.

\*Will any member who knows of other open days etc. which are to take place during 1980, please contact the Magazine Editor so that this information can be passed on to the rest of the membership via "Trans-Pennine".

## **RULES OF THE SOCIETY**

The following changes were made to the "Rules and Conditions of Membership and Visits" of the Pennine Railway Society at the Annual General Meeting:

3. The membership fee shall be a sum deemed by the Committee and may be varied at any time with ratification at the Annual General Meeting.

15. The Committee shall have option to take one free trip per annum, provided this is agreed annually by the Annual General Meeting. (Rule 5 does not apply in this case).

Will any member who has not received a copy of the rules please contact the Magazine Editor.

## **LETTERS TO THE EDITOR**

None received.

## **THE RAINHILL TRIALS**

**by "Lytham St. Annes"**

A Grand Competition to find the best design of Iron Horse was held at Rainhill in 1829 (about half past six). The competition, organised by the Liverpool and Manchester Railway company and sponsored by Ladbroke's, gripped the imagination of inventors and engineers throughout the land. First prize was £500, quite a lot of money for those days! Five locomotives were entered.

1. NOVELTY (Braithwell & Eckington)
2. SANSPAREIL (Timothy Hackworth)
3. PERSEVERANCE (Benny & Hill)
4. NIMBUS (Market Rasen)
5. ROCKET (Stephenson)

Carriages were designed and built by each of the locomotive entrants and also by a Mr. Mark Three, at his small workshop in Litchurch, near Derby. Mr. Three didn't get his coach to Rainhill because there were no railways to transport it on, but he was honoured long after his death, when British Railways (who still build on the site of his workshop) named a new design of rolling stock after him in the late 1970's.

So, the great day arrived and the first locomotive to take the test, which consisted of dragging a train through Chat Moss (as yet the embankment had not been constructed) was NOVELTY. This was a mammoth construction with an enclosed cab at either end, which its makers intended to be powered electrically, but as electricity had not yet been invented, it got nowhere and was therefore disqualified!

Second and foremost performer was SANSPAREIL, who's name nobody could pronounce. So that was also disqualified.

Third disqualification was PERSEVERANCE, because it didn't persevere!

Number four in our list of runners and riders was NIMBUS, which was powered by a real horse (galloping inside a dummy boiler). This was the favourite, so much so that many of the early railway companies built water troughs at strategic points on their lines! Poor NIMBUS failed on the last furlong and was also disqualified (was this the first case of doping??.).

Last and by all means least was ROCKET, built by the famous poet Robert Louis Stephenson, with technical advice from an American travel agency called N.A.S.S.A. ROCKET just had to be the winner (all the others had been disqualified) and proved just how good a choice it was by running at full speed all the way to Manchester (a small village on the Rochdale Canal) and back and even killed a Member of Parliament into the process!

## **SPOT THE SIGN - SOLUTION**

The three signs were, from left to right: Spring or catch points; End of high fire risk area; Intermediate Block Signal.

## **TINSLEY - WORKS PROGRAMME**

The following Tinsley allocated locomotives are due into works for classified maintenance during 1980:  
February: 20 008.,45 015;47 316 March. 20 210Q7 123;45 016;47 168/294 April: 20 034;45 014 May: 20 032/5901 203;45 017;47 174. June: 08 539;20 055Q1 23507 136;47 173 July: 08 538;20 060;37 134/5 August: 31 21401 17507 064;45 019;45 020;47 175 September: 13 003;20 058;45 021 October: 20 078;39 169;45 022/32 November: 08 543;20 065

## **FUTURE EVENTS**

The visit to Bradford, Leeds and York on 23rd. February is cancelled due to lack of support. It is intended to run a visit to York MPD and National Railway Museum later in the year.

The visit to Eastleigh on 29th. March will be to the WORKS ONLY, because we have been unable to secure a permit for the loco shed.

MONDAY 26<sup>th</sup> MAY by BR Merrymaker from Lincoln Central, Gainsborough Lea Road & Doncaster to:

Manchester and the RAINHILL TRIALS. Provisional bookings are now being taken.

A new "Trips List is due out in the near future.

## **THE SOUTH YORKSHIRE "3F" FUND**

**by Trevor Dean**

Readers of "Trans-Pennine" may recently have learned that former British Railways locomotive No.47279 has been rescued from Barry scrapyard by the "South Yorkshire '3F' Fund and as a consequence may wonder how the loco and the county are connected. This article briefly tells the story.

The seeds of the Fund were sown in 1978 when a number of members of the Keighley & Worth Valley Railway with the ambition to own a locomotive of their own, decided to start a fund to purchase a class 3F tank from Barry.

The class in question was the standard shunting engine of the London Midland & Scottish Railway. These locomotives were introduced in 1924 by Sir Henry Fowler and were a development of Samuel Waite Johnson's Midland design of 1899.

On completion the class numbered 422 engines and were distributed throughout the the L.M.S. system, mainly on shunting and local freight work. For a time some of the class were employed as the Lickey Incline bankers and they have also been used on East Coast Main Line work, mainly on suburban passenger trains from London to Potters Bar. Commonly known as "Jinties" the locos. weigh 49.1/2 tons in working order and have a tractive effort of 20,830 lbs, water capacity:1,200 gallons, coal capacity 21 tons.

In 1978, two members of the class remained at Barry: Nos.47279 and 47406. Initially an insurance company was instructed to inspect and report on the boiler and firebox on both locos to see if preservation of either loco was realistic.

Favourable reports were received for both engines, with 47279 slightly the better and hence the one selected. When the time came to choose a name for the group it was found that the common element between the members was that they either currently lived in South Yorkshire or had done so in earlier years. The name "South Yorkshire '3F' Fund!" thereby came about.

Purchase of the locomotive was completed in February 1979, but Woodham's were unable to shunt the locomotive out of the yard until their summer shutdown. Subsequently the loco was collected from Barry on 11th.August,1979 and delivered to the KWVLR on 12th.August.

The eventual aims of the group are to restore the loco to working order and to operate it on the 5 miles of the KWVLR. Currently the agreement between the fund and the railway is that the loco is classified as a "long term restoration project which means that for the next couple of years very little work will be done in the way of restoration, though necessary work will be carried out to prevent further deterioration. Meanwhile, the fund has set about replacing the hundreds of parts missing from the loco that will be needed before it can steam again (the loco as purchased was little more than a boiler and wheels, devoid of all cab fittings, chimney, coupling rods etc.) .This has necessitated contacting all steam centres in the country who are operating/ restoring "Jinties", to see what spares are available (and at what price). Results to date have been quite promising and at times bordering on the fantastic, such as the letter that arrived out of the blue from a man in Canada advising that an ex-Jinty chimney was available in his mother's cellar in Bolton!

No.47279 was withdrawn in 1966 from 8G Sutton Oak (Merseyside) shed. Previous to that it had spent most of its life operating from 14E Bedford and 15A Wellingborough depots and towards, the end spent a short time at Warrington. The loco was built by the Vulcan Foundry at Newton-le-Willows in 1924 and was the last of the original order for 20 engines. These engines were distinguishable from the remainder of

the class mainly by the absence of sand-box covers in the side-tanks, which appeared as a keyhole and gave a clockwork effect.

## **LOCOMOTIVE STOCK ALTERATIONS**

**by courtesy of Platform Five Publications**

### **Locomotives Withdrawn**

08 037/47/87;31 00-27/254;47 20805 001/20;84 008;

### **Locomotives Renumbered**

47 024 = 47 557 (SF); 47 036 = 562 (HA);47 164 = 571 (SF);47 169 = 581 (SF);

### **New Locomotives**

56 066/7/8/9/70/1 TO;

### **Locomotives Reallocated**

08 217 GD;08 363/483 BR;08 649 LE;08 651/827 OC;08 942 BR;08 949 MG;20 01115 TI then IM; 20 064/6/76/154 TI;25 008/9/19/23/8 HA;25 039 LO;25 044/50/9 64/72 HA;25 089 BS; 25 092/141 CW; 25 147 KD;25 150/1 W ;25 154/84 BS;25 187/8 LO;25 194/7/ 08 9/242 BS;27 101/3/202/3/4/7/8/9/10, 27 211 ED; 31 102 TI;31 108 W;31 116/9 IM;31 122 TE;31 125 6 WQ1 129 M31 149 IM;31 168 FP; 31 171 YK, 31 174 IM 31 214 TI 31 215 TE; 31 228 TI 31 234 SF; 31 245 YK; 31 246 TI 31 276 IM; 31 279 TI; 31 281YK; 31 297 TI;31 301IM;37 024/55 TE;37 064 TI;37 080 IM;3? 093 TE;37 094/124 IM. 37 125/6 IM;37 133/40 ML 37 170/1/2/3/4/219 MR;37 267 LE;37 299 LA;40 036 HM 40 037 YK;40 046 HM 40 071/88/100/14 HM;45 053/61 TO;47 035/83 BR; 47 129 LA;47 282 BR;47 291 IM;4? 294 TI;47 3M CD 47 315 CD;47 316 TI;47 322 CD;47 362/3/8 SF;47 424/7 HA;0 501/7 LE;47 901 CF06 042 TO; 56 044/5/6 CF;

## **Historical Notes by Mr. G. R. Hague of the RCTS**

### **Park Goods Depot (Formerly MSL&R) Furnival Road, Sheffield**

This former depot, built on stone arches was demolished to road level during 1979, apart from the easterly boundary with the canal including the staith originally used in the transhipment of coal between rail and water. The arches are retained here as part of a canal restoration and rehabilitation proposal. Also retained are the stone coal order offices.

### **Midland Railway Wicker Terminal, Saville Street, Sheffield.**

This site is now being developed as a car showroom after many years of near disuse. During excavations some of the original carriage turntables from the original Sheffield and Rotherham Railway of 1838 turned up but unfortunately were damaged on removal from site. It is believed the locomotive turntable survives at the south west corner of the site, but its removal is unlikely. Some of the original brickwork has been rescued by the author. The approach line is still in use to the boundary of the site and is now a private siding to Messrs. Firth Brown's steel works. Both ends of the steep tunnel linking Wicker (Midland Railway) to Bridgehouses (MS&LR) are still intact and visible as is the stone arched retaining wall to Spital Hill.

### **Worsbrough Branch**

Despite BR's intention to close this electric line, Sunday 2nd December saw considerable overhead maintenance work in progress whilst much of the track has been re-laid on concrete sleepers some of it continuously welded. Fixed maintenance of the overhead was in progress at two points with men up the poles, whilst the overhead repair train was proceeding slowly down the valley with eight men working on the roof inspecting and adjusting the catenary. The train consisted of three Gresley coaches now with flat roofs and painted khaki plus brake and stores vans. They were drawn by shunter 08051. Much of the track to Wentworth Silkstone Colliery which closed in 1973 remains although overgrown, the Junction in being taken out. At the colliery the weighhouse and a short length of narrow gauge rail remain in the yard. Also remaining in the area are the former railwaymen's cottages at Moorends.

The Worsbrough Branch has five road crossings near Worsbrough Bridge, four of which are gated. This must add considerably to the operating costs though it is partly BR's inability to diagram trains for fewer shifts that exaggerates this and the large number of banking staff kept in reserve. Nevertheless the sight of one of the Fiddlers Ferry Power station coal trains climbing Worsbrough Bank (maximum gradient 1 in 41) with two train locos and two bankers is an impressive sight.

### **South Yorkshire Railway. Tinsley - Birdwell-Aldham Junction Line.**

Tinsley to Smithywood Coking Plant still in regular use, most stations survive as private residences. Steam still shunts the morning shift at the coking plant. The line is closed and track lifted between Smithywood and Birdwell M1 Crossing), however Chapeltown Central Station is well kept in its former MS&LR standard as a private house. Nothing remains of Westwood station but the route can be followed round Tankersley Park. Birdwell station is now the office of a plant hire firm (It is a South Yorkshire Railway original). Rockingham colliery was finally closed during December 1979. The track is still in place down the hill to Dovecliffe though out of use.

Some signals and a sand drag survive on this section. There is no trace of Dovecliffe station but an almost new signal box controls the line to barrow Colliery. Good South Yorkshire scenery is visible from this line and is well worth a walk. The former British Rail Class 03 shunter D2199 which worked at Rockingham Colliery has been transferred to Dearne Valley colliery, after spending a short time at Barrow colliery in store whilst its fate was being decided, the loco is normally visible from passing trains.

### **Fuel Shortage, 'What Fuel Shortage?**

As we enter 1980, a situation exists on the Eastern Region of British Rail, whereby it is necessary to cancel selected local Diesel Passenger services, many months after other regions reinstated those which they cancelled for supposedly the same reason, ie. the fuel shortage.

However if one keeps ones eyes open around the Eastern Region one can see many examples of fuel being wasted or being used needlessly. For example, a visit to any one of the regions major termini will reveal a large amount of locos and units with engines ticking over when not in use, thus consuming fuel which could otherwise be used on keeping the services which have been cancelled running.

In addition to this the Region appears to run a considerably large amount of empty stock trains which of course consume large amounts of fuel for no return. Examples which spring to mind are the 19.55 - York-Duddesdon on a Sunday, and also on a Sunday the stock off the 14.50 Plymouth-York which then runs empty to Heaton, not to mention all the empty stock workings associated with excursions and relief services. During the height of the shortage it was possible to run a Plymouth-Craigentenny empty stock. and a Heaton empty stock on the same day.

So with all this fuel around to be wasted, the question to be asked is, Why are the cancelled services not being reinstated? One possible answer could be that there is no intention of reinstating them at all. The obvious example of this is the Huddersfield-Clayton West Service, where two trains between Clayton West

and Huddersfield have been withdrawn Monday to Friday, and one withdrawn in the opposite direction. As this line is proposed for closure between Shepley and Clayton West in October it would appear that these cancellations are a foretaste of the line's future, and that British rail will have a good excuse for not reinstate them.

Another example of a service which may be likely for closure if the current service is anything to go by is that between Gainsborough and Barnetby, which has had its service cut by a third in the Easterly direction and by a quarter in the Westerly direction, resulting in the towns of Kirton Lindsey and Brigg having a mere five trains per day.

It is strange to find that services connecting into and out of Inter-City services have been suspended. The classic example of this is the 20.06 Sheffield-Barnsley service. which has been suspended thus hitting the

Barnsley business man hard (It should be noted that British Rail stated that the cuts would be such, that business men and commuters would be least affected), as this train was the fast connection off "The Master Cutler" service from London at Sheffield for Barnsley, giving an overall journey time from London to Barnsley of 187 minutes. It now takes a further 36 minutes to get to Barnsley from London including a 46 minute fester at Sheffield. It should be noted that the other cancellation on the Barnsley line is the 19.36 ex Sheffield giving a gap of two hours in the evening between trains from Sheffield to Barnsley, (18.36 - 20.36). But who wants to travel to Barnsley in the evening anyway!

An interesting feature of the cancellations has actually been the running of an empty stock train as a passenger train. I do of course refer to what is shown in the Timetable as the 10.35 Doncaster-Sheffield, which is in fact the 10.45 Doncaster-Sheffield, but passengers have yet. to be told this and in consequence it gets the reputation of always being late and missing its "Up and over connection" to Manchester at Sheffield, which is of course not now a connection. This train is well known by now is hauled by a Class 40 D' Type diesel hauling the stock which had previously worked the 08.46 Cleethorpes-Doncaster service This was formerly run as the 10.45 Doncaster-Nunnery carriage sidings empty stock service. The 10.35 Doncaster-Sheffield service was formerly a DMU working.

A very disheartening feature of the cancellations is the difficulty in finding out which services are actually cancelled, enquiries at Sheffield will only reveal those cancelled services which actually run to or from Sheffield, and that from a Travel Centre that displays a customer care award!!. But what happens if you want to travel on the 12.45 Hitchin-Huntingdon. Below is a list of the services that I know to be cancelled at the time of writing, which may benefit anyone who can still afford to travel by rail.

**Hitchin-Auntingdon. Table 25.**

10.45 Hitchin-Huntingdon  
12.45 Hitchin-Huntingdon  
12.00 Huntingdon-Hitchin  
14.00 Huntingdon-Hitchin

**Cambridge-Peterborough Table 18.**

13.14 Cambridge-Peterborough

**Leeds-Skipton. Table 36**

18.15 Leeds- Skipton

**Bradford Forster Square-Keighley~ Table 36.**

19.34 Bradford Forster Square-Keighley  
20.00 Keighley-Bradford Forster Square

**Leeds-Ilkley service. Table 36.**

12.57 Leeds-Ilkley  
14.06 Ilkley-Leeds  
20.06 Ilkley-Leeds

**Bradford Forster Square-Ilkley. Table 36.**

13.50 Bradford Forster Square - Ilkley  
18.50 Bradford Forster Square - Ilkley  
14.33 Ilkley-Bradford Forster Square  
19.50 Ilkley-Bradford Forster Square

**Leeds-Harrogate-York. Table 35.**

19.31 Leeds-Harrogate  
11.17 York-Leeds  
13.12 Leeds-Horsforth  
15.09 Leeds-Horsforth

13.45 Horsforth-Leeds  
15.48 Horsforth-Leeds

**Leeds-Bradford Exchange. Table 40.**

11.18 Leeds-Bradford Exchange  
13.17 Leeds-Bradford Exchange (cancelled only on Saturdays)  
14.57 Leeds-Bradford Exchange  
10.30 Bradford-Exchange-Leeds  
13.30 Bradford-Exchange-Leeds

**Leeds-Barnsley-Sheffield- Table 34.**

18.04 Leeds-Normanton  
19.31 Leeds-Sheffield (Cancelled only on Saturdays)  
19.36 Sheffield-Leeds  
20.06 Sheffield-Barnsley

**Huddersfield-Clayton West. Table 57.**

06.24 Clayton West-Huddersfield  
13.00 Clayton West-Huddersfield (still runs on Saturdays)  
12.10 Huddersfield-Clayton West

**Leeds-Goole. Table 28.**

21.39 Leeds-Knottingley

**Leeds-Huddersfield. Table 39.**

09.50 Leeds-Huddersfield (Still runs on Saturdays)  
11.00 Huddersfield-Leeds (Still runs on Saturdays)

**Huddersfield-Wakefield Westgate. Table34.**

13.15 Huddersfield-Wakefield Westgate  
15.05 Wakefield Westgate-Huddersfield

**Cleethorpes-New Holland-Barton on Humber. Table 29.**

18.33 Cleethorpes-New Holland  
19.25 New Holland-Barton on Humber

**CleethorpesRetford-Sheffield. Table 29.**

09.51 Cleethorpes-Sheffield  
12.55 Sheffield-Cleethorpes  
10.55 Sheffield-Retford  
13.15 Retford-Sheffield

**Hull-Goole. Table 31**

14.02 Hull-Goole  
15.03 Goole-Hull

**Hull-Scarborough. Table 32.**

09.10 Hull-Beverley  
12.05 Hull-Beverley  
19.40 Hull-Beverley  
09.40 Beverley-Hull  
12.26 Beverley-Hull  
20.00 Beverley-Hull  
17.35 Hull-Bridlington (cancelled only on Saturdays)  
20.00 (cancelled only on Saturdays)



### **Grantham-Nottingham. Table 27.**

11.32 Nottingham-Grantham (Still runs on Saturdays)

12.40 Grantham-Nottingham (Still runs on Saturdays)

### **Sheffield-Doncaster-Cleethorpes. Tables 29/31.**

09.10 Sheffield-Scunthorpe

10.29 Scunthorpe-Doncaster

### **Joint Line Service. Table 19.**

This service requires special explanation.

13.51 Cambridge-Doncaster is withdrawn between March and Sleaford, and thus two units are required instead of one as follows,

15.34 Sleaford-Doncaster and 13.51 Cambridge-March which for operational convenience runs on to Peterborough presumably non-stop thus the saving is only equal to the equivalent of 24 miles fuel consumption and not 38.3/4 as would have been the case if the train had terminated at March. In the opposing direction a similar situation exists involving the 10.26 Doncaster-Cambridge service which terminates at Sleaford, however it still runs between March and Cambridge departing at 12.57 and in fact starts from Peterborough at 12.35 running, presumably, non-stop between Peterborough and March, thus the saving is only the fuel which would have been consumed running for 24 miles. In conclusion then, it would appear that a saving of 48 miles leads to a very complicated situation existing which must be very confusing for passengers. Also on this line the 17.23 Boston-Doncaster terminates short at Lincoln Central and the 20.37 Doncaster-Lincoln Central which is cancelled.

To compensate for some of the withdrawals listed above several trains now make additional stops as listed below.

09.35 Ely-Sheffield) Call additionally at Shireoaks and Kiveton Park

13.43 Lincoln-Sheffield) Call additionally at Shireoaks and Kiveton Park

11.55 Sheffield-Lincoln) Call additionally at Shireoaks and Kiveton Park

13.55 Sheffield-Lincoln) Call additionally at Shireoaks and Kiveton Park

13.54 Hull-Leeds Call additionally at Gilberdyke.

15.12 Leeds-Hull) Call additionally at Gilberdyke.

10.47 Cleethorpes-Doncaster calls additionally at Althorpe, Crowle and Thorne North.

On study of the above cancellations one will see that several are on services which are under the control of PTE's, and it is surprising that these bodies have not put pressure to bear on British Rail to have these services reinstated in order to keep their supposedly integrated public transport systems operating in the intended way. That is of course if the PTE's have any interest in their local rail networks, which would appear to be very doubtful in the case of South Yorkshire as trains don't have rubber tyres.

In conclusion it would be interesting to know when, in a few weeks time going to be as this the answer one always appears to get from Railway Management when they are asked when the services are going to be reinstated, A few weeks has now grown to six months and there is no sign of any reinstatements.

**"Ronald Biggs" January 1980.**

Footnote.

To dispel any information which appeared in another Railway Journal the workings of the Class 40 'D' Type diesel and stock which works the 10.45 Doncaster-Sheffield the full workings are as follows.

### **Longsight Class 40 'D' Type diesel.**

01.20 (NEWS) Manchester Piccadilly-Cleethorpes.

08.46 Cleethorpes-Doncaster.

10.45 Doncaster-Sheffield.

11.38(ECS) Sheffield-Nunnery Carriage Sidings.

13.27(ECS) Nunnery Carriage Sidings-Longsight Carriage Shed,

### **Eastern Region Coach stock formation BSK CK 2SK.**

02.10 Manchester Piccadilly-Lincoln Central 05.45 Lincoln Central-Cleethorpes.

08.46 Cleethorpes-Doncaster. 10.45 Doncaster-Sheffield.

11.38.(ECS) Sheffield-Nunnery Carriage Sidings.

15.11 Nunnery Carriage Sidings-Sheffield.

\* 23.33 Sheffield-Manchester Piccadilly.

### **London Midland Region Newspaper Vans**

Formation varies slightly dependant on requirements but is normally BG BSK 2BG. Working is the same as for the loco, except that they are not conveyed on 13.27(ECS) Nunnery Carriage Sidings-Longsight Carriage shed on a Saturday, but are conveyed on a separate train on a Sunday evening.

\*Due to unit shortages this stock often substitutes for a DMU on the 17.44 Sheffield-York service and 20.07 York-Sheffield service. As examples this stock was used on January 2nd and was hauled by 45038, and on January 11th when 31316 was the loco.

The revised timings of the 10.45 Doncaster-Sheffield are:

Doncaster' 10.45

Conisbrough 10.54

Mexbrough 10.59

Rotherham 11.104,

Sheffield 11.21

### **BOOK REVIEW**

"Bullied of the Southern"

by H.A.V.Bullied

(Published by Ian Allan) Not often do we get a biography of a famous man written by his son, but that is what has happened here and it turns out to be a highly entertaining and readable work. It gives a picture of the man himself - at home with his family as well as covering his career. This it does very well without dwelling too much on any part of it and divides roughly into three parts: First the early years at Doncaster, on the continent, then back at Doncaster in the years between the two world wars, when he became Gresley's right hand man.

The second and most important part being his years as CME of the Southern Railway when he almost succeeded in proving that steam traction could hold its own with the I.C. engine, in fact, if nationalisation of the railways had come a couple of years later, I think he most likely would have done just that!

Then on retirement from the new Southern Region came his Indian Summer, spent at when, as a 70 year old he reorganised the C.I.E. works and turned the system over to diesel operation and still found time to produce the turf-burner - a revolutionary steam engine, the like of which no-one except O.V.H. could ever have imagined.

His pacifics for the Southern and the unique Q1 are very well dealt with, both in the text and excellent diagrams as are the "Leader" and the turf-burner. This is a book for the enthusiast and the modeller alike and can provide many hours of entertaining study of both numerous hither unpublished photographs and very well explained diagrams.

\*Although not a railway book, another Ian Allan publication worthy of note is: "Busses in Camera - English PTE's!" by Malcolm Keeley, price £5.50.

The book gives a brief history of each of the six English Passenger Transport Executives, and their predecessors (many with railway company connections) and has two sections of photos. (before and after PTE take-over) on each, as well as six varied and interesting colour plates. The book is well researched and all the photographs are superbly reproduced.

\*Remember transport books can be ordered at reduced rates through the Pennine Railway Society.

Please contact Promotions Officer, Tony Booth or any other Committee Member.

## COMPETITION NUMBER 19

The winner was Mr. P. Hall of Dronfield Woodhouse, Derbyshire, Second place went to Mr M. D. Turner of Harrogate, North Yorkshire and Mr. N. Bolland of of Chorlton Cum Hardy, Lancashire finished in third place.

The answers were as follows:

1. Festiniog Railway
2. Grand Junction Railway
3. John Nicholson
4. Royal Albert Bridge
5. Midland Railway
6. 30th.December,1956
7. True
8. London - Manchester
9. A. Sir Froiz Khan Noon
10. North Eastern Railway
11. 17.05 King's X.- Hull, "Hull Executive"
12. Davey Paxman
13. 1880 (in Sheffield)
14. Tinsley DMD.
15. A. N. Other
16. Mirlees, Bickerton & Day
17. Irish Pete
18. 30 "King Arthurs" built by NBL Glasgow
19. Atmospheric Railway
20. Cardiff Railway
21. Carlisle - Beattock
22. D.5094
23. Carlisle Citadel
24. C. Train Heating Boiler (Steam Generator)
25. Automatic Warning System
26. London Transport
27. A. Green
28. Motherwell
29. Par - Newquay
30. Meadow Hall, Sheffield
31. Multiple Aspect Signalling
32. Cardiff Central
33. Horwich Works
34. Furlong House
35. Defiance
36. Hampshire
37. North British Railway
38. False
39. Poland
40. BR Class 9F 2-10-0 (also called "Spaceships")
41. 61636
42. C. Both
43. 2,650 B.H.P.
44. Burnley (hailed by D.423)
45. Huddersfield R.L.F.C. (Fartovn)
46. Red Diamond
47. Sir Daniel Gooch
48. SR N15X."Remembrance" Class (No.32330)
49. Sweet Hill Bridge, Patcham
50. Gainsborough Model Railway Society

\*a London - Glasgow service had started in 1965 (sorry).

## COMPETITION NUMBER 20

Below are ten questions connected with railways in East Anglia.

Entries should reach the Magazine Editor before 15th, March,1980.

First prize £2, two runners-up each receiving £1.

1. What is the name of the station at Wendums Ambo?
2. 'What is the terminus of the branch which leaves the Cambridge - Ely line at Chesterton Jc.?
3. Where were the headquarters of the Midland & Great Northern Railway?
4. Name the preserved line which runs from Weybourne to Sheringham.
5. What is the first station east of Chippenham Junction?
6. Which station was the Royal railhead for Sandringham?
7. Which is the most easterly passenger station on British Railways?
8. How many North British type 2, Class 29 diesels worked in East Anglia ... A.O; B1; C.10; D.15
9. The advertised mileage from Spooner Row to Manea is ... A.12.3/4; B.17.1/2; C.51; D.6.3/4?
10. Passengers wishing to travel to Haverhill are advised in the 1979/80 "All line" timetable of a bus service, from Audley End station, Which company operates this service?

## **Doncaster Works.**

The following locomotives were observed on the Society visit on 16th December 1979.

03021, 03107, 03129, 03371, OS115, 08128, 08315(Partialy Cut up), 08331 31163, 31205, 31209, 31250, 31270, 31272, 31277, 31409, 314179 37046, 37060. 37066, 37083. 37089. 37101, 37111, 37139, 37145, 37151, 37153, 33179, 37182, 37218 37219 17228 37255 37263, 7295 37298 50001 50002 50003, 50017: 50019: 50027, 50041, 55001, 55008 : 55013: 55020 56070 56071 56072, 97703, 97704 (Under conversion from M61184) 97705 97706 (under conversion from M61189), Steam Loco No. 66 "Aerolite". Total locos=56. Also observed were the following items of coaching stock: W86219, S94135, W94377, S94383 W94555. S2123, S269S, S354S, S375S, S378S, S1441S, S1786S S1925S M31049M. Departmental:- 041255, 041342, 0413431 041344, 041345, 2DM40289. Also present was, Cannon Tamper/liner DB966095, (forks number B341 4970028) The observer forgot to write down the DMU cars which were present.

On the society visit on 20th January 1980 the following locomotives were observed:03021, 03034, 03039, 03107, 08128, 31144, 31108, 31188, 31193, 31248, 31272,,31277, 31421, 370099 37059, 37060, 37088, 37089, 37101, 31122, 37139, 37144, 37151, 37154 37182, 372149 37218, 37219, 17228, 37255, 37263, 37295, 37304, 500019 50002, 50003, 500139 50014, 50017, 50019, 50027, 50047, 55001, 55013, 55017,

55019, 55020(partially Cut up), 56067, 56073, 97713, 97704, 977059 97706 (Under conversion from c61189). Total Locos =54. DMU's observed were:E50191, E50201, E50366, E50384, E50550, E50563,

E50578, E50530, E50607, E51221, E51273, E51286, E51493, E51504, E51554, E51827, L51338, E52072,

E52080, E52088 E52092, E52099, E52102 E56136, E564021 E56449, E56462, E59091, E59199, E592419

E59529, E596989 159703, E59816. Total DMU's=34. Coaching stock observed.M94239, 194268, 194726, M94792, S210S, S212S, S269S, S354S, S375S, S378S.

## **Doncaster Depot.**

The following Locomotives were observed on the society visit on 16th December 1979:

03017, 030349 081149 081319 081369 08146, 084019 08444, 084599 08607, 08745, 31129, 31180, 31188, 31242, 31284, 313179 37055, 37202, 37297, 40036, 47212, 47220, 472659 47277, 47316, 56016.

Total Locos=27.

DMU's observed were:E51971, W975309, TDB975310.

Total DMU's=3.

Coaching Stock observed:

E3911, M80894, ADB975489, TDE320921, TDE3210019 TDE3210029 TDE321003, TDE321005, TDE321006p TDE3210, TDE321099, TDE321100, TDE321101, ADM975481. Snowploughs observed; - DB9652060 DB965210.

On the society visit on 20th January 1980 the following locomotives were observed 08114, 08115, 08136, 08146, 08184, 08331, 084019 084599 08607, 08876, 31219, 31410, 37143, 372839 460559 47215t 47224, 47314, 47370, 473799 56020. Total locos=21.

DMU's observed were:E51545, E51555, E51971, E56114, E59534, TDB975309, TW975310. Total DMU's=7.

## **DMU notes.**

The fate of the two cars which were severely damaged in the Sheffield Rail Disaster on Monday 12th March 1979 has been decided. M51923 which was the trailing car of the unit stood in platform one, and received considerable collision damage was condemned during November, it is currently lying dumped in

Shrewsbury Road sidings Sheffield were it has been since the day of the crash, and it is believed that it will have to be cut up on site due to its condition B52102 which was the lead car on the runaway set which was forming the 08.17 Chesterfield-Sheffield is currently undergoing repairs at Doncaster Works after lying at Darnall Diesel Depot and Doncaster Works Yard for varying lengths of time. On the society visit of the 16th December it was noted in the DMU shops undergoing repairs including the fitting of a new cab, it was still present on the 20th January.

Since the introduction of the 'Up and Over' service in May the amount of workings of InterCity/Trans-Pennine diesel units on the Manchester Piccadilly-Sheffield-Doncaster-Hull/Cleethorpe route has increased considerably, although workings of other types of unit are not uncommon. Observations at Dore show that only five cars of the types mentioned have not worked through Dore since May 14th, these being E51971 which is stored at Doncaster depot, E52102 which was involved in the Great Sheffield Rail Disaster and is currently being repaired at Doncaster Works and E59235/7/8 which are believed to be stored at Lincoln. The last Class 183 Trailer Composite (K) to appear on the service was E59818 which has been converted to Trailer Second (K), it is not known whether there are any plans to convert any other members of the class to the same layout An unusual unit working appeared on Saturday January 19th when the 22.15 Sheffield-Manchester Piccadilly was formed of Gloucester RC&W Co. Motor Brake Second M50340 and Cravens Driving Trailer Second (L) M56452.

A visit to Ely on November 11th found the following condemned units awaiting dispatch to R. A. King, Knappets Yard, Snailwell, Nr. Newmarket for scrapping;- E56303, Sc79086, Sc79089, S079100, Sc791039, Sc791049 Sc791059 Sc79156, Sc791579 Sc79158, Sc791619 Sc79162, DB975014. DB975014 remains in Green Livery and was the last DMU on British Rail in this Livery.

A visit to Hexthorpe Yard Doncaster on December 9th 1979, found the regular withdrawn DMU's in residence as follows;- E564309 E59775, E59776, E597789 E59779.

Due to wintry conditions prevailing on Monday January 21st resulting in chaos on the roads a considerable amount of passengers appeared at Dore station for the 08.32 departure to Sheffield, so in order to relieve the service the 08.17 Chesterfield-Sheffield service was stopped additionally to pick-up the additional passengers. It was formed of DMU cars E51952+E59826+E51968+E52095 but was unable to take up all the passengers due to it becoming severely crowded, so the unfortunate ones had to wait for the normal train 07.46 New which arrived ten minutes late and again left wedged with passengers. It was formed of DMU cars E50049 E56025.

## **TEST CAPACITY TO BE DOUBLED**

GEC Industrial Controls Ltd. have received an order from British Rail Engineering for the supply installation and commissioning of additional electrical test equipment to double the test plant capacity of their Doncaster Plant Diesel Electric Locomotive Test House from 4,000hp to 8,000hp.

## **SOUTH YORKSHIRE CORNER**

We made an excellent start to the Eighties with a twenty plus attendance for our January meeting on a not too pleasant an evening weather-wise and were regaled by the efforts of Paul Bates on his in search of steam throughout 1979. May we hope for as much success, not only during 1980, but. that it continues for the whole of the decade.

## **ACKNOWLEDGEMENTS**

We are indebted to the following for the contents of "Observers News": Needham, 40129, Biggs, Davis, Caddick.

## **OBSERVERS' NEWS**

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

## EASTERN REGION

On 14th. December, the southbound "Cornishman" was worked by 45, No.45 051; Type 5 No.56 022 passed through Sheffield Midland with the return Kirton Lime Sidings - Earles cement empties and "Duff" No.47 476 worked the 07.00 Newcastle - Bristol Temple Meads.

The following observations were made on 15th. December: Rotherwood - Frodingham coke trains hauled by 31 306/8 and 31 119/203 were noted at Darnall and Handsworth Bridge respectively; 76 051 "MENTOR" at Rotherwood; 47 165 and 56 006 in Worksop Sidings. 47 417 (09.35 Hull Paragon-King's Cross) called at Retford; 47 312 was stabled at Grantham; 46 001 passed through Peterborough North station with a train of empty Redland hoppers, heading in the direction of March and 47 263 hurried a rake of "Cartics" through the station on the up fast. "Pip - Squeak" No.31 200 was noted at Whittlesea with the 10.15 Birmingham - Norwich, whilst BRCW set Nos.50594 & 56188 halted at Manea with a Peterborough-Cambridge Inter-city service.

08 089 stood in the yard at Ely, along with a host of condemned stock and DMU's and type three No.37 114 was seen accelerating out of Audley End with the 15.27 Cambridge - Liverpool Street.

Type ones Nos.20 009/105 provided the brake force for the afternoon 9T34, which passed Grange Lane on 17th. December with a heavy load of coke for BSC at Frodingham. and rails for the Tallylyn Railway. Type 5 No.56 015 failed on Tinsley Service Shed on 18th. December. These unpopular locomotives are proving very unreliable of late.

Doncaster built "56" No.56 012 struggled on a wet rail on the ascent of the 1 in 80 bank from Beighton Junction to Killamarsh Junction with a train of 30 empty HAA merry-go-round hopper.. for Westthorpe Colliery, Spink Hill on 20th. December.

The railway from Woodhouse East Junction to Beighton Junction was out-of action for approx two hours in the early afternoon of 21st. December, because the "Bobby" at Beighton Station had been knocked-down by a "hit and run" motorist whilst going over his crossing to crank points.

Steam returned to South Yorkshire on 24th. December, in the shape of Danish State Railways 2-6-4 tank No. Nr 40, on the back of a low loader lorry and spent the Christmas period parked on Woodhouse station approach.

Diesels noted on Tinsley main shed over the Christmas period included: 20 011; 25 19701 407; 37 297; 40 092/132, 05 009 "ALYCIDON".

Deltic hauled excursions during the latter part of 1979 included: 3rd. November: 10.15 King's Cross - Middlesbrough-Tottenham Hotspur "Footex", worked by 55 008 "THE GREEN HOWARDS" "Deltic Preservation Society" outing - York, Leeds, Hellifield, Carnforth and return, behind 55 009 "ALYCIDON" on 14th. October. 55 022 "ROYAL SCOTS GREY" with the T&N Railtours "Deltic Pioneer" -Manchester Victoria, Preston, Shap, Carlisle, Newcastle, York, Church Fenton, Leeds, Manchester Victoria on 7th. October.

55 004 "QUEEN'S OWN HIGHLANDER" was outshopped on 1st. December after being in Doncaster Plant since 14th. June, 1978. Of other Deltics in the works recently, 55 013 "THE BLACK WATCH" was undergoing light repairs; 55 017 "THE DURHAM LIGHT INFANTRY" was awaiting attention to frontal damage, received in a shunting mishap at Finsbury Park and 55 019 "ROYAL HIGHLAND FUSILIER" was undergoing an engine change. 55 001 "ST. PADDY" and 55 020 "NIMBUS" have been cut-up.

The following locos were in attendance at Peterborough on 9th. December: 08 180/406/12/59/713; 25 13301 189/251/403; 40 153; 46 054; 47 288/307, whilst on the same day, 08 550/7 were noted at Hornsey and 08 549, 31191/8/217/27/411; 46 030/45 at Finsbury Park.

31 214 was noted passing Rushey Sidings, near Retford on 17th. January, with a Tinsley Gainsborough Lea Road road-learning, special, formed of one brake van.

Thornaby dual-baked type 3 No. 37 053 worked 6N46 Ecclesfield West - Teesport, discharged. tank train on 30th. January.

Tinsley early-morning trip working 9T35 (for which the crew book on for duty at 01.12) was noted on the following occasions, during week-ending 2nd. February: Tuesday: Tinsley - Dunston Barlow - Darnall C.& W behind 20 144/5 ("Pinky & Perky"); Wednesday: Tinsley Dunston Barlow Darnall C.& W. behind 20 076/96; Thursday, Tinsley Brookhouse Colliery - Beighton Junction - Tinsley behind 20 144/5; Friday: Tinsley - Barrow Hill - Dunston Barlow - Darnall C.& W. behind 20 078;

Stratford 47, No.47 172 "County of Hertfordshire", due for conversion to class 47/4 in the near future had its good boiler exchanged with the defective boiler of fellow Stratford 47, No.47 162, in a straight swap carried out at Tinsley on 6th. February.

9X68, Chesterton - Beighton engineers' train was worked from Lincoln to Beighton by 20 144 and 20 145, on 8th.December.

## **LONDON MIDLAND REGION**

The following observations were made on 14th.December: 08 014/573;20 032/154/94;25 197;45 105;47 423 at Derby;20 042/50 at Repton & Willington; 08 455 at Burton on Trent;45 003 on a down cement train at Tamworth High Level;20 037/140/75/83 at Kingsbury Sidings;25 175 and 47 256 at Washwood Heath, whilst 25 038 was acting as Saltley banker.

Locomotives noted on 2E Saltley MPD on 14th.December included 25 285, 31 231/73;47 076, whilst the following were in action at Grand Junction:08 134 with ECS. 46 004 in charge of a bullion train and 86 037 working light engine.

33 114 arrived in Birmingham New Street with a charter train from Wool and Horwich built "350" No.08 647 was New Street station pilot on 14th.December, a day on which confusion was caused on the West Coast Main Line by the flooding of Kilsby Tunnel.

Final observations' on 14th.December come from Solihull, where, 50 038 "Formidable" called with a Liverpool - Paddington express,50 006 "Neptune" and 50 050 "Fearless" working light engine in multiple towards the Western Region and 56 067 with a Didcot bound M.G.R.

The most unusual sighting at Wolverhampton High Level station during December was probably a luggage trolley from Aberystwyth!

Locomotives noted at Preston on 28th.December.were as follows: 08 301;25 162;40 040/88/138/75;47 430/69/74/83/546;85 004/18;86 002/7/37/206 "City of Stoke on Trent"/215/224 "Caledonian!";87 016 "Sir Francis Drake"/25 "Borderer" /26 "Redgauntlet". The Blackpool North station pilot on the same date was 08 925.

The following DMUs were on Marylebone MPD on 29th.December:

51677/1676/9676/9738/9655/9671/1881/11658/1869/1660/9756/9666/9661/9735/1663/1865/1887 /9674/973/9674/973/1885/1651/1680/9732/9663/9670/9746/1863/1869/1669/1880/1678/9656/9757/9750/9727/1864/1862/1665/1652/9660/9678/9761/9736/1647/1874/9753/9649/1672/1655/9669/9652/1653/1893; No train heat Bath Road "4.1/2" No.47 267 worked light engine from Tinsley to Derby on 22nd. January. London - Sheffield inter-city services were running to and from Euston instead of St. Pancras, on 2nd./3rd. February, because of engineering work on the Midland London Extension.

## **SOUTHERN REGION**

The following locomotives were noted on 29th.December 08 152/376/9/87;09 002/12/20/403 005/60/5;73 126/42 at Norwood Junction; 09 001/15, 33 006/33/105; 73 006/135 at Clapham Junction;

## **WESTERN REGION**

The following observations were made at Paddington on 29th.December: Locos.:31 415;47 423054;50 023 "Howe"/ 30 "Repulse"/ 9 "Implacable"/46 "Ajax". DMU's:51377/9487/133-5/1361/9513/1403/1103/9487/1075/1358-/9510/1400/1347 9499/1389/1363/9515/ 140511401/9511 1359 1350/9502/1392; HST's:43 019/30/4/5/6/45/119/120.

47 513 "Severn" worked 1V88,10.08 Newcastle - Cardiff on 1st. February, whilst 47 097 worked the 13.30 Plymouth - Swansea and 37 180 worked the 19.50 Swansea - Cardiff on the same day.

56 038 (86A.Canton) worked light engine through Newport High Street on 1st. February. Due to the failure of the station lift at Newport High Street,08 791 was being used to ferry parcels &c.between platforms on 2nd.February.

"Hoover" No.50 024 "Vanguard" arrived at Bristol Temple Meads during the early hours of 2nd.February, with a train consisting mainly of TPO's.

## **GOOD GRUB GUIDE**

A number of members of the Pennine Railway Society, are compiling a list of establishments, throughout Britain which are in easy reach of railway stations and offer good food at reasonable prices, with the idea

of eventually producing a booklet, which will be of assistance to fellow enthusiasts planning long journeys, Railrovers and the like.

We intend to publish names and addresses of these eating houses in the pages of "TransPennine". If you know any such places which in your opinion deserve a mention, send the details to the Magazine Editor. First selection is:

Espresso Bar Restaurant, High Street, Swansea (opposite the Station), Tel.0792 53469. This establishment is recommended by Messrs. Webster, Marshall, Richards, Davis, Parrish & Donoghue.

### **BRITISH RAILWAYS MILEAGES (see map below)**

These maps are intended to show in an accurate way the distances between various stations and junctions on British Railways. The maps are in no way drawn to scale and are just intended to show mileages clearly, in miles and centimiles (100ths).

Anyone who could lend me any accurate information on the Western & Southern Regions, can contact me (John Glossop) through the Magazine Editor.

**[MAP REMOVED TO REDUCE SIZE OF DOCUMENT. IF YOU WISH TO SEE THE MAP, PLEASE CONTACT THE SOCIETY VIA THE CONTACT PAGE OF THE WEBSITE]**