

TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



No. 31 - April 1980

NOTES FROM THE COMMITTEE

The Pennine Railway Society are to have a stall at Tinsley Open Day, on Sunday, 15th. June and any items for sale or offers of assistance on the day will be most gratefully received. A rail service is to be laid-on for the event from Sheffield Midland and Rotherham, Masborough.

Colour slides of locomotives and other items of railway interest are now available to Pennine members at reduced rates from Forward Films of Sheffield. Details are available from the Editorial address (please enclose S.A.E.).

Despite the trip being officially to the works only, we had a most enjoyable visit to Eastleigh on Grand National Day, even though Mr. Biggs (P.Hall) continued his monopoly of society competitions by drawing Ben Nevis in the sweepstake!

Best wishes to Tony Booth for a speedy and complete recovery from his recent illness.

FUTURE EVENTS

Wednesday 7th.May Social Evening, "Masons' Arms", Market Place, Doncaster, 19.30.
Slide Show by Charlie Foster.

Saturday 10th.May York MPD and National Railway Museum.
Meet - shed entrance, 10.45.

Tuesday 13th.May Social Evening, "Grapes Inn", Trippet Lane, Sheffield, 1.
Programme to be announced.

Saturday 17th.May West Midlands by Rail. To include Bescot, Saltley and Tyseley.

Monday 26th.May Rainhill Trials. By BR "Merrymaker" from Lincoln Central, Gainsborough Lea Road and Doncaster.

Saturday 31st.May B.R.E.L.Crewe Works. Meet:Goddard Street entrance,10.20.

Wednesday 4th.June Social Evening, "Masons' Arms", Market Place, Doncaster, 19.30.
An Illustrated Talk by John Sanderson, entitled "Berlin Wall".

Saturday 7th June North East by Rail. To include Darlington, Thornaby and Gateshead or Tyne Yard.

Tuesday 10th June Social Evening, "Grapes Inn", Trippet Lane, Sheffield, 1.
Programme to be announced.

Saturday 28th.June London Area. To include Hornsey, Stratford, Old Oak Common, Willesden and a Southern Region Depot. Mode of transport not known at time of going to press.
Prices will be shown on PR/B or PR/C form.

TRANS - PENNINE COVER PHOTOGRAPH

Electro-pneumatic controlled Gateshead Type 2, No.31 129 (since reallocated to Thornaby), which is vacuum-braked and fitted with a train heating boiler, awaits departure from Cardiff Central with an up parcels train at 14.34 on Saturday, 2nd.February, 1980.

The destination of the train is unknown, but the vans had previously been conveyed on the 07.30 Milford Haven - Swansea High Street (hailed by 37 191) and had travelled between Swansea and Cardiff behind 47513 "Severn".

Photograph by Jon Davis.

ERRATUM

A number of mistakes appeared in the previous edition of "Trans-Pennine".

Fuel Shortage ---What Fuel Shortage? (by R. Biggs)

10.47 Cleethorpes - Doncaster calls at Thorne South, not Thorne North.

Observers' News - Eastern Region

56 012 was obviously not built at Doncaster;

9X68 Chesterton - Beighton ran on 8th.February, not 8th.December.

COACH/INTER CITY LINK

British Railways Board are currently looking at ways of running coaches, for two reasons. One is to replace existing rural rail services, where they say the traffic does not justify renewal of rolling stock and Infrastructure. The other is to provide a coach link through towns which the railways have abandoned in years gone by and to feed into main line services.

The first of the express coach links comes into operation with the new May timetable between Kettering and Peterborough. This will give people in the Corby and Oundle areas the chance of a speedier journey to the North East and Scotland via the ECML and various centres along the Midland Main Line and also provide a link between East Anglia and the East Midlands (isn't that what the railways did in the old days?).

The coach does not compete with existing services and the work is contracted to a local operator (in this case NBC United Counties). Fares are pitched higher than stage services (but that goes without saying!). The coaches are in BR livery and are luxury versions (Plaxton Supreme Express Leopards) so as to compare with rail comfort (this creates a picture of standing room only in an H.S.T. or travelling in a mucky mark 1 coach with no heating

MAINTENANCE REPORT

The following "foreign" locomotives underwent repairs in Tinsley TMD during February and March: 25 023 HA - horn repairs; loose handrails fault light repairs; No.1 cylinder head, piston, conn rod and turbo replacement. 31 116 IM - rewire. 31 180 IM - engine repairs. 31 115 YK - boiler renew. 31 312 YK - boiler renew. 31 191 FP - boiler water tank split. 31 276 IM - blower motor. 37 011 MR - rewire. 37 069 TE - camshaft chain/drive repairs. 37 155 ED - exhaust system. 40 078 YK - brake hanger repairs & "C" exam.

40 193 HM - blower motor repairs. 45 064 TO - air brake faults. 45 073 TO - boiler water tank split. 45 105 TO - No.6 traction motor fire damage. 47 016 SF ~ boiler renew (good one removed of 47 174; old one in 47 174). 47 162 SF - boiler renew (swapped ex 47 172, as above). 47 135 SF - engine repairs. 47 417 GD - aux generator/E.T.H. voltage regulator fire. 47 428 GD boiler repairs & vacuum faults. 47 46? BD - electrical fire. 47 497 LA - electrical fire. 47 553 LA - "E" exam & various cylinder heads & pistons to renew 37 002 TE - brake gear repairs.

BALLAST

We all like to watch the trains go by running smoothly (?) on the permanent way. At the bottom of it all is the ballast!

Have you ever given a thought to where the ballast comes from ? Some parts of BR. are served by their own quarry at Meldon, which is undergoing modernisation and enlargement.

Meldon Quarry is a few miles south-west of Okehampton and at one time had its own departmental loco. When the London & South Western Railway were building the Exeter to Plymouth line it was realised that the rock from the cutting was ideal for ballast. Sadly, the LSWR. Exeter to Plymouth line is no more, except for the section left open to serve Meldon Quarry.

GOOD GRUB GUIDE

Second selection is:

Kong Wah Ming (Chinese & English hot meals to take away), 149, Masborough Street, Rotherham. (two minutes walk from station).
Telephone 0709 79550. (Closed all day Tuesday).

The meals are well above the average for this type of establishment and are reasonably priced. The staff are friendly and both the shop and the kitchen are kept spotlessly clean, say the ten individuals who have recommended this entry.

HELP WANTED TO RUN OUR STALL AT TINSLEY OPEN DAY ON SUNDAY 15TH JUNE

HOW DO YOU CONVERT 31,000 LORRY MOVEMENTS TO BRITISH RAIL

It's very simple really - you have to:

- a) be honest to consider the impact of lorries on the local environment.
- b) have a lot of cash to pay out for a private rail siding.
- c) have a desire to keep dangerous chemicals off the road.
- d) get a 50% grant for a siding under Section 8 of the Railways Act 1974, and finally,
- e) realise that savings can be made by being rail oriented.

CIBA-Geigy at Duxbridge Cambridgeshire are at present indirectly served by rail from ER sidings at Great Chesterford and at Whittlesford, requiring road transport for the completion of the journey.

The road from Gt. Chesterford passes through the (once) sleepy village of Ickleton with a blind corner that is not easy for a 32 ton lorry to negotiate.

Under Section 8 a private siding will serve the factory direct.

A pair of sidings alongside the main line will accommodate methanol tankers which will discharge through an underground pipe to a tank farm next to the factory. The main siding continues to the factory via a level crossing and hopper wagons will discharge urea into an underground conveyor.

One spur goes inside the factory to allow tankers to be loaded with, liquid glue. In all, the sidings amount to 1600yards of single track.

A £25,000 tractor- shunter can tow wagons up to a gross weight of 180 tons. It has retractable road wheels, and-so will also be able to run on these road wheels to the road vehicle maintenance depot.

The Unilok loco can also be raised from the ground on a central foot and rotate through 120 degrees.

Up to 80 rail wagons, including 20 new high capacity hoppers will be utilised, about 15 wagons occupying the siding daily.

The estimated cost of this private siding with discharge facilities, a level crossing. loco and weighbridge will be £800,000, completion hopefully in September.

IS RAIL CONTAINER TRAFFIC A MODERN IDEA?

Actually no! In 1926 a metre gauge railway in Strasbourg 17.1/2 miles long carried 15,600 tons of agricultural goods. In 1928 the tonnage was down to 10,800 tons. 2000 tons of wool dwindled to zero, and refined sugar tonnage reduced by two thirds.

The railway company realised that the convenience of motor transport, not price was losing. their custom.

So they set to and bought some lorries and built up container service.

First move was to get back the sugar trade, and a rail line was laid into the refinery yard and sugar loaded into twelve cwt. containers. Most of the trade had returned by 1930. So far so good.!

The rail company then built 10 ton capacity containers for general work, gantry cranes were installed in the station yard, and skeletal trailers were made for delivering the containers.

I'm sorry I don't know the end of the story, whether the venture was a continuing success.

LETTERS TO THE EDITOR

to Editor of Trans Pennine from S Lancaster

Dear Sir,

re articles in Magazine No.29.

1. Class 56s in South Wales. This article states that there are six Class 56 locos based at CF (86A code is now redundant). In fact there are ten 56s at Cardiff Canton. These are: 56 033/5/7/8/40/1/3/4/5/6.
2. Tadpoles to go? The "Tadpoles" are class 206 and because of their ex 2 EPB driving trailers cannot work over the Grove Junction to Bo-peep junction section of the line which the article refers to. The units which would be affected by electrification of the Tonbridge - Bo-peep Jn line are classes 201,202 and 203 which have no nickname that I know of. They are referred to by enthusiasts and railwaymen alike simply as "Hastings Diesels" or "Slimline Stock". They shouldn't be confused with the "Tadpoles" which get their name from having a wide coach at one end (ex 2 EPB) and a slim tail for the other two coaches (ex 201). 1201 to 1204 of the tadpoles have been disbanded to form class 204 (3-T) numbered 1401 - 1404. 14,01/1404 are now running but 1402/3 are still awaiting modification of the ex 2 EPB driving trailers to centre trailers. 1205/6 are to remain for the Ashford - Hastings service. Class 204/205 units 1103,1104,1121 and 1122 are to be withdrawn and are to be made-up to three coach units.

From these alterations class 201 unit No.1002 has been reformed and two spare class 201 motor motor coaches are now available to cover for failures.

Editor's Reply

Mr. .Lancaster,

Thank you for your un-dated letter. I presume you didn't intend me to copy the printed matter on the reverse of your scrap-paper as this contains British Railways' business which is "Private and Not For Publication". On the subject of Class 56 allocations (whether it be 86A.or CF is immaterial as many enthusiasts and railwaymen alike still refer to the old codes), at the time the article was written, there were six of these machines allocated to Canton:56 033/5/7/8/41/3. However, the situation is always changing and at the present moment (10.2.80) there are indeed ten 56s based there, but two of the class which have seen service in South Wales (56036/42) have already returned to the Midland Lines, working from Toton and its numerous out-stations.

I am sorry you found the title of the other article disagreeable, but it was done in good faith.

You will, no doubt, have noticed the sparse coverage given to Southern Region events in the "Observers' News" section of "Trans-Pennine" and I wonder if, as you live in the South, you could help by letting us include any observations made from time to time by yourself.

Quiz Inquest!

Have you ever thought you had the correct answer to a quiz question, only to find in the next issue of the mag. that the Quiz Master thought differently?

It happens to me frequently, but on further investigation I find that the Quiz Master is usually correct! However, one of the questions on his home ground too has caught him out! The first railway to abolish 2nd.class travel was the Sheffield & Rotherham and not the Midland, who bought them out! Seriously though Jon, you do a good job and I often wonder where you get all your info from.

G.C.
Lincoln.

SOUTH YORKSHIRE CORNER

We have once more reached the end of our Winter programme and with a quarter of 1980 gone our meetings continue to be well attended, by a band of regulars from a wide area of South Yorkshire, although there are still plenty of spare seats if anyone is interested.

Our future programme is still to be decided so if you care to come along to our May meeting and bring a few slides, we shall be holding one of our popular Members' Slide Nights. See you at the Grapes, **Jack**.

INDUSTRIAL NOTES

by B. Edwards

On Saturday, 17th.November, 1979 I paid a visit to Duport Steels Ltd. works at Briton Ferry, West Glamorgan, South Wales. However, on arrival I was met by an area of rubble and industrial dereliction and concluded that the rumours about this works having been closed were correct. However, there was still one locomotive on the premises to be seen, this being numbered D.2 and is an Andrew Barclay 0-4-0 diesel hydraulic dating back to 1961 and with works number 448. This locomotive looks similar to the 01s in some respects. Whilst noting this locomotive I was captured by the only member of the staff still at the works, the security guard, who after asking the usual silly questions and revelling in the past about steam engines, informed me that the locomotive was to be sold to T. W. Ward, for use in their Briton Ferry works. He also informed me that four locomotives had been cut-up in September on site. It is believed that these were former BR locomotives Nos.D.2204,D.2247,D.2270, D.2340.

On the same date I visited the NCB Opencast Executive's site at Mill Pit Disposal Point, Kenfig Hill, Mid Glamorgan, which is operated by the contractor Powell Duffryn Fuels. Two of the contractor's locomotives were present, these being, THOMAS HARLING which is a former British Railways locomotive dating back to 1957 and was a member of class 04,which carried the number D.2260,when operating with BR and a locomotive which carried no title and was assumed to be an 06-0 diesel mechanical of Hudswell Clarke origins dating back to 1962 works number D.1254.

Also visited on the 17th.November was the National Smokeless Fuels Ltd. installation of Nantgraw Coking Plant, Treforest, Mid Glamorgan. The three former British Railways, L.M.S. design diesel shunters which reside at this location were all observed. They are as follows: 12061 which is now numbered 4; 12063 which is now numbered 5; 12071 which is now numbered 6; A tip if visiting this location on Saturdays is not to attempt to catch trains at Treforest Estate station as they have a tendency not to stop, a fact which I found out to my cost as I ended up in Sheffield six hours later than Intended after visiting the Coking Plant and trying to catch a train from Treforest Estate station on a Saturday!

A visitor at Canton Diesel Depot on 17th.November was 12054 a similar locomotive to those to be found at Nantgraw Coking Plant, however this one is owned by A. R. Adams of Newport and is one of the locomotives which he hires out to concerns requiring use of locomotives.

COACHING STOCK NOTES

Condemned stock noted at Whittlesford on 1st.December was as follows:

British Railways Series Stock Open First (F0) E.3061 an example of lot No.30169, built, at Doncaster in 1955, having 42 seats and weighing 33 tons. This was the last of the type in service with B1 bogies. Great Western Railway Series Stock Ventilated Milk Van (NMV - formerly classified Siphon W1012W, an example of lot No.1751, built at Swindon in 1951, weighing 26 tons. As is common with most other members of this type, it had lost its gangways some time ago.

Also observed on the same day, at Norwich was condemned vehicle E1943, a British Railways Series Stock Unclassified Restaurant (RU(B)) of lot No.30511 built by BRCW, during 1959/60.

CLASS 40 RAIL SHOW

by 40 129

The following "40s" were awaiting/undergoing maintenance at Crewe Works on 3rd.February:
40001/16/28/33/52/73/88/103/39/46/7/58/61/2/ 79/87/96.

On the same date 40 035/112 were noted at Manchester Piccadilly;40 119 was on "dragging" duties at Crewe and 40 012 worked through Crewe on a Manchester bound train.

Rotherham Masborough has always been a happy hunting ground for 40 devotees and 28th.Feb. was no exception, providing three examples, the most interesting of which was 40 154, which worked north on a rake of WR first class HST. coaches. 40 044 worked the "Manthorpes" and 40 098 was employed on an Earles cement.

At Earles Sidings on 4th. March, were 40 099 and 40 141. On the same day 31 410 hauled 40 034 dead through Doncaster. At the same location, also on 4th.March,40 046 hauled EMU 313 055 north,40 024 was on a train of BRT.s,40 070 on an engineer's train and 40 199 on a mixed freight.

40 haulings through Beighton recently have included: 40 067 (engineer's,14th.Feb.); 40 169 (tanks, 20th.Feb.); 40 081 (engineer's, 5th.March.);

On the return "Manthorpes" (Manchester - Cleethorpes newspapers) in addition to 40 044 already stated, 40 025 and 40 113 have also been observed.

Finally, my Tinsley correspondent has come up with the following list from that location: 40 192 (17th.Feb.);40 017/126 (24th.Feb.);40 008 (26th.Feb.);40 191 (2nd.Mar.);40 071 (5th.Mar) Keep Whistling, 40 129.

COMPETITION NUMBER 20 EAST ANGLIA

The winner was Mr. D. Whitworth, of Normanton, West Yorkshire and the runners-up were Mr. K. G. King of Crofton, West Yorkshire and Mr. D. J. Glossop of Sheffield, South Yorkshire.
Nine entries were received.

The answers were as follows:

1. Audley End
2. St. Ives
3. Melton Constable
4. North Norfolk Railway
5. Kennett

6. Wolferton
7. Lowestoft Central
8. C. 10
9. C. 51 miles
10. Premier Travel

COMPETITION NUMBER 21 DIESEL LOCOMOTIVE NAMES

Entries should reach the Magazine Editor before 30th. April, 1980.

First prize £3.00, second prize £2.00, third prize £1.00.

The Quiz Master's decision is final.

1. How many Class 47s are named after rivers?
2. Where was D.89 "HONOURABLE ARTILLERY COMPANY" named on 9th.June,1965?
3. What is the connection between the names of Class js Nos.50 044/5/6?
4. What was the name allocated to D.6707?
5. Three Eastern Region shunting locomotives are identified by the names ALPHA, BRAVO and "CHARLIE" when in contact by radio-telephone. What are their numbers?
6. Name English Electric Type 4 No.40 021.
7. Class 52 number D.1029 was re-named "WESTERN LEGIONNAIRE`' in 1967. What was it previously named?
8. Which Deltic is named after the 1949 Ascot Gold Cup Winner?
9. Which was the last "Hoover" to be named?
10. Which is the only named Class 45, which does not carry a regimental name?

LOCOMOTIVE STOCK ALTERATIONS by courtesy of Platform Five Publications

Locomotives Withdrawn

08 006/54; 25 111/47/252; 31 003/5; 08 118;

Locomotives Renumbered

47 037 = 47 562 (HA); 86 026 = 86 126 (WN);

New Locomotives

56 072 TO;- 56073/4/5/6/7 TI;

Locomotives Reallocated

01 028 BU; 08 109 LE; 08 169 YK; A 226 HG; 08 405 SY; 08 453 YK; 08 458 WN; 08 643 BA;
 08 644 LA; 08 897 CF then LE; 08 898 CF; 08 945 B0 20 00? ED; 20 020 ED; 20 085 ED;
 25 093 TO; 25 094 TO; 25 139 TO; 25 140 % 25 148 CW; 25 153 SP; 25 309 CI; 25 310 C0
 25 311 CA 25 312 CW; 27 003 IS; 2? 005 IS; 27 007 IS; 27 008 IS; 31 186 FP; 31 201 CD;
 31 237 Y0 31 264 Y0 31 286 BR; 31 296 BR; 31 409 MR; 31 417 MR; 3? 026 ED; 37 145 MC
 37 231 CF; 47 066 OC; 47 207 ED; 47 276 SF; 47 320 CD; 47 321 CD; 47 368 TE;

Locomotives Named

86 251 The Birmingham Post; 86 228 Vulcan Heritage;

New Names Announced

33 008 Eastleigh; 33 027 Earl Mountbatten of Burma; 33 052 Ashford; 33 056 'Burma Star;

73 142 Broadlands;

Correction to Previous List

08 825 to OT 08 827 remains at ED;

OBSERVERS' NEWS

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

EASTERN REGION

A type of locomotive which is becoming more and more frequent at Sheffield Midland is EE Class 50, with locomotives able to reach Doncaster Plant under their own power being employed on 07.25 Plymouth - Edinburgh and ex-works locomotives returning home on 1V93,09.50 Edinburgh - Plymouth. In both cases an engine change takes place at York. with the ECML section of the journey usually producing a Deltic. "Hoovers" noted through Sheffield in recent weeks are: 50 002 "Superb" 017 "Royal Oak";50 027 "Lion" ;50 019 "Ramillies";

Because of an engineer's possession of the down line at Dronfield, on 4th. February, the 07.25 Plymouth - Edinburgh (hailed by 50 046 "Ajax") ran via the "Old Road' between Chesterfield Midland and Rotherham Masborough, where it stopped additionally to facilitate connections to and from Sheffield.

Deltic No.55 004 "QUEEN'S OWN HIGHLANDER" arrived with the 1V93 09.50 Edinburgh - Plymouth at Sheffield Midland, where it was replaced by 45 122. The Deltic then returned north with the 11.45 Cardiff - Newcastle.

The first production Deltic,55 022 "ROYAL SCOTS GREY", substituted for a failed High Speed Train, with the 17.10 Harrogate - King's Cross on 11th.February.

Locomotives stabled at York, Darlington, Thornaby, Gateshead and Hartlepool on 8th.March were as follows: YK 08 559/540/388/249/707/ 705/453/062/516/769/339/245/525; 31 142/410/261/184/146/253/171/272/246/264; 37 001; 40 083/047/075/153/086; 45 006; 46 012; 47 517/521/360/401; 55 002/009/016; DN 31 215/178/324; 08 004/006/120/159/268/445; 03 080; 37 053/070 & 08 006 (Wdn.) minus side rods. TE 08 087/059/864/502/174/389/772/251/504/632/7?0; 25 308; 31 101/266/299/153/285/290/277/287/274/167/166/292/130/141/ 122/283/143/282/297/12g; 37 002/072/194/032/016/166/004/010/110/008/164/200/029/007/o65/077; 45 152/194/197/077;47 303/313/311/288; & 08 087 (Wdn.) minus side rods.

West Hartlepool 08 212/215; 37 005/015/117/197/166/195/078; 47 275/343; GD 03 069/079/170/064; 08 058/081/671/054/170/148; 31 228; 37 057/062/119/193; 40 1161/150; 45 001/055; 46 028/050/052/054/ 055/040; 47 484/403/406/518/413;

On the same date the Newcastle Central station pilots were 03 056/078/094;

Locomotives in the Lincoln area on 15th.February included:03 021/26; 08 060/101/137*; 31 003/005 (*ex.works)

A Sheffield - York DMU. failed at Rotherham Masborough on 21st. February, blocking the down Sheffield line for over one hour, before being rescued by 40 156. Earlier, on the same day the same Class 40 had assisted 4? 152 as far as Sheffield, with a Leeds - Bristol express, after the "Duff" had failed in Wakefield.

Also on 21st. February, the following locomotives were noted at Masborough, between 18.45 and 21.45: 20 034x098;20 004x057 (with 08 773 in train);25 12501 272/286; 45 027/075/077/118; 46 007; 47 055/282/288/317/352/377/423/432/518;

The following withdrawn "Merseyrail" EMU. cars were observed at Ely on 22nd.March: 28358/29888/29866/29893/29863/28352/28355/29864/28326/28328;

Class 76 Bo + Bo electrics stabled at Rotherwood on 24th.February were: 76 007/008/011/013/049 "JASON"/053 "PERSEUS";

An unusual visitor to Doncaster on 13th.February was 47 079 "G. J. CHURCHWARD", with a Ford car train.

On 9th February, 47 085 'MAMMOTH' headed a train of empty car flats over Lincoln avoiding line. Severe damage resulted when a loaded coal train bound for Foxton power station was derailed on the single track section of the LD&ECR line at the site of Clifton on Trent station. Damage was severe and had to be seen to be believed. 22 sections of track have to be renewed as the sleepers have been reduced to matchwood and all fishplate bolts sheared.

Berwick on Tweed pilot, on 22nd March was 03 059.

The Speno Rail Grinding Train saw a lot of use in the Sheffield area during early February, in particular Chesterfield and Sheffield on 2nd/7rd/4th February.

Other notable locomotives in the Sheffield area have been, 37120 which worked the 13.35 - Birmingham-York on 25th January as far as Derby, where it was replaced by 45054, which continued, with the train to York. 47203 which worked the 07.30 Swansea-Leeds and 16.30. Leeds-Bristol on 23rd January. 37086 which worked the 07.30 Birmingham-Newcastle on 26th January as far as York where it was replaced by 37092, which also worked the return 13.38 Newcastle-Swansea, at least as far as Derby.

25301 which arrived at Sheffield on the 16.16 St. Pancras-Sheffield on 6th February, it is believed to have worked the train from Leicester.

Due to a derailment at Loughborough on 18th January the 07.20 Sheffield-St. Pancras 'The master Cutler' was diverted from Trowell Junction via Nottingham and Grantham to Kings Cross it was worked throughout by 45103.

An event which seems to have gone by unnoticed by the Railway press was the appearance of what is believed to be the first "Beast of Llanwern" ever to work into Sheffield Midland. This event occurred in the evening of 25th September 1979, when 37306 appeared at the head of the 15.55 Cardiff-Newcastle Inter-City express which due to being diverted via Abergavenny, Hereford and Great Malvern and suffering a locomotive failure at Llandudno Junction was running considerably behind time. 37306 worked the train from Ebbw Junction where it replaced a failed 'Peak' class diesel to the train's ultimate destination of Newcastle. It is reasonable to say that this is the most unusual locomotive working into Sheffield during 1979 and possibly during the decade. As can be expected on such an occasion present erupted into uncontrollable frenzies at every station where the train stopped and between stations in the front coach of the train which was E24493 of Lot No.30070 built at York in 1954. All these outbursts seemed to be very infusing to the ordinary passengers on the train who on enquiring what was happening could only get replies which they could not understand.

It is believed that a further locomotive of this type appeared at Sheffield a few weeks later hauling a failed DMU from the Lincoln direction but details are not known.

Due to operational difficulties in the North East the 07.00 Newcastle -Bristol and 07.52 Newcastle-Poole were approximately 120 minutes late arriving at Sheffield on 26th January and in consequence an 09.30 additional Sheffield-Bristol service hauled by 45018 and the 09.17 Leeds-Sheffield portion of the 07.52 Newcastle-Poole service was run as a separate train to Poole, and left Sheffield behind. 46053.

What is believed to be the first working of a Class 33 in the Sheffield area occurred on 14th January when 33002 worked 4Z55 additional Eastliegh-Wrenthorpe car train as far as Treeton Junction where the train was terminated although the intention was to run the loco through to Healey Mills with a Healey Mills crew conducting the Banbury crew beyond Treeton. A Banbury crew whom are trained on Class 33's have route knowledge as far as Tinsley Yard and this is how the locomotive got as far as Treeton with such ease. On termination of the train the 33 returned light immediately from whence it had come, and was observed passing light through Chesterfield at 18.04. The reason for the train's premature termination was that it was not possible to find a crew at Healey Mills to do the conducting.

31256 headed, the 06.55 Gloucester-Leeds through Sheffield on 18th January 1980.

A train on Sundays well known for Class 47's on Sundays is the 16.50 Birmingham-York which has only ever been a 'Peak' class diesel twice since it started in October 1979, the second occurrences was on 10th February when it was hauled by 45051 the previous two weeks to this it had been hauled by Great Western 'Heroes' in the form of 47484 'Isambard Kingdom Brunel' on 27-th January and 47078 'Sir Daniel Gooch' on 3rd February, on which date it was diverted between Chesterfield and via Barrow Hill, Beighton and Woodhouse. On 17th February it returned to Class 47's with the utilisation 47532 for the service.

LONDON MIDLAND REGION

Noted at Kingmoor on 20th.March were: 81 019; 84 002/3; 85 040; 86 015/234/237/238; 87 101 "STEPHENSON";08 415/419/910; 25 041/148/165 (although 25 165 is not listed as being in stock);26 044; 40 079/109/148/128; 45 003; 47 093/182/460/703 "St. Mungo";

Also on 20th, March, the 10.35 Stranraer - Carlisle Citadel was hauled by 47 460.

On 22nd. March, the "Cumbrian Mountain Express" was observed passing Howe & Co's Sidings, Cumwhinton behind 'Black 5' 5305, looking immaculate and sounding well.

The following observations were made on 24th.February: Derby: 20 081/115; 31 320; 47 311/326; Burton on Trent: 20 006/071; Saltley: 25 305; 46 OW34/41; 45 019; 47 070/129/481/508; Birmingham New St.: 08 893; 47 452; 83 010; 86 206/214/225.,

Renumbered AL6 No.86 326 worked a Birmingham New St. - Oxley empty coaching stock train on 29th.March.

56 059 assisted failed Peak No.45 110, from Westhouses to Sheffield Midland, with the 11.53 ex St. Pancras on 14th.March. The same combination then proceeded as far as Derby Midland (via Darnall and the "Old Road") with the 16.00 Sheffield - St. Pancras.

No heat Class 25 No.25 18? replaced failed Peak on the 1E08,16.10 Birmingham - Leeds at Derby on 2nd.March.

1M68,15.18 Norwich Thorpe - Birmingham New Street, was powered by Sulzer No.25 073 on 22nd.March and Old Oak Common Brush No.31 211 on 5th.April.

1V22,11.20 Newcastle - Bristol additional was noted at Chesterfield Midland behind Type 4 No.46 051 on 2nd.April.

1Z47 Hull Paragon - Truro Army Cadets' Charter was hauled by 45 048 "The Royal Marines" on 3rd, April. 6E84, Carlisle - Tinsley minfits was worked throughout by polyester-roofed Class 25 No. 25 302 (TO) on 11th.April.

On 6th.April the following locomotives were noted crossing the regional boundary at Horns Bridge, Chesterfield:

45 108 (14.40 Newcastle/16.01 Leeds - Poole); 47 480 "Robin Hood"(16.10 Birmingham Leeds); 45 076 (1E20 12.30 Poole - Leeds/Newcastle);

SOUTHERN REGION

26th.January:

Woking: 09 014; 33 023; 73 111/129; 47 042;

Clapham JC.: 33 022; 73 133;

Waterloo: 09 003; 33 012/013/020/024; 73 004/137;

15th.March:

Ashford: 33 043/44; 73 003/006/125/126;

SCOTTISH REGION

The following were recorded on Dundee MPD on 22nd.March:

06 005/006; remains of 47 208 (very little left); single car units: SC55000/2/5/11.,

WESTERN REGION

Gloucester Horton Road MPD played host to the following on 1st.March: 08 486/396/792/796/836/364; 37 191/256; 46 010; 50 008 "Thunderer"/041 "Bulwark"; D.3002 "DULCOTE"; 08 032 "MENDIP":

47 267/381 were at Banbury on 24th. February, whilst 08 799; 31 158;47 01506 046 were at Oxford and 08 068/105/259/4,87/497/643/651/741/823;37 158/183 were on Swindon stabling point, on the same day. Exeter St. David's stabling point played host to the following on 26th.January: 08 322/795/937/955;25 048/052/225;31 136/233M 019;45 024;46 009/022/025.

50 026 "Indomitable" called at Exeter St. Thomas with a Paignton - Exeter St. David's local on 23rd.February.

Crompton's working through Exeter Central on 23rd. January, included: 33 006/009/045/113;

BRITISH RAIL ENGINEERING LIMITED

The following items of rail mounted railway equipment were observed in Swindon Works on the society, visit of 1st March 1980. It must be emphasised that this is not of all the items present in the works on that date, but just those it was possible to see on a short tour of only a small part of the works which had to be undertaken at great speed in order that the guide could keep up his running practise for the Olympics. The compiler of this list would be interested if any other member attending the tour observed any other items not listed below especially EMU cars. Any information should be addressed to the Editor.

Locomotives.

03152 0 08124 08142 08153 08155 08168 08169 08199 08354 08411 08482 08614 08643 08644 08645 08649 08651 08665 08676 08716 08724 08822 08934 08950 25191 25236 818 D821 D1015 D1041 -03489 D7029

Diesel Units

M50054 M50064 M50324 M150655 M50671 M50697 M50734 Sc50823 M50837 Sc50876 M50890 W51305 W51315 W51320 W51330 W51335 W51359 W51362 M51377 W51401 W51404 W51586 M52044 M55009 M59126 8159263 M59287 Sc59354 W59538 E59451 W59472 W59482 W59487 W59511 W59514 S60012 S60013 S60104 S60511 S60518 S60519 S60703

Electric Units

These are listed severalty due to the current confusing situation concerning renumbering and reforming of SR units.

S61044 S61320 S61321 S61326 S61343 S61364 S61366 S61367 S61380 S61694 S61695 S61698 S61699 S61712 S61713 S61720 S61721 S61728 S61729 S61732 S61733 S61796 S70034 S70041 S70268 S70271 S70278 S70280 S70291 S70298 S70311 S70314 S70321 S70323 -070334 S70503 S70505 S70512 370520 S70522 S70552 S70561 S70563 S70565 S70569 S70571

Standard Coaching Stock.

W4 W1015 under conversion to a camping coach for use at Dawlish) W2001 W2401 W2405 W2413 W2422 W2550 W2811 W86353 W86390 M36507 M99614

Non-standard. Coaching Stock

E1345 W333W W1009W W1031W W1043W W1046W W1327 W1328W W2926W S234S S1369S S1419S S1481S S1717S S1931S S2014S M131274M M31277M M31408M W31926M M37221M M37222M M37225M M37326M

Standard Departmental Stock.

DB975038 DB975040 DB975041 DB975139 DB975158 DB975243 DD975414 DB975783 DB975787
DB975833 DB975836 DB975837 DB975840 DB975841 BD975842 DB975854 975856 DB975935
DB975936

Non-standard Departmental Stock.

DW150322 DW150348 DW150409 45044 45046 ADW28797 DW139

Track Maintenance Equipment.

75202(DB966019 'Robel Liner'. Also observed was a Plasser & Theurer RM62, works number 89 constructed in 1974. Its central stock registry number could not be ascertained.

Milk Tanks.

W44510W B3167W B3131W W3064W

Eastleigh Works - 29th March 1980

The Society visit to this installation revealed the following items of BR Stock.

Locomotives:

2991, 08151, 00594 08658, 08797, 09005, 09026, 33033, 33052, 33207 73002, 73114,

Multiple Units (Standard design):

These have been listed as individual cars due to the current confusing state concerning formations of these vehicles.

S60031, S6004, S60035, S60135, S60506, S60545, S60546, S60547, S60552, S60702, S60715, S60717, S60909, S61664, S62040, S62054 S62155 S2154, S62269, S62295, S62454, S62455, S65338, S65357, S65358, S65397, S65403, S69302, S69325. S70718, S70807, S70833, S70865, S70959, S70975, S71134, S71135, S75716, S76045, S76059, S76099, S76108, S76113, S76311, S76312, S76345, S76545, S76546, S76589, S76619, S76900, S76901, S76902, S77119, S77125, S77525, S77542, S77543

Multiple Units SR design)

Again these have been as individual cars due to current confusing state concerning formations of these vehicles.

S10132S, S10423S, S10155S, S10442S, S10871S, S10872S, S10891S, S10892S, S14209S, S14210S, S14253S, S14254S, S14285S, S14286S, S14289S, S14295S, S1496S, S14299S, S14300S, S14411S, S14421S, S14423S, S14424S, S15158S, S15174S, S15183S, S15205S, S15221S, S15223S, S15226S, S15228S, S15255S, S15273S, S15276S, S15278S, S15384s, S15390S, S15394S, S15400S.

Coaching Stock:

W4728, W5029, W13354, W13412, W13438, W16199, W35054, S86721, S86741, S256S , S373S, S1148S, S1479S S1765S,

Departmental Stock (old numbers in brackets if known)

082949(S2400S) 083268 (S1120S), 033320(W306W), 083331 W311W), 083330 (S732S), 083355 (S699S), 083379 (S4598S), DS451, DS1728, DS1817, CDS1818, ADW150137

Milk Tank

CDW2015W

WANTED

OLD BOOKS, MAGAZINES, WORK PLATES, PHOTOGRAPHS, LOCOMOTIVES!!!.
ANYTHING OF RAILWAY INTEREST FOR SALE AT TINSLEY OPEN DAY 15TH JUNE IN AID OF
SOCIETY

LONDON TRANSPORT

Battery Electric locomotives Nos. L19, L23, L26, L29, L35, L40, L44, L49 and L51 were in evidence at Neasden Depot on 15th.March.

All London Transport rail services were withdrawn for one day on 29th.March in protest against violence and vandalism after a riot at Neasden station on a previous weekend in which a driver was seriously injured and much damage was caused to the station and multiple-unit stock.

BRITISH RAILWAYS MILEAGES (see map below)

Number Two in our series is Northern Scotland.

Once again may we point out that these maps are in no-way drawn to scale and are just intended to show mileages clearly in miles and centimiles (100ths.). We have chosen to use centimiles because this method is far simpler to "tot-up" than Chains and Yards.

Anyone who could lend me any accurate information, particularly on the Southern and Western Regions, can contact me (John Glossop) through the Magazine Editor. I would of course take good care of any such documents and return them as soon as possible.

One mileage was omitted from the previous map: Skelton Junction to Tollerton,8.02miles.

**[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]**