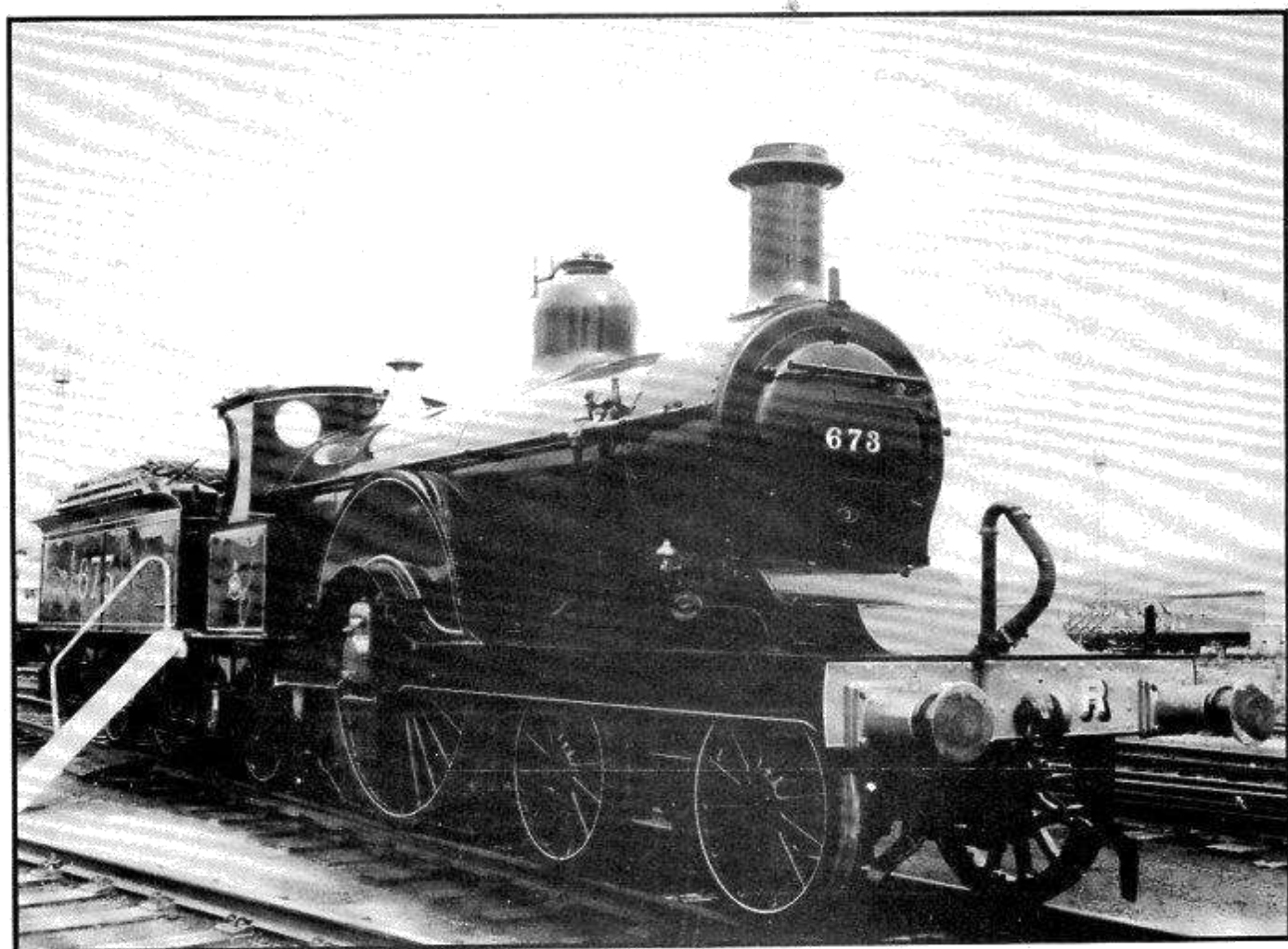


TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY
SOCIETY



TRANS PENNINE

The Magazine of the Pennine Railway Society

No.33 - September 1980

NOTES FROM THE COMMITTEE

Are you interested in your society journal? Is the committee interested in your society journal? We are well into the last quarter of 1980 yet this is only the fourth Trans-Pennine of the year. Why?. Is too much money being wasted on postage, with trips-lists being sent out separate to magazines and quite a few members (including the Editor) receiving two copies of the same magazine in separate envelopes recently? Correspondence to the Editor has dried-up (save for a few die-hard quiz entrants), so it would appear that everyone is quite pleased with the present situation.

Publication of the last magazine was delayed by a committee decision to wait until Tony Booth was fit enough to print for us (after his recent illness), rather than spend large sums of money having the magazine printed elsewhere.

The Magazine Editor apologises to Andrew Skelton for the omission of his cartoon from the last magazine.

This item was left-out during the printing stage, presumably because of difficulty in reproduction.

COVER PHOTOGRAPH

Midland Railway "Spinner" No.673 stands outside Tinsley Service shed on 15th June 1980, before the open-day crowds descended upon the scene!

Built at Derby in 1897 to the design of S. W. Johnson, this 4-2-2 locomotive is now preserved by the Midland Railway Trust at Butterley, Derbyshire.

Photograph by Keith S. Nerian.

HOW TO CONFUSE YOURSELVES - THE BRITISH RAIL WAY

Remember the article in Trans-Pennine No.32 about the Lincoln/Cleethorpes - Retford Sheffield "Paytrain Guide" and the blunders therein?

A spokesman for BR. Eastern Region admits the miss-spelling of Kiveton, but says the disaster with the times of the 09.46 Sun. Woodhouse - Cleethorpes occurred AFTER proof - reading had taken place.

If this is the case, then why was another blunder (which we chose not to mention at the time) copied from last-year's pocket timetable?

The hereditary mistake is as follows:

09.40 Yarmouth Vauxhall - Manchester Piccadilly (SO 31st May - 6th September)

	PAYTRAIN GUIDE	ACTUAL
Lincoln Central D.	13.19	13.19
Retford A.		13.55
Retford D.	13.55	13.56
Worksop D.	13.56	14.07
Shireoaks D,	14.07	
Sheffield A.	14.33	14.33

We know the Doncaster Division deal with High Speed Trains, but even a Class 254 unit couldn't keep up with these times!

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

LOCOMOTIVE STOCK ALTERATIONS by courtesy of Platform 5 Publications

Locomotives Withdrawn

03061/62/81/111; 06005/8; 08 015/59/76/86/89/127/28/33/39/46/62/65/207/18/51/392/ 453/545/636/862/63;
25001/09/87/10 13/19/21 /23/47/52/68/74/87/103/08/204/23/25; 27009/44/202; 31004/08/19/103/264/74; 40011/26
40100/08/14/23/46/56; 45047; 46012/13; 84002; 20018;

Locomotives Stored

At Swindon: 08149 (U); 08198 (S); 08259 (S); 31136 (U); 31265 (S); 40071 (S); 40147 (U) 45021 (S) ; 46001 (S);
46004 (S) ; 46006 (S); 46010 (3); 46011 (S); 46016 (S); 46017 (S) ; 46021 (S); 46022 (S); 46023 (S); 46025 (S);
46026 (S) ; 46027 (S) ; 46028 (S) ;

At Derby: 45008 (U);

At Doncaster: 37228 (U);

At Reddish: 76003 (S); 76036 (U); 76040 (S); 76041 (U); 76046 (U); 76047 M: 76049 (U);

At Crewe: 26013 (U);

At Millerhill: 25006 (S); 25007 (S); 25011 (S);

New Locomotives

56080/81/82 TI;

Locomotives Renumbered

47027 = 47558; 47039 = 47565; 47045 = 47568; 47048 = 47570; 47168 = 47572; 47174 = 47574; 47181 = 47578;
47180 = 47584; 47184 = 47585; 86011 = 86311; 86015 = 86315;

Locomotives Reallocated

03021 GD; 03022; 03154 MR; 03158 NR; 08053 TE; 08061 BG; 08068 SY; 08085 TE; 08091 LA then HM; 08093
YK; 08096 CA; 08097 CA; 08100 CA; 08102 LN; 08142 TO; 08180 SB; 08199 BU; 08205 NR; 08209 TI; 08210
YK; 08224 HM; 08228 SF; 08242 LN; 08247 DR; 08313 CD; 08319 LE; 08389 TI; 08391 DR; 08401 FH; 08407
CR; 08413 MR, 08416 CA; 08445 FH; 08493 MR; 08499 FH; 08514 FH; 08528 MR; 08529 CA; 08538 MR; 08539
MR; 08550 SF; 08587 LE; 08609 DY; 08703 CD; 08890 WN; 08945 LA; 08954 BZ; 20051 TI; 20052 TI; 20119
HA; 20121 HA; 20126 HA; 25026 TO; 25027 CD; 25036 KD; 25051 BS; 25053 BS; 25054 BS; 25055 KD; 25058
BS; 25060 CD; 25061 LO; 25080 LO; 25084 KD; 25085 SP; 25089 CW; 25090 SP; 25094 CW; 25101 CW; 25106
TO; 25145 CD; 25155 SP; 25206 SP; 25207 BS; 25218 KD; 25222 LO; 26013 HA (but see above); 26014 HA;

26018 HA; 31161 SF; 31245 SF; 31271 HM; 31281 IM; 31297 SF; 31299 GD; 31303 SF; 31306 SF; 31312 YK; 31316 YK; 31319 YK; 31406 MIR; 31418 MR; 37010 MR; 37013 ED; 37018 TI; 37029 TE; 37060 TE; 37080 TI; 37093 GD; 37094 TI; 37105 TI; 37117 ED; 37120 ED; 37123 HM; 37138 ED; 37157 ED; 37196 ED; 37206 LA; 37207 LA; 37234 CF; 37235 CF; 37238 ED; 37253 ED; 37274 LA; 37276 CP; 37295 BR; 37296 BR; 37297 BR; 40001 KD; 40013 SP; 40020 KD; 40022 KD; 40037 TE; 40038 HM; 40049 GD; 40052 HM; 40056 HM; 40070 GD; 40074 HM; 40075 TE; 40077 HM; 40082 KD; 40084 HM; 40085 HM; 40086 HM., 40155 SP; 40187 GD; 40195 HM; 40196 HM; 40197 HM; 40198 GD; 47026 LA; 47032 LA; 47035 LA; 47052 YK; 47060 OC; 47061 OC; 47063 OC; 47129 LA; 47136 LA; 47162 FP; 47163 YK; 47255 YK; 47292 IM; 47296 IM; 47325 CD; 47331 CD; 47332 CD; 47333 CD; 47362 TE; 47421 IM; 47422 IM; 47424 ED; 47432 CD; 47435 ED; 47467 IS; 47473 LA; 47479 BS; 47482 LA; 47519 SF; 47521 SF; 47522 SF; 47549 SF; 47563 CD; 47565 SF; 47567 SF; 47569 SF; 47576 SF; 47578 SF; 50030 OC; 50031 OC; 50032 OC; 50035 OC; 56020 HM; 56037 TI; 56058 TI;

Locomotives Reinstated

76031 RS; 76032 RS; 76038 RS; 76051 RS; 76053 RS;

Locomotives Named

86250 The Glasgow Herald; 86254 William Webb Ellis;

CORAS IOMPAIR

by Gerry Collins

Being of the mind that only railways in Britain are interesting, a few days in Ireland recently changed my mind and I promise not to be so parochial in future.

As you would expect from the Irish, things have to be different. The gauge is 5ft. 3ins, the concrete sleepers narrower but deeper and laid, at closer centres than on B.R.

The Dublin Suburban Railway extends from Dundalk near the border to Bray south of Dublin, a distance of some 65 miles.

Trains comprise ex DMU sets, loco hauled or propelled (push pull). DMU. driving cars of these sets have the windows blanked off, that is, if the coach is part of an intermediate set.

The coach seating varied from normal upholstered (and as dusty as on BR) to plastic seats long ways either side of the coach. Externally, various bodywork patches were to be seen.

The locos were quite small, 1956 vintage and by Met Vick. with a bionic arm by each cab window for catching tie single line token. Not that I saw any single line on the railway.

The "Boat Train" from Howth to Dun Laoghaire is hauled by a slightly larger locomotive, based on a Class 52 design. The boat train driver said his loco was of 500hp. and the smaller ones 250 hp.

However, I could not relate these figures with the duty and physical size of the locos. (Does anyone know the correct horsepower?).

Suburban stations are basic (they must have been studying, BR.) Semaphore signals are lower quadrant, and all home boards painted fluorescent pink. The fare structure was very simple, consisting of flat rates. 38p bought a journey card from Malahide to Dun Leoghaire-say 15 miles, and I could have travelled a lot farther for that price.

The Best Buy is the Ten Journey Card, available at today's price of £3.20. Two or three years ago it was about £1.80 these tickets are undated. So if you bought at the old price and went abroad, returning after two years you just carry on and use up the ten journeys.

Apparently, the fares for longer distance travel to say Cork or Rosslare are dearer per mile. The railway is subsidised and I can't help feeling that suburban fares could be raised without hurting the travelling public - but then, I don't think like an Irishman!

PENNINE SHIELD 1980

The producer of our latest "Trips-List" appears to have "Jumped-the-gun" by including the dates and venues of the 1980 "Pennine Shield" quiz competition.

At present it is unknown which societies are taking part and how many rounds are to be contested so it is impossible to give any dates or venues.

SR CROMPTONS FOR MID-WALES

It seems quite possible that Southern Region Class 33 locomotives will take over the Crewe - Cardiff passenger services, which are at present operated by CD based Class 25s, during the course of 1981.

It is expected that the Cromptons will work one round trip to Crewe, in-between working a Portsmouth Harbour - Cardiff Central train and returning to their home region with a Cardiff Central - Portsmouth Harbour train.

BR SEND OUT SUICIDE NOTE

At 18.00 hours on Tuesday, 7th.October, British Railways issued the following Press Release to the press and media:

"FREIGHT SERVICES TO BE WITHDRAWN FROM MANCHESTER/SHEFFIELD/WATH LINES"

British Rail has decided to withdraw freight services from the Manchester/Sheffield/Wath lines from 1 June 1981 and close the section of line between Penistone and Hadfield which is used only by freight trains, saving some £2.5m a year. No government support is given for BR's freight business and BR has no option but to eliminate loss-making surplus capacity".

"The closure decision, which has been under discussion with trade unions and local interests for some months, has become urgent because of the losses facing the freight business following the steel strike and as a result of the general recession".

"Although the section of line between Penistone and Hadfield will be closed, the track bed and the Woodhead tunnel will be retained by British Rail for a reasonable period".

"Passenger services will continue to run between Hadfield, Glossop and Manchester. For the time being, passenger services will also continue between Penistone and Sheffield, although a proposal has been put forward under Section 56 of the 1962 Transport Act and will be subject to a Ministerial decision".

"Freight movement over the MSW route is now at the level of about 25 train movements each way daily and plans of the two principal customers, the NCB and CEGB, will mean even less traffic in future. All traffic flows can be accommodated more economically over the other three trans-Pennine routes. There will be no diversion of traffic from rail to road. "

"Although the line is electrified, it is an outdated, non-standard 1,500 volt DC system which it would not be economic to convert to the modern 25Kv AC system. in any future electrification priority would be given to the Diggle route over the Pennines between Leeds and Manchester, via Huddersfield".

"The closure of the central section of the MSW line will directly affect the jobs of about 180 staff, but virtually all will be offered alternative posts".

Here are just a few points which can be raised against the contents of this "Press Release":

Paragraph 1:

BR say this closure would save "some £2.5m a year. Less than a year ago BR were cancelling trains wholesale because of a fuel shortage, so the closure of an electrified main line must in the long-run be a stupid move and will boost the fuel bill tremendously.

They talk about eliminating "loss-making surplus capacity". The best way to achieve this would be to do everything in their powers to attract more custom. Once the surplus is cut-off BR would never have the capacity to cope with any future upsurge of traffic.

Paragraph 2:

Chopping big chunks off Britain's rail network will serve only to worsen the "general recession".

Paragraph 3:

Is an absolute load of rubbish! What the hell is a "reasonable period" supposed to mean and what would be the point of keeping a trackbed?

Paragraph 4:

Surely the Hadfield - Glossop - Manchester service would be even less standard after closure of the MSW and therefore a sitting target for closure in the not-too-distant future.

Nothing is said about the plans for the freight service to the Stocksbridge Railway at Deepcar, who provide the link to and from BSC Stocksbridge. Will this too be axed?

Paragraph 5:

The main reason for the low number of trains using the line is the fact that the majority of the traffic is sent by circuitous routes to keep it off the MSW.

There will be a diversion of traffic from rail to road, because BR will lose customers through worsening their service in this manner.

Paragraph 6:

There is no logic here. It does not make sense to say that conversion of an existing electric railway from DC to AC. "would not be economic" and then to talk about starting from scratch on electrifying another route.

Paragraph 7:

With BR policy for single-manning of trains and major reductions in the number and size of freight yard, how can these men possibly be found alternative posts?

BR do not mention the fact that Topley Tunnel (which costs far more in upkeep than the entire MSW) has to be closed every winter Sunday for engineering work, leaving Woodhead as the only passenger link between Sheffield and Manchester. Nor do they mention the fact that the MSW is the only Trans-Pennine route capable of accepting modern 8' 6" Freightliner containers.

INTRODUCING THE CLASS 40 PRESERVATION SOCIETY

by Philip Baines

"Trans-Pennine" readers may be interested to learn that a society has been formed with the intention of preserving one of British Rail's Class 40 locomotives.

These English Electric type 4 locomotives, originally numbered D.200 to D.399 and now 40001 to 40199, were, the pioneers of B.R.'s main line diesel fleet. Their exploits throughout the Eastern, London Midland and Scottish Regions will be well known to "Pennine" members. However, recent months have seen several of this fine class withdrawn from service and with the possibility of more withdrawals to come, the task of the society is becoming more urgent.

The society feels that a member of the class should be preserved in full working order for eventual use on a preserved railway, or on special trains over BR metals. Contact has been made with BR at Derby and we have received assurance that we will be able to tender for a Class 40 when the time comes. It could be several years before complete locomotives are offered for sale and so our appeal fund target has been set provisionally at £20,000.

Any "Trans-Pennine" reader wishing to help in our project can contact the author, who is the society's South Yorkshire and Lincolnshire Branch Organizer.

Alternatively, any reader living outside the South Yorks.& Lincs. area is advised to write to the Secretary of the society: Mr. T. Knight,

Membership of the society is £3 per year for adults, £2 for children, or family membership is available at £5 per year.

Each member receives our quarterly magazine "The Whistler", giving up to date information about the Class 40 Preservation Society and includes articles of interest to all rail enthusiasts.

My thanks are due to the Editor of "trans-Pennine" for offering our society the chance to introduce itself in the pages of this magazine.

BOOK REVIEW

Latest in the Oxford Publishing Co's "Power Series" is a fine book entitled
"THE POWER OF THE ELECTRO-DIESELS"
 by Colin J. Marsden. **Price £5.95.**

The book forms a pictorial history of the Southern Region's Classes JA, JB and HB (73/0,73/1 & 74) electro-diesel locomotives and also includes an interesting section of technical photographs and data. Other titles in the series so-far are:

"The Power of the A4s"; "The Power of the BR Standard Pacifics"; "The Power of the 40s" ;"The Power of the 47s"; "The Power of the 50s"; "The Power of the Deltics"; "The Power of the Duchesses"; "The Power of the Peaks"; "The Power of the Westerns";

"TOWN TRANSPORT IN CAMERA" is published by Ian Allan Ltd. and selling at £5.50. The author is J. Joyce.

This book surveys the development of town transport from the earliest omnibuses, through horse and steam tramways, to the electric era on local railways, tramways and trolleybuses, to the motor bus and rapid transit prospects for the future. Many quotations from contemporary sources add life to the book, which includes a chronology spanning from the establishment of Hackney coaches in London in 1625 to the opening of the first section of the Tyne & Wear Metro in 1980.

Just two examples of the rare photographs to be found in this volume are a very old shot of a train on the Liverpool Overhead Railway and a superb view of a Brush powered Mexborough and Swinton Sunbeam F4 "trackless", near Wath Road Junction.

One of the highlights of the "**RAILWAY WORLD ANNUAL 1980**" (Ian Allan Ltd.£3.95) is a fantastic colour plate of "The ice-encrusted 25 172 on snowplough duty at Blea Moor".

Edited by Michael Harris, the annual includes 18 articles, with titles such as "Winter on the Long Drag", "From Crewe to Jerusalem", "The Era of the Diesel Prototype" and "Summer Saturdays on the Somerset & Dorset" and 5 photo features including "Industrial Steam", "The Clans at Work" and "The Versatile Class 31s".

GOOD GRUB GUIDE

This feature has been **suspended, owing to the total lack of- interest shown** by you, the members. However the "Walts" are still compiling a list of eating establishments which offer good meals at a reasonable price, which they eventually hope to publish as a guide to railway enthusiasts.

COMPETITION No.22 L.M.S.SHED CODES (post war)

Prize-winners were: 1st: T Dean, Swallownest, South Yorkshire; 2nd.K.F.Connell (no publicity requested), of Burscough, Lancashire; 3rd.K.Major of Sheffield, South Yorkshire;

The answers were as follows:

- | | |
|-------------------------|---------------------------|
| 1. 26B Agecroft | 9. 32A Inverness |
| 2. 3A Bescot | 10. 15B Kettering |
| 3. 30A Corkerhill | 11. 7A Llandudno Junction |
| 4. 13B Devon's Road | 12. 19B Millhouses |
| 5. 8A Edge Hill | 13. 2D Nuneaton |
| 6. 25G Farnley Junction | 14. 11D Oxenholme |
| 7. 31D Grangemouth | 15. 13A Plaistow |
| 8. 22E Highbridge | 16. 17D Rowsley |

JUNIOR COMPETITION

The only entrant and therefore the winner was G. Connell, of Burscough, Lancashire. Gary receives a Motive Power Pocket Book, for his efforts.

The answers were as follows:

1. 08 687 "Ashburys"; 08 915 "Longsight";
2. Eight.
3. Thirty
4. D.1628, 47 046 & 47 601
5. 1962.
6. D.2554
7. Twenty.
8. "GREAT GABLE"; "CROSS FELL"; "TRYFAN";
9. 46 02CLEICESTERSHIRE & DERBYSHIRE YEOMANRY"
10. Twenty-two.

COMPETITION No.23

Compiled by Bryan Dawes

Find the names belonging to the locomotives listed below to complete the crossword. First Prize £3.00; Second Prize £2.00; Third Prize £1.00;

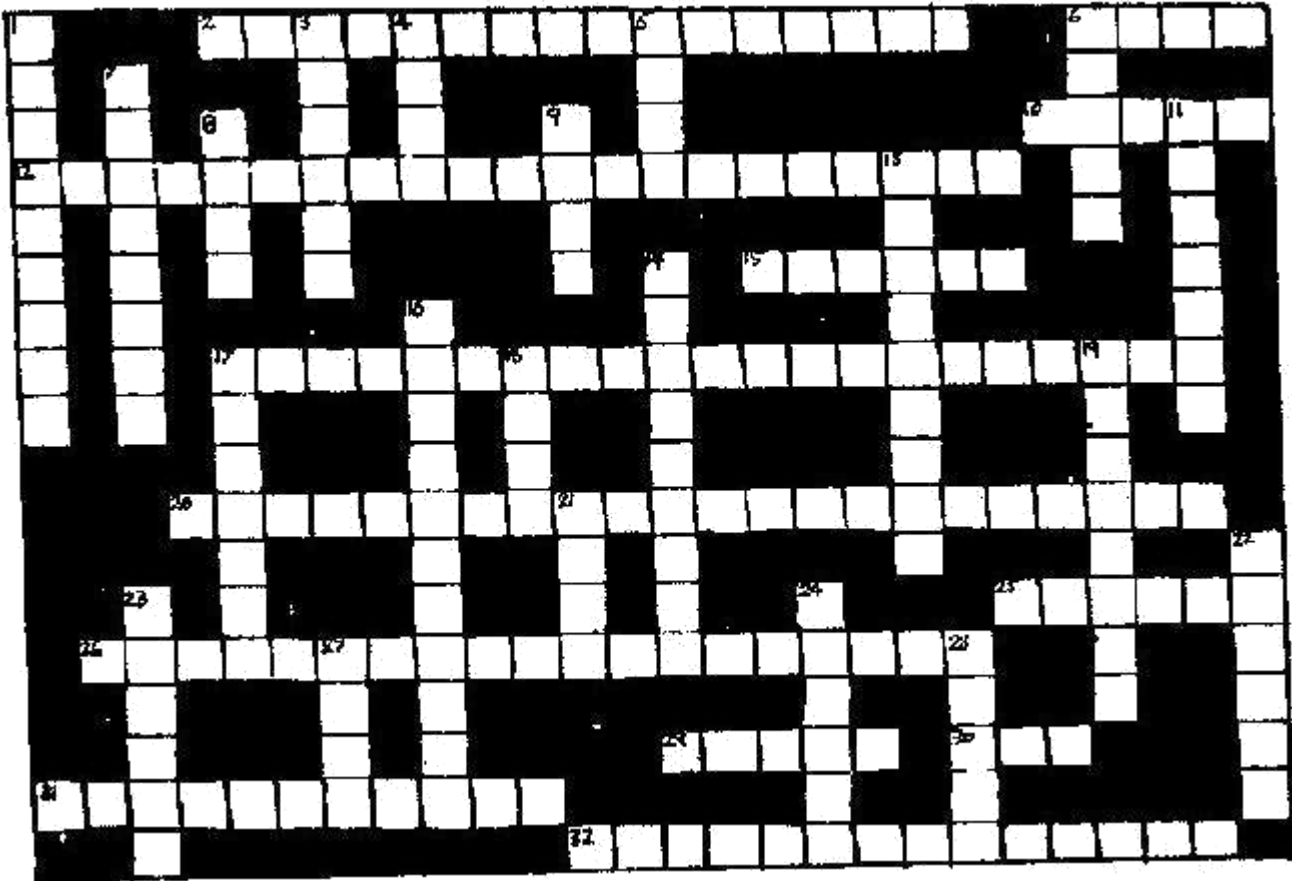
Entries should reach the Magazine Editor before 30th November, 1980.

Clues Across

- | | | |
|--------------------|-------------|----------------|
| (2) 87 009 | (15) D.9020 | (26 & 31) D.58 |
| (6) D.1039"WESTERN | (17) 46256 | (29) 55 007 |
| (10) D.818 | (20) 33 027 | (30) 61018 |
| (12) 47 555 | (25) 50.044 | (32) 86 228. |

Clues Down

- | | | |
|--------------------|-------------|-------------|
| (1) 47 07~... | (11) 50 030 | (21) D.1671 |
| (3) 47 511 | (13) 47 480 | (22) D.814 |
| (4) 47 081 | (14) D.851 | (23) 50 021 |
| (5) 08 688 | (16) 3440 | (24) 47 089 |
| (6) D.827 | (17) 40 028 | (27) 65216 |
| (7) 08 784 | (18) 50 027 | (28) D.854 |
| (9) D.1048"WESTERN | (19) 50 050 | |



VITAL TRAFFIC TO BE DISCARDED

British Railways Board have announced their intention to withdraw the parcels collection and delivery service.

It is quite obvious that the whole railway industry will suffer from this crazy decision and if the present mismanagement continues much longer there could well be NO railway system left in Britain by the turn of the century.

Sir Peter Parker talks of "our crumbling image", yet they seem quite content to drain the railway of it's life-blood and to push more and more traffic onto our crumbling motorways! Remember - THIS IS THE AGE OF THE DRAIN!

BRB have applied for permission to withdraw the passenger service from Glasgow Central to Kilmacolm (reported in Trans-Pennine 32), yet a new diesel multiple unit depot has been constructed on this line at Corkerhill!

Is the industry being run by idiots? - you may well ask!

BRB have announced the closure of the Manchester/Sheffield/Wath electrified railway, on which thousands of pounds have been (and still are being) spent on the upgrading of the permanent way in recent years.

Remember the famous saying - **"WHAT A WAY TO RUN A RAILWAY"**.

MILEAGES CAPED

Our series of maps entitled "B.R.Mileages", by M. Glossop, has been cancelled, because of lack of interest and support among our members.

SOCIETY STALL

A big "Thank You!" to all who helped run our stall at Derby Loco. Works Open Day.

We plan to have stalls at other such events in the future. Any material for sale would be much appreciated.

TRAFFIC REPORT

by Gerry Collins

Noted at Llandudno Junction on 19 June were 40032/141, 25217 with 40106 heading the 11.05 Manchester Victoria to Holyhead boat train.

Shunters 08814/907 were working at Holyhead, but no Class 01 was observed.

On 24 June at Holyhead, 40070/132 47450/463/476 were busy with mid-day boat trains to and from Holyhead.

NB. Llandudno Junction Buffet is privately run, and very good it is too!

The King's Cross to Cleethorpes service still has the odd Deltic heading, but on 4 August the 13.13 ex Cleethorpes was headed by 31409 about 20 minutes late out of Lincoln St. Marks. On 5th August the same train was 25 minutes late out of Lincoln. Considering this was time lost on the easy part of the run, how many minutes would it be late at King's Cross?

FLIPPANT OFFER

If anyone is still needing to class their Peaks I can offer my niece's (still single and attractive) second bedroom window, which directly looks onto the Midland line just south of Bedford

OBSERVERS NEWS

EASTERN REGION

On 17th.July,a historic excursion ran from Sheffield to Wath, using the electrified Worsborough Bank, the first time a passenger train had used the route for many years. "Choppers" 20 066/95 hauled the train from Sheffield Midland to Rotherwood, where 76 003 took over to Penistone. Power for the run to Wath was provided by 76 001. On the return leg,76 003 ran down the up main line at Rotherwood, to the very end of the overhead wires above Woodhouse "Iron Bridge" instead of taking the train into the up sidings! Unusual motive power on two Sheffield Midland - Nottingham Midland excursions for the soccer match between Notts. County and Sheffield Wednesday, on 23rd.August was 20 001/010/20

31 019 worked a passenger train out of Liverpool St. on 12th.September. No other details of this incident are available.

Services from the Norwich area to London on 12th.September were seriously disrupted by a broken rail in the vicinity of Ipswich.

Brush/Sulzer No.46 034 worked 1B20 King's Cross - Peterborough North, on 11th.September.

47 336 worked the 12.38 Poole - Newcastle on 28th.September.

LONDON MIDLAND REGION

On 7th.September Brush/Paxman No.56 051 was 'noted dragging 87 009 "City of Birmingham" and it's train (1A31 16.09 Shrewsbury - Euston) through non-electrified Water Orton.

47 463 arrived on a bitter-cold Holy Island with the 02.23 Crewe - Holyhead (1D02) on 13th. September. Later on the same day,40 023 "LANCASTRIA" hauled the 13.00 Holyhead - Euston (1A56) through Abergele & Pensarn and 40 026 (since withdrawn) and 44 008 "PENYGHENT" were attending Crewe Diesel Depot.

On 11th.October, 47 130 sped past Tibshelf Branch Junction, with 1M72 Harwich Parkestone Quay - Manchester Piccadilly. BR say this train (the 07.17 departure from the Quay) is now an InterCity express and not a boat train and is therefore not a connection with the overnight boat!!!!!!

A "Merrymaker" excursion from Chesterfield, Sheffield, Rotherham & Mexborough, to Blackpool Illuminations on 25th.October was routed from Chesterfield to Blackpool North via Sheffield, Doncaster, Wakefield Kirkgate and Copy Pit, returning to Sheffield via Bolton Trinity St., Manchester Victoria, Hope Valley, Dore Curve and Chesterfield. Rotherham. and Mexborough passengers finished their journey in the discomfort of a Yorkshire Traction, E.C.W.bodied) Bristol YR.

SCOTTISH REGION

86 244 was replaced at Mossend Yard by 47 472, on 1S25.22.35 Euston - Perth on 9th.September.

On 9th.September 26 025 and the 11.05 (1G47) Perth - Edinburgh was diverted via Stirling, because of a track failure near Hilton Jnc. and therefore missed its scheduled Kirkaldy stop.

SOUTHERN REGION

1W91, 09.54 Waterloo - Weymouth Quay was in the capable hands of 73 124, on 10th.September, whilst during the same morning, one of its sister engines made a fine sight working an "eight speed" freight through Basingstoke station on its diesel engine!

Also on 10th.September,47 304 (41A Tinsley) raced through Shawford with the 14.55 (1M23) Bournemouth - Liverpool and 73 115/127 provided multiple power on 1W55, the 22.52 Waterloo Weymouth.

"Hoover" No.50 047 "Swiftsure" was in-charge of the 06.26 (1004) Exeter - Waterloo on 11th. September. 33 064 tackled the stiff climb from Woldingham to Oxted in fine fashion on 12th.September, whilst hauling the 17.50 (2U23) London Bridge - Fast Grinstead.

WESTERN REGION

47 268 worked 1C02, 01.24 Bristol Temple Meads - Milford Haven (on 8th.September) as far as Swansea High Street, where it was replaced by 37 176, which was in turn relieved by 37 189, at Carmarthen for the final leg of the journey. 37 158 & 37 204 banked IS19,21.30 Bristol -Edinburgh/Glasgow (hauled by 47 449) up Lickey Incline, on 8th.September.

Special trains for the Welsh Rugby Union Centenary Test Match against the "All Blacks" in Cardiff on 1st. November included the following: 10.00 ex Swansea - 37 182; 10.05 ex Llanelli 47 131; 10.15 ex Carmarthen - 47 008;