

TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY
SOCIETY



No.34 - December 1980

NOTES FROM THE COMMITTEE

Yuletide is upon us once again, and our fourth annual 'Bumper Quiz' includes fifty questions to keep you entertained throughout the festive season and, with luck, bring you a bit of extra cash for the new year. Remember, as we say every year, please enter - even if you don't get all your answers correct, you could still win a prize.

The PENNINE RAILWAY SOCIETY is now six years old and the membership secretary, Tom Helliwell, is now accepting subscriptions for 1981, the fee remaining at £1.00 per annum. All -renewals should be sent to Tom at the address shown opposite, with cheques and postal orders being crossed and made payable to the 'Pennine Railway Society'. Please do not send loose coins through the post as we cannot be responsible for any loss which may occur.

At the time of writing, the outcome of our Pennine Shield Quiz Competition was not known, with only the first two rounds having taken place. This year's competition is a four sided affair between ourselves, the South Yorkshire Railway Photographic Circle, the Sheffield Branch of the Peak Railway Society and this year's newcomers the WALTS (of Sheffield). So far the two rounds held have both resulted in victories for the WALTS, and with a 4-3-2-1 points scoring system in each round the current standings are:- WALTS 8pts; South Yorkshire Railway Photographic Circle 5pts; Pennine 3pts; Peak Railway Society 4pts. The remaining two rounds are to be held on Tuesday 9th December (SYRPS) at the Grapes Hotel, Trippet Lane, Sheffield, and Wednesday 17th December (WALTS) at the White Swan Hotel, Jenkin Road, Sheffield. The proceedings will commence at 2000 hrs on each occasion and all members are asked to come along to support their favourites.

It gives us great pleasure to announce that the BRB's planned withdrawal of the Huddersfield to Sheffield passenger service between Sheffield and Denby Dale has attracted a record number of objectors to the local Transport Users Consultative Committee.

Would you like to help improve your magazine? You can help by passing on any information you may find, such as observations, Open Day dates, special cheap rail travel offers etc. In fact anything which you feel may be of interest to your fellow members. Contributions to the Magazine Editor please.

The Committee of the Pennine Railway Society would like to wish all members and friends a Merry Christmas and a happy and prosperous New Year.

GOOD NEWS FOR YOUNG TRAVELLERS!

In a bid to counter the cheap 'Stand-by' and other similar fares offered by the National Bus Company and the newly formed British Coachways, BR have made the purchase of Student Railcards available to anyone under the age of 24 irrespective of whether they are a student or not. After the initial cost of purchasing the card (£10), the holder can buy rail tickets for most journeys at half price (subject to certain restrictions). The number of various railcards and offers now available shows that BR are making a serious bid to attract more passengers, so let us hope that all these schemes are a success and that they may encourage BR to reduce the general level of fares to try and increase revenue.

COVER PHOTOGRAPH

Resplendent in two-tone green livery, ex-works Brush/Sulzer type 4 no. D1564 is about to negotiate the flat crossing with the east coast main line at Retford whilst heading a fish train from Grimsby bound for a destination on the London Midland Region. The date of the photograph is unknown.

This locomotive is now numbered 47447 and is fitted with electric train heating equipment and dual brakes, as opposed to the steam heating and vacuum brake equipment fitted at the time of the photograph. The 40B (Immingham) shed plate (below the headcode panel) is worthy of note. This locomotive is now based at CD, Crewe Diesel Depot.

Photograph courtesy of Jack Davis

FANCY THAT!

Did you know that the Moscow Metro employs 23,000 workers, carries 6 million people daily (40% of travellers) through 114 spotlessly clean marble covered stations, at an all-in fare of 5 kopeks (about 4p). The fare has not increased since the first stations were built in 1935. Trains run at intervals of not more than 70 seconds, covering an area of 184 Km. Moscow also has 9 main line termini and 4 major airports.

FALKIRK COMPLETE

Rail services between Edinburgh Waverley and Glasgow Queen Street will be restored on the direct route via Falkirk High from December 8th, with the reopening of Falkirk High Tunnel, following completion of the £2.1/4m engineering work.

LETTERS TO THE EDITOR

Dear Editor,

Being an ordinary member but interested in the magazine, I was extremely puzzled by the 'Notes from The Committee' in TransPennine 33. Interest is only held if the magazine is produced regularly and is issued on time, and giving a date for copy to be included in the next issue.

Quiz no.22 was too difficult for me, but in any case the closing date had already passed when I received my copy of the magazine!

Trips lists have to be sent out separately if the magazine is not ready to roll.

You produce a good magazine Jon, but the last issue seems to contain some violent digs at the committee and the ordinary members. Please can we keep things going on a happier note?

Yours, Gerry Collins.

Editor's Reply.

I am well aware that interest is only held if the magazine is produced and issued regularly, but after the editing stage I have no control over the production or issue of the magazine. How can I give a date for copy to be included in the next magazine when I don't even know when this issue will be sent out, let alone the next. This is well illustrated by the quiz closing dates, which are given in each magazine in good faith to allow members time to compose their answers. I have now lost count of the number of occasions when I have not received my magazine until after the closing date. You can see that the same would apply if a date for last copy was given.

Trips Lists are printed and sent out by the same people who print and send out the magazine. Therefore I would suggest that it should be relatively easy to ensure that the two could be sent out together, rather than the money wasting situation which currently appertains.

I am sorry that you thought that some comments were violent digs', but the fact is that they were needed and they have worked! I have received more material for the magazine over the past week than I have over the previous year!!! However, still very few members see fit to contribute, yourself being one of the exceptions for which I am grateful.

ANNUAL GENERAL MEETING

Notice is given in accordance with the society rules that the Annual General Meeting will be held on Sunday 11th January 1981, at the 'Masons Arms', Market Place, Doncaster, commencing at 1200 hrs sharp. Any items for discussion at the AGM should be submitted to the society Chairman, Robin Skinner, not later than 31st December 1980.

Refreshments will not be provided, but arrangements are to be made so that those who require refreshments may purchase these from the bar, as in 1980.

DIESEL PRESERVATION

A society has recently been set up with the aims of buying, restoring and running a former BR diesel locomotive. The society, based in South Yorkshire, has been in negotiation with the British Steel Corporation at Corby with a view to purchasing a class 14 locomotive, but as it has not proved possible to reach any agreement and so the group are now looking elsewhere for a locomotive.

A full investigation of the present locomotive situation will be made before any particular locomotive comes under scrutiny, but a main line locomotive (quite possibly a boilered class 25) is most likely to be the subject of the project.

It is hoped that the chosen locomotive would be housed and run on one of the larger preserved lines, such as the projected Peak Railway in Derbyshire, who intend to run regular passenger and freight services over their own metals and would therefore need a diesel locomotive.

Would anyone who is interested in preserving a diesel locomotive please contact Keith S. Nerien, via Jon Davis (Magazine Ed)

ROYAL TRAIN VISITS LINCOLN

The Royal Train seldom seems to visit Lincoln, and prior to recently the last one was probably 22 years ago when the Queen opened Pelham Bridge, which replaced the notorious Durham Ox Crossing. However, on the evening of November 13th Lincoln was host to two Royal Trains, one from Coventry conveying Prince Phillip, and the other from London conveying Her Majesty the Queen. The former was worked by 47555 *'The Commonwealth Spirit'* whilst the latter was hauled by 47581 *'Great Eastern'*. Both locomotives had been specially cleaned for the occasion, with 47581 looking particularly smart with grey roof etc.

At Lincoln, the stock of the two trains was coupled into one rake and stabling facilities were provided for the night on the normally freight only Bardney branch. The next morning 47581 slowly hauled the 11 coaches off the Bardney line through Greetwell Junction onto the High Line and round Boultham Curve into platform 5 at Lincoln Central station, where the royal party alighted. 47555 returned the empty stock to Wolverton via Lincoln St. Marks.

TRAIN FORMATIONS. From Coventry- 31209 45006 2904 14134 From London - 2905 325 45000 2901 2902 2903 2906

MORE ELECTRIFICATION

Another 7Km of line in Scotland is being added to the electrified network. The £838,000 scheme will install wires between Coatbridge Freightliner Terminal and Mossend Yard, near Motherwell, and should be complete by summer 1981. This will avoid the current need to change engines to a diesel for the relatively short distance north of Mossend.

STOP PRESS !!!!!!!!!!! Addition to Trips List No.1;

Due to late advice from BREL we were unable to include any proposed DONCASTER WORKS visits, however we have now had confirmation of the following visit. Please book in the normal way as per trips list.

PR4/81 -1 B. Ordinary Outing. Sunday JAN' 18th. 1981 DONCASTER SHED 12.15 WORKS 14.00

Members£1.25 Non-members £1.50

Cheap Area Rover Tickets No 1 One Day Anglia Ranger

One day's unlimited rail travel.

Price £4 (Children and B.R. Privilege Tickets £2).

Valid all day Saturday or Sunday during the winter months. Also valid after 08.45 on weekdays during the summer. N.B. Older tickets do not show Peterborough and/or Newport (Essex) on the diagram, but they are valid to these points.

UNFARE CRITICISM

National Travel (East) have attacked the Sheffield Division of British Rail for the 'unfair' distribution of leaflets advertising cheap fares by rail to London in Sheffield's Central Bus Station.

If this sort of publicity is unfair, we are at a loss as to how to describe the sign which has adorned the rear of National's garage & coach station at Charlotte Road in Sheffield for several years. The sign, which is in a strategic position overlooking the railway line, proclaims 'It's Cheaper By Coach'.

ADVANCED PASSENGER TRAIN

As we went to press it was announced that the first trials in public service with the Advanced Passenger Train would commence on Monday December 8th. The services involved (see BR passenger timetable, table 65) are the 0700 SX Glasgow Central to London Euston and 1632 SX return. Prospective travellers are reminded that no standing passengers are allowed and that either a reserved seat or boarding pass is required to gain admission to the train.

Looking into the future, BR has awarded a £1m. contract to Brush Electrical Machines to develop a traction motor for the APT-S fleet. Two motors are currently being constructed for tests in APT-P trains shortly.



BOOK REVIEW

'MODERN BRANCH LINE ALBUM' by J.A.M. Vaughan is a sequel to the two previous 'Branch Line Albums' published by Ian Allan Ltd., in 1962 and 1965. This new volume, by the by editor of 'Modern Railways Pictorial' magazine, portrays the changing face of the British branch line during a 20 year period from 1960 to 1979. Many of the scenes in this album have now vanished for ever, for example a fine view of a class 31 passing through Firsby station in Lincolnshire, or the front cover shot of a diesel unit at Toller on the Bridport branch. Many branch services were photographed in the last few days before closure. This is a superb volume which shows just about everything from a Waterloo & City line EMU to a class 253 HST in action on rural branch lines and many industrial scenes, such as a class 08 on a passenger duty at Consett. The only black mark against the book is that a number of the captions appear to be rather misinformed.

(Review by Jon Davis)

'MODERN BRANCH LINE ALBUM' is published by IAn Allan Ltd, price £5.95.

CORAS IOMPAIR EIREANN (C.I.E.) By John Glossop

CIE (Editors Note - This article was written before Mr. Glossop had received 'Trans-Pennine 33' and therefore apologise for any repetition with Gerry Collins' article in that issue)

C.I.E. is a far smaller undertaking than British Rail, running a fleet of around 200 locomotives in 1980. C.I.E. is a large nationalised concern and is involved in road haulage and bus/coach services as well as operating the rail network.

All passenger services in the Irish Republic are loco-hauled, even the suburban services around Dublin being hauled. A few diesel multiple units still exist but these have had their engines removed and are used with class 201 locomotives on the Dublin suburban network in the push-pull manner. The multiple units are all AEC built, dating

back to 1951, being converted to their present form in 1972-1974. Work has now begun on electrifying the Dublin suburban network, which extends from Greystones in the south to Balbriggan in the north.

LOCOMOTIVES

There are now only six classes of main line locomotives and two classes of shunter remaining in service on C.I.E.

001 CLASS- Built by Metropolitan-Vickers in 1958 with 1200 hp Crossley V8 engines. Rebuilt by C.I.E. between 1968 and 1971. Numbered 001-060. Used on all types of service throughout the network. 008 was withdrawn in 1972 due to bomb damage.

Engine : General Motors 12 cylinder 645E (1j25 hp @ 800 rpm)

Maximum T.E. : 46000 Ibs Maximum Speed. 75 mph.

Traction Motors. Six Metropolitan Vickers MV137 axle-hung.

Weight.. 82 tons Wheel Arrangement. Co-Co.

071 CLASS- Built by General Motors in 1976, numbered 071-088. 075 was badly damaged in a crash at Buttevant last July. The largest locomotives on the C.I.E., they are used on most major main line services out of Dublin Heuston. They have the appearance of the projected BR class 58.

Engine : General Motors 645E3 12 cylinder (2450 hp @ 900 rpm)

Maximum T.E. : 55100 lbf Maximum Speed.. 89 mph.

Traction Motors.. Six General Motors D77, axle-hung, driving independently through a gear ratio of 59. 18,

Weight.. 99 ton& Wheel Arrangement: Co-Co.

121 CLASS Built by General Motors in 1961, they have an appearance similar to BR class 20's and are normally used in pairs. They are used on passenger services from Dublin Connolly to Sligo and Rosslare. Numbered 121-135.

Engine : General Motors 8 cylinder 567CA (950 hp @ 835 rpm).

Maximum T.E. : 35000 lbf. Maximum Speed.. 77 mph.

Traction Motors. Four General Motors D47, axle hung.

Weight.. 64 tons. Wheel Arrangement: Bo-Bo.

141 CLASS- Built by General Motors in 1962, they have an appearance similar to the projected BR class 58, and are used throughout the system. Numbered 141-177

Details as for class 121 except

Maximum T.E. : 37500 lbf.

Traction Motors.. Four General Motors D57, axle hung.

Weight.. 67 tons.

181 CLASS- Built by General Motors in 1966, similar in appearance to 141 class. Numbered 181-192.

Engine : General Motors 8 cylinder 645E (1100 hp @ 900 rpm).

Maximum T. E. : 37500 lbf. Maximum Speed. 89 mph.

Traction Motors. Four General Motors D77, axle-hung.

Weight.. 67 tons. Wheel Arrangement: Bo-Bo.

201 CLASS- Built by Metropolitan-Vickers in 1956 with 550 hp Crossley engines. Numbered 201-234. 23314 were rebuilt in 1965 with Maybach engines, but all have now been rebuilt as shown below. They are used on suburban services around Dublin and on freight trains in that area. 201 has been withdrawn due to bomb damage sustained in 1973.

Engine: General Motors 8 cylinder 8645E (1100 hp @ 900 rpm)

Maximum Tractive Effort.. 34440 lbf Maximum Speed.. 80 mph. Traction

Motors.. Four Metropolitan- Vickers MV137CW axle hung. Weight.. 615

tons. Wheel Arrangement: Bo-Bo.

401 CLASS- Built by C.I.E. in 1956 with Maybach engines. These shunting locomotives are now little used and all may be found in the Dublin area. Numbered 401-419, but 401111115/17-19 were all withdrawn by 1979.

Engine : Maybach MD220 (420 hp).

Maximum T.E. : 21728 lbf. Maximum Speed. 25 mph.

Transmission.. Mekydro hydraulic torque converter.

Weight.. 38.8 ton£ Wheel Arrangement.. C

421 CLASS- Shunters built by C.I.E. in 1961. Mainly used at Dublin, although one is used at Limerick.

Numbered 421-434.

Engine: Maybach MD220 (420 hp)

Maximum T.e.. 23940 lbf Maximum Speed. 25 mph.

Transmission: Mekydro hydraulic torque converter.

Weight.. 428 tons. Wheel Arrangement.. C

None of the locomotives are fitted with train heating boilers or ETH equipment, all train heating being provided by steam and electric generator vans and hence virtually any locomotive can be used on any train. All trains are vacuum braked, the air system is not used on C.I.E. All services are single manned, and apparently the only time there is more than one person in the cab is when the guard rides there on fully-fitted freight trains or the unsuspecting enthusiast that gets grabbed by a driver.

Most of the coaching stock dates back to the 1950's, though the premier 'Inter City' services used BREL built Mark 21) stock, including mark 21) buffet cars, something that BR never bothered with. There are no overnight passenger trains, hence no sleeper stock, though a large amount of freight and parcels are moved at night. In fact freight services form the large part of C.I.E.'s services, the majority of which are freightliner services. Most moderately sized towns have a terminal, and these are far more prolific in Eire than in Britain.

Our visit to the Emerald Isle this summer began with the Holyhead to Dun Laoghaire ferry and our first exposure to the Dublin brewed Guinness. The boat train from Dun Laoghaire was hauled by the usual class 201 loco, ours being no. 218. There we took to Dublin Connolly station, the Dublin terminal for services to Sligo, Rosslare, Dundalk and Belfast. Here we left the boat train, which continued to Dublin Heuston. After a night on the town in Dublin, we made our way past the Guinness brewery and across the road into Heuston station. Here we boarded the 0905 Dublin-Westport train headed by one of the large General Motors built locos, no. 071. This we took to Claremorris, the junction for the branch to Ballina, and the destination of Sunday pilgrimage specials to the shrine at Knock. The branch train to Ballina was formed of two coaches, the first being a steam generator van. This train was hauled by 001 class loco no. 057.

After dining in a rain soaked Ballina we made our way back to the station to catch the 1410 service to Claremorris, where we picked up the 1445 Westport-Dun Laoghaire boat train., hauled by 071. This train we took to Kildare, a small town 48km west of Dublin. Here we picked up the 1745 Heuston-Limerick, and our first brush with BREL built mark 21) coaches and an enthusiastic driver only too keen to have some company. This train is the businessman's service to Limerick, and was hauled by 071 class loco no. 083. Limerick is a largish town as Irish towns go and here we observed the first shunter seen outside Dublin, 421 class no.426 Limerick is fairly similar to a small English town and includes plenty of pubs all serving Guinness and the usual selection of fish shops and instant takeaways.

Our next day began with the 0955 Limerick- Limerick Junction train hauled by 141 class no. 163. Limerick Junction is situated on the main Dublin-Cork and Tralee line, but the layout here could only be described as Irish as trains to and from Tipperary and from Limerick to Heuston all require to reverse here.

Here we caught the 0850 Heuston-Tralee, full of race goers. About 15 minutes after leaving Limerick Junction we pass Buttevant, where an unsuspecting Irish rail man switched the points in front of a Cork-Heuston express last July, causing many fatalities. The train continues to Mallow, the function for the Cork line, but we continue on towards Tralee. Killarney is another example of Irish station layout design. All stopping trains are required to reverse either in or out of the station.

Tralee is a typical small town Irish station, just one island platform with a freightliner terminal adjacent to the station. We caught the return working back from Tralee as far as Mallow, where we comfortably made our 10 minute connection into the 1245 Heuston-Cork, and another brush with mark 2D stock.

Cork itself is one of the largest Irish towns, and is one of the few that possesses its own loco depot. Cork too possesses the only suburban line outside Dublin, which runs over a distance of 19km to Cobh, situated in a dockland area. Our train to Cobh was hauled by 181 class no. 190 pulling a train of 3 coaches.

Our next journey was on the 0850 Cork-Mallow, another chance to sample the delights of loco 190. At Mallow we changed onto the 0850 Tralee-Heuston which we took to Portarlinton, an insignificant place, but the junction for the Galway, Westport & Ballina lines. Here we picked up the 1045 Heuston-Galway, hauled yet again by an 071 class locomotive. Galway is situated on the west coast of Ireland, and had the weather to match it - rain! So we had yet another opportunity to sample the sacred Irish Guinness. We took the return working back to Portarlinton, and picked up 084 on the 1745 Heuston-Limerick. This service turned out to be the only late running train of the week, which resulted from being diverted into Limerick Junction station rather than using the avoiding line. This necessitated running round the locomotive, but this was done very smartly and arrival at Limerick was only 10 minutes late.

Our last day in the Emerald Isle began early as Irish trains go with the 0815 Limerick-Ballybrophy, one of only 2 trains on this particular branch a day. This was hauled by 141 class no. 146, and formed of 4 coaches. At Ballybrophy we picked up the 0835 Limerick-Heuston and another chance to sample the delights of loco 84. This we took to Heuston, passing Inchicore works on the way into Dublin. About a third of C I.E's locos are here at any one time in various states. Inchicore depot is also the major repair depot on the system, with locos being brought here from all over the system for repair.

We then decided to go chasing some Irish 'Choppers' or more correctly class 121 locos, so we headed for Connolly station and the 1355 to Sligo. Disaster struck as the train was worked by 001 class no.043, which we took to Mostrim, situated for want of a better description in the middle of nowhere, the only residents of the area being 3 cows. However, the 1415 Sligo-Connolly produced the required locos in the shape of 131 & 132. At Connolly we picked up the boat train for Rosslare, another pair of 'Choppers', 129 & 130.

At Rosslare we took the boat to Fishguard and picked up the 0200 to Paddington hauled by 37186. 47099 took over at Swansea, but gave up the ghost at Reading West Junction, and 08592 assisted to Reading, where BR promptly terminated the train.

COMPETITION No.24 BUMPER CHRISTMAS QUIZ 1980

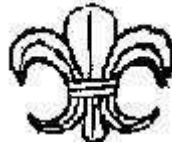
First Prize £10.00 Second Prize £5.00 Third Prize £3.00 (Committee members not eligible) Entries should reach the Editor before 31st January 1981

1. The first locomotive to be painted with experimental full yellow wrap-round front ends waist (A) 56 036 (B) 86 235 (C) D.1733 (D) E.6018
2. In what year did Glasgow Subway first open?
3. Where is A4 pacific No.60008 'DWIGHT D. EISENHOWER' preserved?
4. Which two British railway companies experimented with atmospheric traction?
5. Which well-known society produce a monthly journal called "The Railway Observer"?
6. Which Southern Railway class gained the nickname "Potato Cans"?
7. The only Class 37 withdrawn to date was cut-up by R. S. Hayes, of Bridgend (along with D.1671 "THOR") In June 1966. What was It's number?
8. Which was the first diesel locomotive to appear on a "Trans Pennine" front cover?
9. The Metro-Vic. Co-Bo type 2s were fitted with train heating boilers. True or false?
10. Who built the body-shells of the Brush 2 (Class 30/31) diesels?
11. Name the men who masterminded the Southern electric locomotives 20001 to 20003.
12. What did this headcode signify?



13. Who built Romney, Hythe & Dymchurch Railway 4-8-2, No.5 "HERCULES", in 1927?
14. What was the name given to the 2-8-0 wheel arrangement?
15. 26E was the LMS shed code for: (A) Bolton (B) Bury (C) Bacup.
16. In May 1937 an LMS liveried Sheffield Joint Omnibus Committee bus skidded into, and demolished the canopy of which main line railway station?

17. To which diesel locomotive does this badge belong?



18. Which was the only member of the Battle of Britain class never to carry a badge?

19. By mid 1980, all but one of the Isle of Wight passenger stations were fully equipped, with "Corporate Image" signs. Which was the odd-man-out?

20. What is the maximum speed of Swindon built Class 14 locomotives?

21. What is the advertised distance between Hooton and Port Sunlight?

22. Give the full name of the station between Bangor and Bodorgan.

23. Where is the passing-loop on the Coventry - Leamington Spa line?

24. Where on the LMR, are Anglesea Sidings situated?

25. The total length of a Class 40 is: (A) 67ft 11ins (B) 63ft 6ins (C) 69ft 6ins (D) 70ft 3ins

26. How high is West Highland County March Summit above sea level?

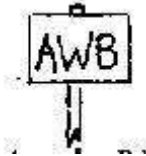
27. Where were ten RA electrics re-built into electro-diesel HB's, during 1966/67?

28. Which shed carried the GWR code of PDN?

29. Solve the following anagram to find a locomotive name: tree rent saga.

30. Find the odd man out: (a) VELOCIPEDE (B) THE YORK AND LANCASTER REGIMENT (C) ROYAL WELCH FUSILIER (d) THE DERBYSHIRE YEOMANRY

31. What is the meaning of this lineside sign?



32. How many passenger trains are advertised to call at St. Andrew's Rd, on a weekday?

33. Name the junction where the branches to Lady Windsor and Abercynon collieries leave the Merthyr line.

34. Which is the station used by excursions for football supporters visiting Ewood park, Blackburn?

35. What is the connection between the names MANCHESTER CITY, TOTTENHAM HOTSPUR and CITY OF LONDON?

36. During 1980, a locomotive received a name connected with sport. Which was the locomotive involved?

37. Give the old number of 27 210.

38. Which locomotives were built with "Fruit Machine" controls?

39. What is indicated by the inverted black triangle on the cab front of some Southern units?

40. Standard 4MT, 2-6-4 tank, No. 80080, is at present residing at: (A) Barry (B) Bridgnorth (C) Matlock.

41. What make of diesel engine powers Class 123 Units?

42. To which depot is 37 065 allocated?

43. Which DMU depot is allocated the code PI?

44. Name the junction which forms a triangle with Rome Street Jc. and Forks Jc., in Carlisle?

45. How long is Halton Tunnel in Cheshire?

46. Which is the nearest passenger station to Point of Ayr colliery?

47. What is the gauge of the Kent and East Sussex Railway?

48. On which line is Penryn station situated?

49. What is the present number of E.315??

50. Who is BR Western Region General?

COMPETITION 23

Solution

Across

2. City of Birmingham
6. King
12. The Commonwealth Spirit
15. Nimbus
17. Sir William A Stanier FRS
20. Earl Mountbatten of Burma
25. Exeter
26. Royal Border Regiment
29. Pinza
30. Gnu
31. The Kings Own
32. Vulcan Heritage

Down

1. North Star
3. Thames
4. Odin
5. Mift
6. Kelly
7. Cherwell
8. Howe
9. Lady
11. Repulse
13. Robin Hood
14. Temeraire
16. City of Truro
18. Lion
19. Fearless
21. Thor
22. Dragon
23. Rodney
24. Amazon
27. Byng
28. Tiger

Locomotive Stock Alterations Courtesy "Platform 5 Publications"

LOCOMOTIVES WITHDRAWN

03056/80; 06006; 08014/16/27146/55180182184/981126/190/194/213/216123012801282[1365/435/789;
2500290051006/007,
25008/0111026/0281040105510611063/070/110/112/116/121/122/127/1371159/163116612381263; 31136;
4400410071008; 84003/010; 760011041/0461047/049/053.

CORRECTION TO PREVIOUS LIST

The following are stored at Swindon, NOT withdrawn : 08453; 20078; 40100/114/146; 46013; 31264/274.

REINSTATED TO TRAFFIC

08392 FH; 37228 TI; 46004/11/16/23/26/27/28 GD).

LOCOMOTIVES STORED

08314; 20050; 25053/099/155/183/197/203/222 ; 40105/109/119; 45008/024/030/039;
46002/007/015/030/034/037/038/040, 46041/042/043/050/054.

NEW LOCOMOTIVES

56084 TI.

LOCOMOTIVES RENUMBERED

47170-47582;47173-47573;86013-86313.

LOCOMOTIVES REALLOCATED

03067 GD; 03068 DN; 08008 DR; 08094 CA; 08096 MR; 08121 TO; 08181 DY; 08227 DT; 08279 DT; 08289
NH; 08343 M1_.; 08377 LA; 08405 IM; 08413 FP; 08465 BU; 08488 BZ; 08688 CD; 08703 BS; 08719 DT; 08726
DT~I.' 08731 ML; 08753 DE; 08945 BZ; 08954 LA; 25035 CD; 25038 KD; 2M8 BS; 25057 LO; 25062 LO; 25075
BS; 25082 HA; 25089 SP; 25093 TO; 25094 TO; 25097 SP; 25101 TO; 25119 TO; 25145 KD; 25157 SP; 25186
TO; 25192 SP; 25236 KD; 25249 SP; 25254 SP; 25257 SP; 26019 HA; 31115 YK; 31116 TI; 31149 Ti; 31253
MR; 31256 BR; 31257 BR; 31270 YK; 31271 Ti; 31312 MR; 31316 TI; 31423 OC; 314124 OC; 37095 GD; 37112
ED; 37120 HM; 37124 ED; 37125 ED;40062 KD; 40094 KD; 47030 LA; 47165 HA; 47177 HA; 47188 CD; 47189
CD; 47427 IM; 50039 LA; 50040 LA; 50041 LA; 50042 LA; 50043 LA; 50044 LA.

LOCOMOTIVES NAMED

86236 Josiah Wedgwood 86239 L S Lowry 86252 The Liverpool Daily Post 86253 The Manchester
Guardian 86255 Penrith Beacon.

OBSERVERS NOTES & NEWS

EASTERN REGION

On 24th November a morning Lincoln-Stamford DMU had to abandon its journey at Branston when it ran into some beasts that had strayed onto the line. A number of heifers were killed. Passengers waiting at Metheringham and Ruskington were left stranded, and BR apologised for not being able to lay on a substitute bus at such short notice. The beasts were grazing at least 2 fields away from the railway, but had gradually found their way to where the grass was greener.

Class 31's and 37's have continued to appear occasionally on North East-South West trains with notable examples being 37117(TE) On the 1140 Newcastle-Bristol on 25th July. 37236 on the 0700 Bristol TM-Leeds, returning on 1638 Leeds-Bristol TM on 25th July and 31322 and 31224 on the 0730 Birmingham NS-York. returning with the 1319 York-Swansea on 22nd October.

"Hoover" class 50 locomotives continue to appear on the 0950 Edinburgh- Plymouth *service South of York when* returning from Doncaster Work to Laira. Recent examples have been 50023 (25/8) and 50030 (18/9). 50038 is currently on loan to the Eastern Region for crew training, but is expected to work this train shortly.

Unusual work for a Deltic on 5th December was in assisting the failed 47 working the 1815 Nottingham-Glasgow. The train failed just North of Clay Cross, and the Deltic which was running light back to the ER after towing locomotives to Derby for works was tro~ up In rear to assist as far as Sheffield, where an unspecified relief locomotive took over.

LONDON MIDLAND REGION

In August this year both 01001 and 01002 were stored out of use at Holyhead West breakwater. According to workers on the site their duty has now been replaced by road transport.

On 16th October an observer on the 0705 Euston - Birmingham noted 33027 "Earl Mountbatten, of Burma" at Brent sidings hunting a train of vans. At Wolverton 37232 and 37224 were noted on a stone trains from Westbury, whilst on the return Journey with the 1137 Birmingham-Euston an unusual visitor at Willesden DED was 73142 'Broadlands'.

A visit to the Manchester area depots on 2nd November noted the following:

Longsight 08298/399/599/604/686/891/906 31317, 40025/33/79/90/97/98/133. 47193/326. 83010 85007/24/39, 86209/210/235 87001 plus 29 DMU's and 3 EMU's

Reddish 25104/188/199 40014/055/111/136/180 47381 76001-

4/09/10/12/16/23/26/28/32/34/36/40/41/43/46/47/48-53/55-57 plus 6 of the 7 Hadfield units.

Newton Heath 08129/524/626 25133/196 40032/34/92 plus 44 DMU's

Guide Bridge 08283/688 40164 76008/11/13/21/24/29/31/37 plus 2 DMU's The remaining 76's were located at Rotherwood.

SCOTTISH REGION

Class 37's are becoming more regular performers on the West Highland line between Glasgow and Fort William.

On 29th November 317112(ED) worked the 0600 ex Glasgow to Fort William. returning from Fort William with the 1603 ex Mallaig. It is reported that further examples of this class are to be transferred to Scotland from the ER specifically for service on this line. On 6th September a visitor to Aberdeen noted the following:

08515/710/817/828/855. 25083/229. 26029/34, 27003, 40061/6786/159, 47041/120268/564.

The class 06 duty at Markinch on this date was being performed by 06003. Subsequently Townhill has lost its

allocation of this class and it is not known whether the duty has ceased or been taken over by a class 08. The

Glasgow to Dundee service sees a wide variety of motive power. On 29th November the following were noted:

0640 QS-DE 27102 0649 DE-QS 26011

0844 QS-DE 40060 0749 DE-QS 25050

1044 QS-DE 26011 0939 DE-QS 27102

1244 QS-DE 25050 1139 DE-QS 40060

On the same date 27018 worked the 1014 Perth-Motherwell conveying a load of no less, than 16 vehicles.

Sadly no passengers were evident when the train departed from Perth.

WESTERN REGION

A visit to West Wales on 1st November for the Rugby Specials noted the following:

0124 Bristol - Milford Haven 37184 Bristol - Swansea

37176 Swansea- Carmarthen

37179 Carmarthen - Milford Haven

0730 Milford Haven - Bristol 37179
1000 Swansea. - Cardiff relief 37182
10005 Llanelli - Cardiff relief 47131
1030 Swansea - Cardiff relief 47121
1015 Carmarthen - Cardiff relief 47008
1115 Hereford - Cardiff relief 45016
1655 Cardiff - Hereford relief 372.57
No other WR notes received.

SOUTHERN REGION

No notes received.

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