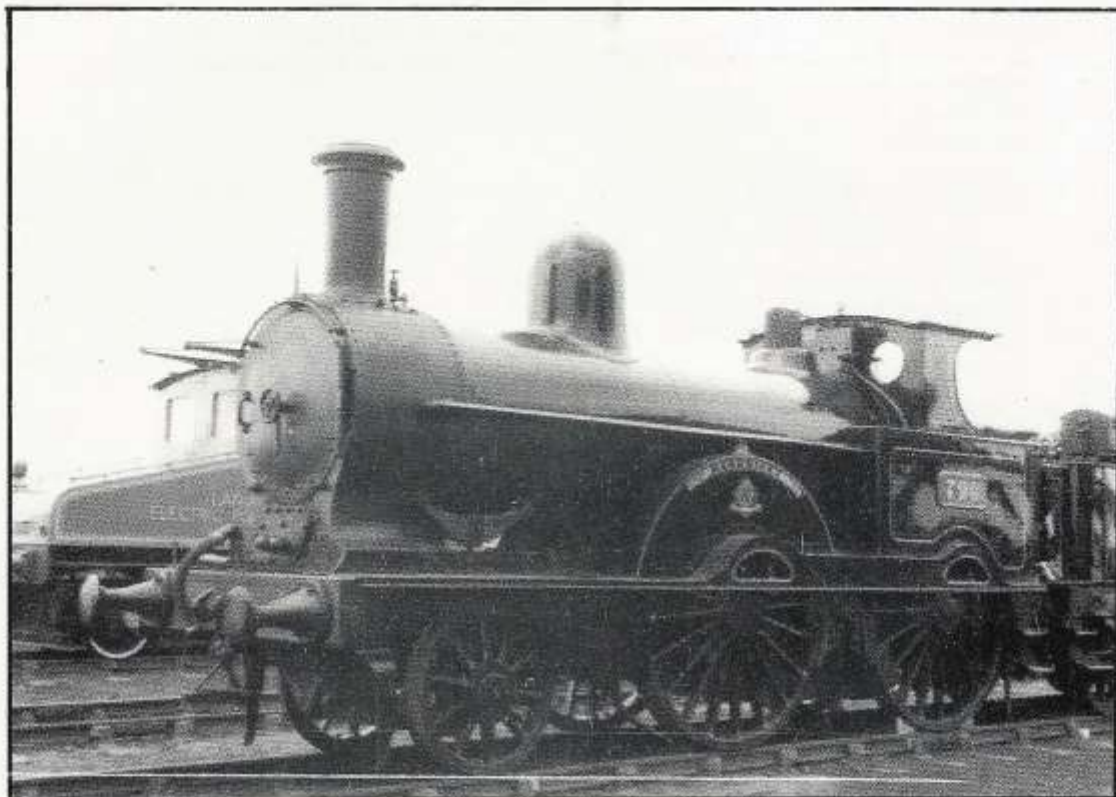


TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY
SOCIETY



NOTES FROM THE COMMITTEE

Welcome to this, the fortieth edition of Trans Pennine; only ten more to go and we will have reached the half-century which, if my calculations are correct should coincide with the tenth anniversary of the Society, in 1984.

You may think it something of an achievement for a small society such as ours to have lasted 8 years when many, in this area especially, have gone to the wall after only a year or two, but it would be an even greater achievement if the society were to pass its tenth anniversary still going strong. For us to achieve this keep your bookings coming in for trips, keep the attendances up at the Brewery Taps and keep sending your Rail News and articles to the Magazine Editor.

The meetings at the Brewery Taps are going from strength to strength, and don't forget it's the summer months when your attendance counts the most, with people away on holidays and railrovers etc.

BR are planning to hold an open weekend at Carlisle Uppery on 31st. July and 1st. August and we are planning to have a stall at the event, but this can only go ahead if there are enough willing either to fill a minibus and stay overnight at their own expense, or enough to fill the minibus on each of the two days and another driver prepared to go on both days. If you are interested, please contact David Bladen or Robin Skinner.

Plans are also in hand to have a stall at Derby Loco Works on Saturday 4th. September, and at Barrow Hill on Sunday 3rd October.

EDITOR'S NOTES

Once again Summer has arrived and with it will come the familiar sight of bleary eyed enthusiasts enduring the railway equivalent of the London Marathon, the All-Line Railrover. This year they will be crossed eyed as well as they try to work out the required manoeuvres in BR's new all-system Mini-Timetable. The only item missing in this conveniently sized publication is a magnifying glass, and it comes as no surprise to learn that some railway staff have declared it a danger to their eyesight and demanded a return to the standard size!

The response to our President's Puzzle in the last edition of Trans Pennine was amazing, with a grand total of 20 entries being received. Obviously, Geoff will be asked (or forced) to prepare a similar puzzle in the future.

Regretfully I have to inform you of the sad loss of one of our longest serving members - Derek Needham of Conisbrough who unfortunately passed away during April. The many members who knew Derek will always remember him for his strong sense of humour and friendly nature. He was always an active member of the Society and will be greatly missed by those of us who were fortunate enough to know him.

TONY CADDICK

ELECTRIFICATION DELAY

The farewell railtour on Sunday 16th. May for the Cricklewood based Class 127 DMUs has had to be postponed. These supposedly life expired hydraulic powered units which have been shuttling between St. Pancras and Bedford for over 20 years were supposed to have been replaced on most services on 17th. May by the new Class 317 EMUs. These new trains, designed for one-man operation have, however, been blacked by the railway unions and, to date, no agreement has been reached. Meanwhile the DMUs, which are now admitted to be amongst the most reliable on the system, soldier on.

COVER PHOTOGRAPH

Our cover photograph shows LNWR 2-4-0 Precedent Class No. 790 'HARDWICKE' at Bold Colliery, preparing for the Rainhill trials re-enactment in May 1980. Our thanks to Mr. K. R. Shipley for the photograph.

DELTIC PRESERVATION

After a long and agonising wait the Deltic Preservation Society is now the proud owner of two of these magnificent machines. BR has now accepted tenders for 55009 'ALYCIDON' and 55019 'ROYAL HIGHLAND FUSILIER' and the 2 locomotives are expected to leave Doncaster Works for Grosmont on the North Yorkshire Moors Railway during the first week in July. Although the years of fund raising for purchase of the locos are now over, fund raising for restoration and running must continue and anyone wanting to contribute towards this worthy cause should contact the DPS Membership Secretary.

BREL CLOSURE PLANS

During May, BR announced plans to rationalise its facilities throughout its workshops. The result of these plans will involve the loss of 5000 jobs through the closure of BREL Works at Shildon and Horwich, and the partial closure of Swindon. How these plans would affect BREL works is unclear, but rail unions have predictably declared their total opposition to the plans with the familiar threat of industrial action rearing its head once again.

SHRINKING MAXPAX?

What is the secret of BRs incredible shrinking cup? A passenger recently bought two cups of Maxpax tea, both costing 18p and was astonished to find that one was smaller than the other. After his initial shock he asked for an explanation and BR investigated. They found that though both cups had started the same size, one shrunk because the tea in it had been made with boiling water which makes the little plastic cups shrink. Consequently, staff have been told to use water which has gone off the boil. When asked for their comments Messrs Skinner, Barsby, and Bambrough, the Pennine catering experts, blushed and refused to comment.

MIDLAND HSTs

BR has published a timetable of the proposed HST service from St.Pancras to Sheffield beginning on 4th.October 1982. From this date there will be 6 HSTs to London every weekday and 7 back to Sheffield. The fastest journey time is booked to be 2hrs 18mins, a moderate 12-minute saving on the current fastest time. Other services on the line will still be operated by conventional loco-hauled trains with journey times up to 20 minutes longer than HSTs. Despite these improvements BR is still pressing for early electrification of the route, which would improve timings even further.

CHEAP FARES SURVIVE

Despite the recent Law Lords' ruling which declared the London Transport cheap fares policy illegal and the subsequent doubts about other PTE fares schemes, South Yorkshire ultra-cheap fares policy continues, for example -

Sheffield/Doncaster Day Return - distance 18½ miles - cost 60p compared with

Bristol/Bath Day Return - distance 11½ miles - cost £1.60.

South Yorkshire County Council have no plans for a fare increase even in the distant future and it remains to be seen if the policy continues without further threat. It would be interesting to see if Lord Denning would be allocated a free bus pass if he lived in the South Yorkshire area.

NEXT EDITION

The next edition of Trans-Pennine will appear in September. All contributions should be sent to the Editor, Tony Caddick by Friday 27th. August, and will be gratefully received.

MOTIVE POWER CHANGES

Locomotives Re-allocated

Eastern Region: 08224-YK;31108/109/125/161/225-IM;31266/322-TE;31404/405-SF;37002-IM;37003-HM.
47309-CD.

London Midland Region: 08677-KD;25036/095/097/117-TO;25067/130-CW;25124/126-BS;47309-CD.
Western Region: 37124/129/148-LE;37151-BR.
Scottish Region: 20027/078-HA;20063/067-ML;25072/076/078/079-ED;25227/228/230/234-HA;26028-HA;
37155-ML;37179/183/184/188/260/261,47051-ED.

LOCOMOTIVES WITHDRAWN 08058/362, 20109, 25085/105, 31241, 40115/127/130/132/139/140,
40159/166, 46055/36/38, ADB 975812/813

Locomotives stored unserviceable : 08417/638/786, 20020

Locomotives reinstated : 08582(DR) 08670(WN) 08695(SF) 08813(FP)

20006/013/037/040/043/044/045/063/067/081(ED) 46010(CD)

New locomotive : 56105-TI

Locomotives - boiler isolated : 25240/247, 31213/250, 37102/179, 40056/058/085, 45056, 46011/21/46,
47070/097/114/125/136

boiler removed : 31147/166/221/238/271/324, 47125

air-brake only : 08582/659/670/687/698/813

boiler reinstated : 37181/265, 47421

dual-braked : 20199, 37213

Departmental : P01 (08173) PO CMEE depot shunter

Named: 37012 (LOCH RANNOCH), 47461 (CHARLES RENNIE
MACINTOSH), 47404 (HADRIAN), 56040 (OYSTERMOUTH)

To be renumbered: 27101-112 to 27045-56, 27203-212 to 27057-66.

DIESEL MULTIPLE UNITS

Re-allocated: 50138/43/75, 51237/39/40, 55000/2/7/11, 59027/47/67/88-HA

50141/44/63/72/74/84/89/97, 50241/43/54/64/90/92, 51224/27/28/31/32/34/35 59045/60/66

59068/86/90, 59302/3/5, 59566, 59688-ED, 50164, 56059, 56365-HT, 50193, 50267, 59084-DN,

50311-CH, 50370, 56457-NR, 50820-RC, 51180-TS, 51826/44, 59708-HS, 51929, 52041-LO,

51985-91, 52012/13/16/17/18/20/23/28, 59786/89/93/95/97/99, 59803-AY, 59524-NL.

WITHDRAWN 50570/76/88, 50936, 51018/22/32/33/46, 51043, 56144, 59197, 59200/08/15/23/33,
59392, 59406.

Reinstated : M50390(DY)

HST car stored serviceable 40516

EMUs Withdrawn : 4725 6127 6134

Renumbered: 411541 (ex-7012) 411542 (ex-7005) 411573(ex-7170) 411574 (ex-7013)

411575 (ex-7191) 411576 (ex-7192) 5429 (ex-5205) 5431(ex-5212)

Departmental : M28319 to ADB 977017 M28334 to ADB 977018

Withdrawn Vehicles

Withdrawn stock noted at Rotherham Masbrough recently, awaiting cutting up at Booths
included M13327, M1964, M1990, E16261, E25648, W15811, W13346, E26056, E35439,
W94523, M94445, W94698, M94864, W35499, W26065, W15863, and DMUs 59454, 59468.

Recently Withdrawn – 80557 94369

ELECTRIFICATION

Approval has been given by the Secretary of State for Transport for part of BR's Anglia-
electrification scheme. This embraces the east side and covers 75 route miles extending present electrified
lines and linking Colchester-Ipswich-Norwich and Manningtree-Harwich. No decision has been made to
electrify to Cambridge, from Royston and from Bishops Stortford including the provision of new EMU
facilities at Cambridge.

PENNINE BRAINS CORNER

The infamous Pennine United Quiz team was in action for the last time during the present season on 25th. March. Competing in the consolation round against 'The Station' it was our appalling luck to once again lose on the last question - the score being 18-19 against us.

The team was Tony Booth (Capt.), Mike Tyas, David Bladen, Robin Skinner, Geoff Bambrough, Roger Butcher, Tony Needham, and Tony Caddick.

Once again we pray for better luck next year!

NEW NAMES

Locomotives recently named have included 47461 'CHARLES RENNIE MACINTOSH', 47535 'UNIVERSITY OF LEICESTER', 47550 'UNIVERSITY OF DUNDEE', 47559 'SIR JOSHUA REYNOLDS' and 47560 'TAMAR'.

Also carrying the name 'TRANS PENNINE' on its side is DMU E51956. Fame at last for the Pennine magazine.

OPEN PLAN

Ticket barrier staff have been withdrawn from 28 stations in the West of England Division of Western Region as part of BR's open stations experiment. The remaining 50 stations in the area are already unstaffed. Stations are west of Weston-super-Mare, Castle Cary, and Whimple.

Passengers travelling without a valid ticket will be charged the full single fare for their journey plus a £1 supplement unless they joined the train at a station where tickets were not on sale.

Selby Safe

Despite floods, work is progressing to plan on the 14-mile railway built to skirt the Selby coalfield. The first portion of the new line to carry passengers will be the Colton-Hambleton section when York-Selby-Hull services start to use the line, planned from May 1983. The southern section, Hambleton-Temple Hirst should follow in October 1983 when ECML services begin to use the now route.

Trains will run at 60mph but as traffic beds the track, speeds will be raised to 100mph early in 1984 and to 125mph by June. The entire route will be controlled from York signal box.

LIVERPOOL AREA

A member who visited the Liverpool area on 2nd. May produced the following list :

Wigan S.B. 08130/284/337/472/615/815/846, 25274/303, 40047/050/143/191, 47318/324/326/345, 47402, Cond-08265/301, 40107/132/140, Warrington (Arpley) 08273/342/385/691, 25080/089, 40025. Runcorn 08532. Widnes 08923. Ditton 08018. Speke 08121/689/857/884/922, 25036, 40076, 86028/035. Allerton 08290/296/431/463/690/838/885, 25242, 40093, 82008, 86317, Cond 08328/464. Edge Hill 08887/924, 25135, 47547. Lime St. 08939. Fazakerley 08289. Canada Dock 08300. 08931. Stanlow 08931. Birkenhead Mollington St. 03170, 08270, 25060/236/319. Birkenhead North 03189. Northwich 08291/917, 40170.

MARCH/KINGS LYNN

A member who visited the above area on Sunday 2nd. May produced the following list :

March - 03017, 08257/272/406/418/412/438/493/526/538/539, 20113/135, 31130/170/176/195, 31188/202/253/293/318, 37024/075/084/088/091/094/102/197/164/173, 45022 (also bearing the number 60), 46001, 47033/149.

Kings Lynn - 03154/175, 08095/393/528, 37118, 47014.

STRENGTH AND SURVIVAL

GARETH WATLING

Around 7 o'clock Annie Davies made her way to collect the morning milk. Further down in the valley between its steep sides, still shrouded in morning mist, a steam engine was battling up the valley. And battling it was with its firebox glowing red hot and hot ash was showered into the still morning air from the chimney, and burnt embers fell through the firegrate to lay smouldering on the wooden sleepers which were still covered in frost and dew.

Annie, standing by her back gate, saw the engine round the corner from the stone-walled cutting. Hanging off the footplate was Philip, the driver's mate, complete in soot stained overalls and clutching in his hand two coal. dust covered milk bottles. As the engine slowed down, Philip lowered himself down off the engine and muttering a greeting to Annie bundled the bottles into her lap and then swung back on board the accelerating engine which was again battling on up the valley. Annie watched on as the wagons rattled past her then, whistling her sheepdog to her, went back to her cottage.

Annie lived in Wales, and the engine was part of the Craig Merthyr system, sadly now only a memory. And memories are now all that is left of the steam worked industrial railway systems that were just as much a part of Welsh life as is Prince Charles.

For years they had lived under the threat of closure week after week but still they remained to keep the home fires of Wales burning. They survived under pressure from industry, diesels, and closure, but still they remained to defy their opposers and keep on working to prove their worth to people who never saw them deliver milk to Annie, or work a 36 hour shift because the new diesel had broken down.

The conditions they faced made them all as heroic as lifeboatmen, and at times even more. They weren't clean and painted and fussed over, they were as grimy and desolate as the surroundings they lived in. And these valleys weren't all green with sheep, but stained with the dirt of mining, and full of spoil heaps that looked as inviting as death. But it was here in industry's back yard they dwelled to fill the valleys with steam and to provide the little kids with something to wave at. The reality of these lines took place before dawn when the engines were lit up, watered, coaled, and prepared for their daily tasks which they did, but were in the end to go without little acknowledgement from the people they served.

Now all that remains are the scenes of desolation almost completely unchanged apart from the sounds of work, be it from an engine at daybreak storming the valley or from a group of miners talking about their insecure future. Here in the valleys these events were just normal, a way of life unchanged for generations. Each system had a life of its own, as at Mountain Ash where steam fought diesel day after day to no avail, or at Meardy Colliery where Meardy's Peckett engine literally worked every day in snow, ice, rain, sleet and frost to deliver 'fulls' and 'empties' to the exchange sidings. There were also the other incidents that took place while the existence battle was fought, the driver removing a helpless newborn spring lamb from the track and reuniting her with her blackfaced anxious mother on the other side of the fence. The Austerity chased the sheep up the cutting causing them to almost jump vertical, the squirrels that bounded along the sleepers in search of food and the old man that sat on a pile of sleepers with his greyhounds while he watched the engine shunting. These also cannot be forgotten as they too were also a vital piece of this unique life that now sadly has gone from us, never to return. So now we can't show our kids the engines in the valleys, and the other things, the bent rails, the spoil heaps, the engine drivers and the sheep and the valleys of steam in Wales.

Coming down the valley at Craig Merthyr the engine approached Annie's cottage. A few sheep fled from the oncoming train and Philip, from inside the hot, dusty cab, waved his hand at Annie's cottage. The window was full of drying washing, and seeing Philip and the engine, Annie waved back.....

SWINDON WORKS

The Editor undertook a trip to Swindon Works courtesy of various food vouchers on 29th. March :

NORTH YARD (from Works list taken on 14th. March)

03062, 08015/036/059/128/194/207/216/281/299/303/368/435/453/454/455/466/505/545/562/572

08574/578/583/585/587/617/619/622/628/636/680/786, 13002,

20029/030/042/048/061/069/097/127/139, 25006/041/081/118/122/238/246/291/292/305,
31193/194/211/265/269, 40037/078/095/098/109/112/113/119/120/134/144/146/151/175/178,
45008/018/024/028/071, 46013/015/019/020/041/043/048,
WORKS YARD AND SCRAP AREA 08411 (pilot) 08093 (being cut up)
08027/049/055/076/139/184/230/467/553/670/674,
25007/023/061/063/070/073/074/100/103/116/127/137/142/148/162/163/197/232/263/264/273
31017, 31103/241, 40010/014/016/026/032/110/114/117/125/147/171, 45039/061,
46008/030/034/042/054.

WORKSHOPS

03144, 08028/075/241/332/521/547/579/582/647/659/687/848/872/873, 25156, 40130
TEST HOUSE 08886 97651 YARD 06002

DONCASTER 1957

RON CHAPLIN

A few months ago I was looking through an old storybook I've had since my schooldays I came upon a piece of paper tucked in between the pages. Taking a closer look at this piece of paper my thoughts of the past became clear once again, for written on this paper were 21 loco numbers seen at Doncaster in 1957 in a matter of an hour or so.

Like many spotters in the early days I failed to keep a record of the locos I saw and where saw them. As the years have gone by, I've tried hard to remember those great Summer Saturdays in the 1950s, but I must admit that time has started to take its toll.

Sometimes I wondered if I just imagined those days, but now with this piece of paper I know once again that trainspotting in the early years was really good, and that a Summer Saturday on St. James Bridge, Doncaster was a train spotters paradise.

Here are the 21 locos seen; just note the different classes.

9F	92174	A3	60050 'PERSIMMON'	A1	60128 'BONGRACE'
V2	60866	W1	60700 (un-named Streak)	V2	60902
O2	63922	A2	60533 'HAPPY KNIGHT'	B1	61387
B1	61408	A4	60015 'QUICKSILVER'	B17	61663 'EVERTON'
K1	62020	A2	60522 'WATLING STREET'	K3	61897
V2	60938	B17	61670 'CITY OF LONDON'	J39	64834
B1	61288	Brit	70012 'JOHN OF GAUNT'		B161150.

Oh for a time machine to take me back to Doncaster in the 1950s where on a Sumner Saturday it was not unusual to see 300 or more steam locomotives in a day.

LATE NEWS

BREL WORKSHOPS

Following pressure by the NUR BR announced on 4th. June that it was postponing plans to close workshops at Shildon and Horwich and would consult with the Union to achieve improved viability at those workshops.

However, no sooner was this decision announced and NUR action called off than the NUR announced that its members would be called out on an all-out strike from midnight Sunday 27th. June in support of a 12% pay claim.

COMPETITION No.29

Many thanks for the superb entry for our President's Puzzle in the last edition. Of the 20 entries received, 15 were all-correct and a draw was held on the recent Kyle of Lochalsh trip, the result being:
1st Prize - Mr. K. Shipley of Ossett, West Yorkshire.
2nd Prize - Mr. E. Wright of East Dene, Rotherham.

3rd Prize - Mr. J. R. Dewing of Cottingham, Yorkshire.

The answers were:-

<u>STEAM LOCO NAMES</u>	<u>DIESEL LOCO NAMES</u>	<u>DESIGNERS</u>	<u>ECML STATIONS</u>
MALLARD	AJAX	BULLEID	DONCASTER
BITTERN	DUNEDIN	COLLETT	EDINBURGH
BOSCASTLE	HERCULES	GRESLEY	NEWARK
BRITANNIA	HOOD	IVATT	NEWCASTLE
CHELTENHAM	MAMMOTH	MAUNSELL	RETFORD
LEANDER	ORION	STANIER	YORK

COMPETITION No. 30

First prize £5, second prize £3, third prize £2. Entries should reach the Editor by August 20th. Don't forget, you can still win a prize even if you do not have an all-correct entry.

Locomotive Names

Compiled by Glyn Gossan

Name the following locomotives :

- 1 -Warship Class No. D603
- 2- Former Isle of Wight Class 02 0-4-4T No. 31
- 3 -Anagram of an A3 DNISCAWH
- 4- Jubilee Class No.45708 has the same name as a Class 50.
- 5 - Class 56 No.56038
- 6 -Western Class No.D1006
- 7 -Class 40 No.40022
- 8 - Anagram of a Jubilee EHSERSAO
- 9 - The only Class 47/1 currently named
- 10 - Western Class No.D1048
- 11 - King Class No.6026
- 12 - Anagram of a Class 47 RNSDFMRAIUOA
- 13 - Jubilee Class No.45646 sounds like a Deltic
- 14 - Class 47 name also carried by Warship No. D803
- 15-Hall Class No.5932
- 16 - Anagram of a Class 45 RFLRLAIREISIUSHYOI
- 17 - Britannia Class No. 70044
- 18 - Two names carried by King Class No. 6029
- 19 - Class 47, No.47404
- 20 - King Arthur Class No. 30750

SOUTH YORKSHIRE CORNER

Our Winter programme drew to a close with two very successful meetings, both well attended, April's being conducted by Captain Caddick and his wonderful talking Deltics, with sound effects, and the one in May being a dip into the past, courtesy of Eric Slater. Eric always manages to spring one or two surprises and didn't fail us this time, when he produced some vintage steam at Sheffield Midland, and then followed up with those marvelous tram car shots.

By the time this account gets into print our Tenth Anniversary celebrations will have taken place, so watch out for a full report of the proceedings in our next issue.

The programme for the next three months is as follows:-

13th. July - Members slides. Bring your own slides along.

10th. August - Jack Davis.

14th. September - Ron Chaplin.

See you all down at the Grapes Hotel, Trippet Lane, Sheffield on the second Tuesday of every month. Meetings start at 8pm.

Cheerio for now

Jack Davis.

THE 'SKIRL OF THE PIPES'

Fri. 7th-Sun.9th.May 1982

By '47208'

The above named railtour left Bristol behind 37177/178 and ran via Gloucester and Worcester to Birmingham, being assisted up the Lickey Incline by 37138/191. The 15 coaches were taken forward by 85021 and ran via Soho, Perry Bar Jcn. and Portobello to Bushbury Jcn. the Wolverhampton avoiding line. Carlisle was reached about an hour late after unexplained delays at Wigan, Preston and Penrith. The train by this time was extremely cold due to an ETH fault on 85021. Hence at Carlisle we were provided with a fresh engine, 81018 for the journey to Mossend Yard.

At Mossend we re-engined to 37012/039 and ran via Perth, Dundee, and Aberdeen to Inverness. Just south of Perth could be observed 47522 and 4 coaches off the road following a crash the previous Tuesday. At Dundee 06005 and 06006 still languish outside the depot, now in somewhat derelict condition.

Our arrival at Inverness was about, an hour late, and our train was booked to pass the depot and reverse into Inverness station, a manoeuvre done by the overnight train from Glasgow and Edinburgh. We were stopped outside the depot where our two 37s and the two sleeping coaches were detached and shunted into the station. The 37s then ran onto the fuelling point, leaving us engineless outside the depot. Then 08620 appeared propelling the two sleeping coaches, ran across Rose St. and reversed onto the front of our train. This resulted in the strange combination of two coaches, an 08, then 13 coaches shunting into the station platform. After a short break at Inverness we set off northwards towards Wick and Thurso behind 26046/024 which ran to Wick, 26041 being the branch engine to Thurso. On arrival at Wick we watched 26044 depart on the last train to Inverness, though it must have been swapped at Georgemas Jcn. for 26041 as later that evening 26044 did the portion of our train from Thurso.

The tour participants were then provided with a bus tour to John-o-Groats, those starting at Wick finishing, up at Thurso and vice-versa. We then returned to Inverness with our 26s, where the SLOA pullman set was observed on another special.

Inverness was left at 02-30 on Sunday morning with our two 37s, 37012/039. Arrival at Perth was almost an hour late as 37012 failed completely, somewhere in the vicinity of Aviemore. At Perth the 37s were replaced by 47269 for our journey to Mossend via Ladybank, Dunfermline, the Edinburgh suburban line and Falkirk Grahamston. Here BR struck again as due to engineering work we couldn't get to Motherwell and run via the Hamilton Circle, so at Gartsherrie South Jcn. we changed engines to 20081/198, both recently brought out of store. We then ran direct to Rutherglen East Jcn. and on to Shields Jcn. and Corkerhill. Here we stopped for 45 minutes as the driver said he was out of his hours. Another driver arrived and we proceeded to Elderslie Jcn. where a signalman hadn't turned up, so a further delay ensued. We eventually reached Barassie where our engines ran round two hours late. All went well for about 20 minutes until 20081 began to give us trouble between Kilmarnock and Mauchline. However after a short stop 20081 was suitably revived and we reached Carlisle a mere 140 minutes late.

A swift engine change here to 25303 and 25080 meant we left still only 140 down. But all was not well! As we started out only 25303 seemed to be working, with 25080 just ticking over. We struggled on, 25303 hammering away up to Appleby pulling 25080 and 15 coaches. Appleby was passed 169 late and still 23303 would not give up. Willed on by 400 enthusiasts we tore towards Ais Gill at 20mph. with clouds of black smoke billowing from 25303, and then we were there, the summit reached. now 182 minutes late. Then we tore towards Hellifield occasionally reaching crazy speeds of 50 or 60mph. We continued via Clitheroe, the home of the only remaining Clayton, to Blackburn, where 25080 was good enough to cough into life for the last 10 miles to Farrington Jcn. Here we exchanged engines to 86315, now 205 minutes late.

We left the train at Warrington Bank Quay, a desperate effort to get home. We had intended to leap at Birmingham New Street but all connections would have been missed by hours.

NOTE : Maybe we were lucky. 37177 was sent to Reading from Birmingham on Saturday. It returned on the Poole-Newcastle and it too expired, Leamington Spa, with 56013 doing the honours in the rescue.

NEW DMUs

A new Class 210 4-Car DMU has been unveiled on a demonstration run from Paddington to Reading and back. However this is only a prototype and any production building is unlikely before the late 1980s. A 3-car version has also been built. After more driver-training both units will undergo passenger trials between Paddington-Slough-Reading-Oxford, and on the Birmingham-Longbridge route. The trains will cost about £1m each to build.

GOOD LUCK

We are sure that all members will join the Committee in wishing luck to our Sales Officer, David Bladen, who was due to fly to the Ascension Islands on Thursday 10th. June for a 3-month tour of duty with the R.A.F.

While David is in the South Atlantic, his wife, Linda will temporarily take charge of sales.

We are hoping that David will be able to sell back numbers of Trans-Pennine, and also recruit some new members.

JACK DAVIS/GRAPES HOTEL

You will have read elsewhere that the Tenth Anniversary of meetings held at the Grapes Hotel, and hosted by Jack Davis, was celebrated in June. To mark the occasion our Chairman presented Jack with a book token from the Pennine Railway Society.

We are now all looking forward to another ten years of meetings there. Well done Jack.

SCOTTISH HAPPENINGS

One of our correspondents, Jon Davis, gives us details of some recent Scottish Region occurrences:

During the week ending 29th. May BR began the operation to recover the wreckage of a Glasgow-Aberdeen express which had collided with a vehicle on a farm crossing some weeks ago from the bottom of an embankment at Forteviot, between Gleneagles and Perth. The badly damaged loco, 47522 was buried underneath the leading coaches of its train and heavy cranes were brought into the field. A temporary railway was laid in the field and by 4th. June 47522. and three battered Mk.II coaches stood on this.

The 10-38 Glasgow-Perth and 12-28 return, which is used as the St Rollox Works test train was hauled by 26005 with 27103 coupled behind it as reserve engine on 2nd. June. Other 'no heat' locos on passenger duties during week ending 5th. June included 27025/026, 27028/030, 27205, 37018, 40143, 47301. Withdrawn locos 06005 and 06006 and 27027 are all stored at Dundee MPD.

A double dose of chaos came to Kirkcaldy t 20-00 on 2nd. June when 47702 on the 14-05 Birmingham-Aberdeen and 47209 on the 16-30 Inverness-Edinburgh both failed. The Edinburgh train was propelled to Burntisland by 27026 on the 19-21 Dundee-Edinburgh and then taken forward by 26013. The Aberdeen train was propelled into the station sidings by 27022 on the 19-17 Edinburgh-Dundee and its passengers presumably taken forward by the 15-00 Kings Cross-Aberdeen HST.

On 5th. June 37056 (ML) and 37215 (ex-SF) were noted working a mineral train through Paisley Gilmour Street, and on the same day 47454 failed with the 21-00 Euston- Stranraer at Glenwhilly due to overheating (the driver blamed it on bad maintenance) and was rescued by 27210.

L T STOCK

More ex-LT stock has arrived at Rotherham for cutting up by Booths. On 7th. June an 8-Car set was noted at Masborough Station Yard and cars noted included 22609, 23501, 22614, 23527, 22642, 23412, and 22110, with one car unidentified.

SCOTLAND 1982

A member undertook a visit to Scotland during April and some of his sightings are recorded here.

Sunday 11 April : On Ayr Depot were 08345/433/446/448/449/476, 20002/118/123/149/152/191, 25015/233, 26008/10/13, 27206, 40002/013/030.

The APT set containing 49002 was at Shields Road, while shunters 08827 and 08430 were at Irvine and Kilwinning respectively.

Monday 12 April : Class 47, 47211 worked the 09-35 Glasgow Queen Street-Aberdeen and 26034 worked the 07-39 Dundee-Glasgow Queen St. Class 27, 27026 was on the 11-05 Perth-Edinburgh, and 27005 worked the 17-35 Inverness-Aberdeen. Inverness depot contained 08568, 26035/42/44/46, 27034/39, 37147, 47163/467/469.

North of Inverness, 26043 worked the 17-20 Inverness-Wick/Thurso, 26030 the 18-05 Inverness-Kyle of Lochalsh, 26015 the 17-46/49 Wick/Thurso-Inverness, while 26024 picked up the Thurso portion of the 17-20 ex- Inverness at Georgemas Jcn.

Tuesday 13 April: 26045 worked the 11-45 Wick-Inverness, 26046 the 11-10 Inverness-Wick/Thurso, 26041 the 17-20 Inverness-Wick/Thurso and 26038 the 18-05 Inverness-Kyle. At Inverness 27002 brought, the 13-53 service in from Aberdeen. An excellent double-heading was 27004/032 on the 17-50 Aberdeen-Glasgow Q.St.

Wednesday 14 April: Named 47, 47461 'CHARLES RENNIE MACKINTOSH' worked the 09-35 Glasgow Q.St. to Aberdeen. The loco is named after a famous Scottish architect artist and the nameplate also bears the crest of the Glasgow School of Art. Noted at Dundee were 08712/761, 27038/207, whilst Aberdeen hosted 08710, 20110, 25228/230, 26025/044, 27037, 40044, and station pilots were 08728/817. Further south, 08441 was at Kirkcaldy, and 20171/216/219 in Seafield Colliery Sidings.

Thursday 15 April: Motherwell depot held 08192/319/515/720/735/883/882, 20081/083/099/122, 37085/139/154/156/292. APT set containing power unit 49005 passed Rutherglen heading south.

Friday 16 April: Class 37, 37025 worked the 08-06 Glasgow-Oban and 12-26 return, and 37111 worked the 07-40 Oban-Glasgow, and 37051 and 37253 were seen at Crianlarich on PW trains.

Saturday 17 April: Noted at Stranraer were 08442, 25233/279, 37084, while 47472 worked the 13-15 Stranraer-Carlisle, delayed 40 minutes by the late arrival of the boat from Larne. Noted at Dumfries were 08601 and 27203.

SCOTTISH ELECTRIFICATION

Detailed design work on the £58m electrification of the Glasgow-Ayr line has now started following the formal offer of a Government grant to Strathclyde PTE and its acceptance by the full Strathclyde Regional Council.

FUTURE EVENTS

On 3/4th. July at Didcot there will be the Engine Shed 50th. Anniversary steaming weekend. Admission will be £1.80 with children and OAPs 90p.

On 4th July Clacton-on-Sea EMU depot will hold an Open Day from 10.30am to 4pm. Admission will be free.

NEW SUNDAY SERVICE

A new Sunday service, first since the 1960s has been introduced on the West Cumbrian line between Carlisle and Whitehaven. This experimental service, with two trains in each direction and connections into main line trains at Carlisle is being financially supported by Cumbria County Council for the benefit of local communities.

PENNINE OBSERVERS NOTES

WESTERN REGION

The 10-21 Penzance-Leeds 'Cornishman' on 17th March was worked from Penzance to Plymouth by 37206. The same train on 24th April was noted at Exeter in the capable hands of 50046 'AJAX' which worked the train through to Birmingham New Street. On the same day 45064 on the 06-37 Leeds-Paignton developed engine trouble at Bridgewater and was replaced at Taunton by 47262. On 28th March 47552 on the 16-06 Bristol-Newcastle failed at Bristol Parkway and the train was taken forward over an hour late by 47547.

An unusual visitor to Gloucester on 31st May was 47577 'BENJAMIN GIMBERT GC' which took over the 11-38 Plymouth-Manchester from 50007 'HERCULES'.

On 13th May 50037, 31228 and 08803 were noted on Oxford MPD while 50009 arrived on a Paddington-Oxford local. On the same day 47148 arrived on a Carmarthen-Oxford Women's Institute special in hot conditions as 47464 carrying miniature snowploughs passed 50 minutes late on a Worcester-Paddington working.

A Class 56 a long way from home was Tinsley based 56104 which arrived at Margam on 8th May as did sister engine 56105. However both did not stay long as 56104 was seen at Immingham on 19th May and 56105 was at Shirebrook the same day.

SOUTHERN REGION

Although the Cardiff/Bristol/Portsmouth trains are usually in the care of Eastleigh allocated Class 33s, Hither Green based examples do occasionally appear; such was the case on 3rd May when 33063 was noted on the 15-14 Bristol-Portsmouth. Two days earlier the 14-10 Portsmouth-Swansea was noted entering Bristol behind 33060.

The 12-46 Fridays Only Portsmouth Harbour-Leeds on 21st May was hauled as far as Banbury by 73120/135 from where an unidentified Class 25 took the train to Birmingham.

On 15th May the following shunters were noted: 08837 at Clapham, 09004 at Waterloo, 08648 and 09024 at New Cross, with 08375 at Norwood Junction.

SCOTTISH REGION

Noted on Ayr MPD on 17th April were: 08345/430/433/446/448/449/476, 20089/116/118/149/152/191, 26028/040, 27001/020/029/032/106/206, along with DMUs 51048/1985/9797/2028/1250/9061/0148/1020/1012/9412/1044/1013/9410/9565/1039.

On 8th April Eastfield based 37, No. 37106 worked the 20-50 Euston-Fort William from Mossend Yard to Cowlairs and 27205 took over at Cowlairs to take the train into Glasgow Queen Street. On 9th April, 40050 saw active service on the 07-50 Aberdeen-Glasgow, the 13-35 Glasgow-Aberdeen and the 17-50 Aberdeen-Glasgow, whilst on the same day, 25218 worked the 08-40 Carlisle-Glasgow and 12-40 return, 40057 was on the 17-15 Dundee-Perth and 83009 was on the 20-50 Carlisle-Perth as far as Mossend and returned with the 19-25 Inverness-Euston from Mossend.

On 10th April and 47207 and 26014 double-headed the 10-14 Perth-Motherwell with a load of 22 vehicles, 670 tons. Other workings that day included 25218 on the 08-40 Carlisle-Glasgow, 27001 on the 12-40 Glasgow-Carlisle, and 25037 on the 23-05 Edinburgh-Perth.

One particular roster saw numerous engine changes on 10th April. Class 25 No. 25226 worked the 07-22 Perth-Arbroath, 09-01 Arbroath-Dundee, and ECS to Perth where it failed. Class 27 No. 27101 took over the roster on the 11-05 Perth-Edinburgh where it failed and was replaced by 27012 on the 12-51 Edinburgh-Perth, and 17-15 Perth-Arbroath, but failed at Broughty Ferry. It was assisted from the rear to Arbroath by 40001 which took the return working to Dundee. On the same day 40050 worked the 19-15 Aberdeen-Kings Cross as far as Edinburgh.

Of the withdrawn Class 06s, 06008 was seen at Polmadie in April, with 06005 and 06006 at Dundee. During the period 8th to 12th April power varied on the Edinburgh-Dundee trains. Examples sighted included 27002, 27110, 27023, 27038, 47211, 26027, 47458, 27038, 47517, 26026, and 47051. Relief trains running on April 9th included the 10-35 Glasgow-Inverness hauled by 26044, and the 10-17 Inverness-Edinburgh, and 15-35 Edinburgh-Inverness return, hauled by 26036.

During this period all West Highland trains sighted were hauled by boilered 37s as booked, and they included 37051, 37108, 37111, 37033, 37011, 37262.

EASTERN REGION

The period under review has seen a surprising amount of Class 50 activity in the Sheffield area but perhaps the most amazing working was 50030 'REPULSE' on 1A07, the 06-20 Cleethorpes-Kings Cross on 8th April. The 50 was sent from Doncaster after the rostered engine failed on shed Immingham. Two days earlier 50021 'RODNEY' worked Iv99 (17-35 Leeds-Bristol). The same working on 14th April produced

50037 'ILLUSTRIOUS', and not to be outdone 50016 'BARHAM' did the same two days later. For 50044, 'EXETER' the Authorities found a different working for its return to the Western Region - the 06-02 Sheffield-Cardiff on 4th. May. Finally on 27th May, Sheffield saw three of these fine machines in the space of 6 hours. The 12-37 Leeds-Cardiff was amazingly hauled by two beasts in the shape of 50042 'TRIUMPH' and 50045 'ACHILLES' and this was followed by 50037 'ILLUSTRIOUS' on the 16-06 Newcastle-Bristol.

A much more common sight than the above locomotives at Sheffield are the trusty Peaks although with the introduction of the new timetable the boilered variety have become much rarer on passenger workings, summer Saturdays apart. One of the last true workings for this type was the 06-37 Leeds-Paignton and 14-38 Paignton-Leeds return, a train composed of MkI vehicles to the end before succumbing to HSTs. The last working of the train on 15th. May was suitably commemorated by local enthusiasts, headboards being carried by 46029 from Leeds-Gloucester, 45033 Gloucester-Paignton-Gloucester, and 45101 from Gloucester-Leeds. Set against the HSTs and air-conditioned 'luxury' of other NE/SW services, the Leeds-Paignton was a train of character and will be sorely missed by local enthusiasts. The replacement HST runs from Bradford-Paignton, but the return working has been amended and now runs from Plymouth-York. Before the service ended the return working was in the news when on 13th. April 37088 which had taken over the train at Gloucester failed near Bromsgrove and the train was taken forward by Lickey bankers 37134/138. Here 47477 took over but after arrival at Derby the engine was removed and replaced by 31285, which itself was taken off at Sheffield in favour of 45023.

Friday 9th. April was a red letter day for haulage bashers covering the Poole workings at Sheffield. The fun began when 46010 on the Newcastle portion failed on the approach to Sheffield and was pushed in by 25072 on the Leeds portion. After removing the defective 46, the 'Rat' worked the whole train forward from Sheffield. The northbound working on the same day produced 40060 Reading to Birmingham, 46055 to Sheffield and on to Leeds, then 40081 took over the Newcastle portion at Sheffield. On 23rd. April 46036 was badly damaged by fire at Rotherham whilst working the 11-35 Poole-Leeds, with 45017 taking the train forward. The damage to 46036 resulted in its withdrawal, with components stripped for use in other locomotives.

Class 40s are now in demand for railtours and on 17th. April the Class 40 Preservation Society ran 'The Fenman' tour from York to Liverpool Street, taking 40084 into deepest East Anglia. On 8th. May the SVR 'Cotswold Venturer' from York to Birmingham and Paddington produced an immaculate pair of Whistlers in the shape of 40057/084, both engines being repainted for the occasion. On the same day an Eastern Region sponsored railtour took a rather grubby 40077 over the Settle & Carlisle route and back over Shap before returning to Doncaster.

On 12th. April the 10-20 Nottingham-Glasgow was taken from Sheffield to Leeds by 40081 after 45147 had failed, and 46004 took the train forward from Leeds. With the introduction of the new timetable this service is now diverted away from the Settle & Carlisle route, and 45005 was noted on the last northbound working.

On Wednesday 12th. May the above mentioned immaculate 40057 worked the Leeds-Sheffield portion of the Poole train. Despite experiencing problems en-route the 40 worked the Harwich-Manchester Boat Train from Sheffield as rostered, but on arrival at Manchester it was found not fit for the return working and 40160 was substituted. This engine should have worked the Newcastle portion the 11-35 ex-Poole from Sheffield, but in the event 37165 did this working.

On 17th May the 16-38 Manchester-Hull DMU was involved in an incident near Rotherham when the driver's windscreen was shattered, slightly injuring the driver. At Rotherham 47234 (CF) was attached to the front of the unit and then worked throughout to Hull

For Sheffield United's highly successful away trip to Halifax (they won 5-1) on Easter Monday, two Footexs were run hauled by 45023 and 47279. On the steeply graded section from Greetland Jcn. to Dryclough Jcn. near Halifax 45023 had banking assistance from 37113. A month later for the promotion celebrations at Darlington on 15th. May 40015 joined in the festivities on one of the football specials.

The Manchester-Cleethorpes and return parcels/passenger train, known locally as the 'Manthorpes' is still a good bet for a Class 40, and recent performers have included 40027 and the green machine 40106. However substitutions do occur and a number of Class 25s have worked the train including 25086 on 8th April.

The start of the new timetable has brought some of the Saturday summer trains into operation at Sheffield and on 22nd May the 09-28 Sheffield-Blackpool produced the goods with 37046 in charge and the 08-54 Chesterfield-Skegness producing 31315. The following Saturday, the 29th May produced a number of 47/3s including 47324 on the 07-50 Leeds-Weymouth, while 47375 worked the following day's Chesterfield-Scarborough.

The forlorn line-up of withdrawn Deltics at Doncaster Works was further depleted during May when 55010 'THE KINGS OWN SCOTTISH BORDERER' was shunted out of the line and rapidly cut to pieces. Apart from Nos 9 and 19 it is still not known if any other examples will be saved and the next few weeks may tell whether such fine examples as 'TULYAR' and 'ROYAL SCOTS GREY' are to escape the dreaded torch.

The end is now in sight for Class 56 production at Doncaster with the frame of the last loco, 56115 already built. In the now erecting shop, the two Class 58 freight locos are slowly taking shape and the engine of 58001 is already on the loco frame.

The hot weather of early June has inevitably brought a shortage of ETH locos for working Air-Con stock. On 4th June 46029 worked the 10-00 Sheffield-St. Pancras as far as Nottingham, while on 28th May 31143 worked the 11-10 Leeds-Poole to Sheffield.

As we go to press details of locomotives which worked into York carrying pilgrims celebrating the Papal visit on 31st May are coming in. Locomotives noted on 'Pope-exs' included 47221/316/318/372/375, 31138/166/202, 37068.

From 17th May the Nottingham/Carlisle/Glasgow services were re-routed via Manchester and Preston. The first train over this route, the 07-27 Nottingham-Preston was hauled by 47081 'ODIN', hauling Mk I stock. Class 25s continue to appear in the Chesterfield area, with 25168 on a northbound ballast on 26th March, and 25306 on a down freight on 4th June. A more unusual working took place on 13th May when 25117 worked the 11-35 Poole-Leeds forward from Sheffield.

Noted at Stratford on 25th April were: 03160/161, 08239/262/264/269/413/417/422/490/494/518/520/527/542/550/698/715, 31133/151/160/164/198/224/255/284/286/305, 37004/021/023/055/057/064/075/080, 40036/044/068/086/127/152/154/159/176, 46001/002, 47004/010/011/014/114/118/128/130/156/206/255/265/296/311/569/571/572/574/580. ADB 968001. 968016.

LONDON MIDLAND REGION

The Midland Main Line saw two double-headers on 12th April, when firstly 45117/46035 worked the 11-53 St.Pancras-Nottingham, then 45128/131 were noted on the 14-07 Derby-St. Pancras. On 30th April 45141 working the 16-50 St. Pancras-Leeds from Nottingham failed at Trowell Jcn. and after a long delay 45005 was attached to the front and worked the whole train forward to Leeds.

The Manchester-Bangor-trains are often a good bet for Class 40 haulage, but on 22nd May the 07-42 ex-Manchester Victoria produced 25130, while the 09-42 saw 25034. The following Saturday, the 29th May the 10-10 Euston-Aberystwyth was taken forward from Birmingham by 25062/141. The hordes on the train made a swift bale at Wolverhampton for 50040 'LEVIATHAN' on a Wolverhampton-Penzance additional.

On 11th April, due to engineering works between Preston and Lancaster all WCML trains ran via Blackburn, Clitheroe and Settle, and a shuttle service ran between Lancaster and Carlisle, one set worked by 25079, and the other by 40057.

On 31st May 37267 and a 3-Car DMU worked the 15-34 Birmingham-Hereford, making a special stop at Kings Norton to detrain hordes of bashers.

The superb Class 87s have established an enviable record of reliability since their introduction but on 11th May 87022 'COCK O' THE NORTH' was declared a failure at Stafford on the 1115 Glasgow-Birmingham, passengers being transferred on to 86325 on the 14-23 Manchester-Cardiff. On 31st May a

dead 87001 'ROYAL SCOT' was hauled into Birmingham by 83009 on the 16-coach 09-35 Euston-Inverness 'Clansman'.

For the above information we are indebted to Miss S. Taylor, and Messrs. Peach, Gossan, Gee, Marshall, Watts, Whitlam, T. Needham, Wesley, Barsby, Nicholson, S. Caddick, H. Cooper, Sanderson, Skinner, Butcher, Bladen, 40129, 47208, 'MENTOR', Corroy, Armstrong.

PENNINE TRIPS REPORTS

No.5 London 27th. March 1982

Wimbledon - Amongst many EMUs were Departmental 001, 005, 008, 024, 055

Stewarts Lane- 08653/845, 73002/006/104/114/117/121/140/142

Willesden - 08201/511/683/908/909/934, 25210/283/311, 81014, 86207/220/221/224/235, 86237/325/327, 87002/004/014/024/025/031

Old Oak Common - 08630/651/793/794/825/936/944, 31117/128/132/135/209/257/260/296/307

31413/415, 47009/011/051/061/074/094/098/099/121/122/157/500/510/565,

50004/006/013/020/033/034/035/036.

No.6 Doncaster 28th. March 1982

MPD - 08008/031/331/444/459/607/776, 31108/174/259/263/271/293, 37034/058/069, 40153
45029, 47220/292/299/304/312/442, 50016, 56018

Works - Pilots 08136/420 Paint Shop 50021/037 Weigh House 50030

Yard 03069/107, 31101/148/190/217/264/306/421, 37013/056/066/093/139/146/199/213

4 Bay 03066, 31137, 37125/267, 50005/025/029/042/044

2 Bay 31121/176, 37031/049/094, 56012/019 Dismantling Shop 37050, 50048

Scrap 03067/168, 31274, 40067, 55004/005/007/008/009/010/011/013/015/016/017, 55019/021/022 Hexthorpe Bridge 50028

No.7 Toton/Derby 17th. April 1982

Not available - Editor still requires details from any member on the visit.

No.8 South Wales 24th. April 1982

Newport Ebbw Jcn.- 08359/586/639/780/781/822, 37175/235/256/278/284/303/307, 47069/901

Radyr - 08350/580/662/779, 37237/257/273/302/305

Margam - 08360/361/367/394/799/896, 37178/185/225/229/254/271/295, 47083/258/267, 56035/038/040/044

Swansea East Dock - 08577/637/663/818/819/898, 37124/218/222/258/279

Landore - 03120/121/141/145/382, 08400/660/697/897, 33021/208

37129/148/177/181/186/281/304/306, 47075/094/159/455/465/502

No. 9 Doncaster 9th. May 1982

MPD- 08031/115/420/444/459/734/776/867, 31105/107/120/155/236/240/255/316, 37087/093/166,
40057, 45029, 46028, 47291/314/417

Works - Pilot 08331 Paint Shop 31208, 37050

Yard 03107/162/371, 31101/148/201/421, 37013/112/117/139/146/196/199, 50045

4 Bay 03066, 31137/217, 37044/066, 50005/025/028/029/042/048

2 Bay 31118/298, 37059/213/248/260, 56012/023 Dismantling Shop 03112, 56010

Scrap 31264, 55010 (being cut up) Test House 56107

Deltics-Canal Sdgs South to North: 55007/4/22/16/5/17/13/11/8/21/19/9/15

New Erecting Shop - Frames for 56s up to 56115 (last Doncaster 56) Frames of 58001/2

DMU- 51279/1556/9249/9687/1213/6426/0593/1273/6081/1548/1838/9533/1894/9367/0009/9693/1954,
50562/0381/1819/0426/9692/6040/0135/6391/6440/1527/0219/6429/9615/1468/9239/0238/9163,

50546/6038/1247/6092/0253/6187/1553/0598/0170/1458/0457/9227/6013/0590/0026/2069/9812, 56125

No. 10 Crewe Works 23rd. May 1982

08222/329, 37015/159/202/203/214/244/247, 40023/024/031/088/093/103/115/118/123
40139/142/166/169/172/188, 45124/146, 47032/041/064/070/086/096/129/190/212/214
47256/327/330/370/373/420/423/440/448/453/465/470/481/486/488/519/536/541/547/571
47703/711, 81009/015/020, 82001/002, 83011, 84008, 85002/015/023/029/035
86003/030/231/236/322, 87012/21, HST 43194.