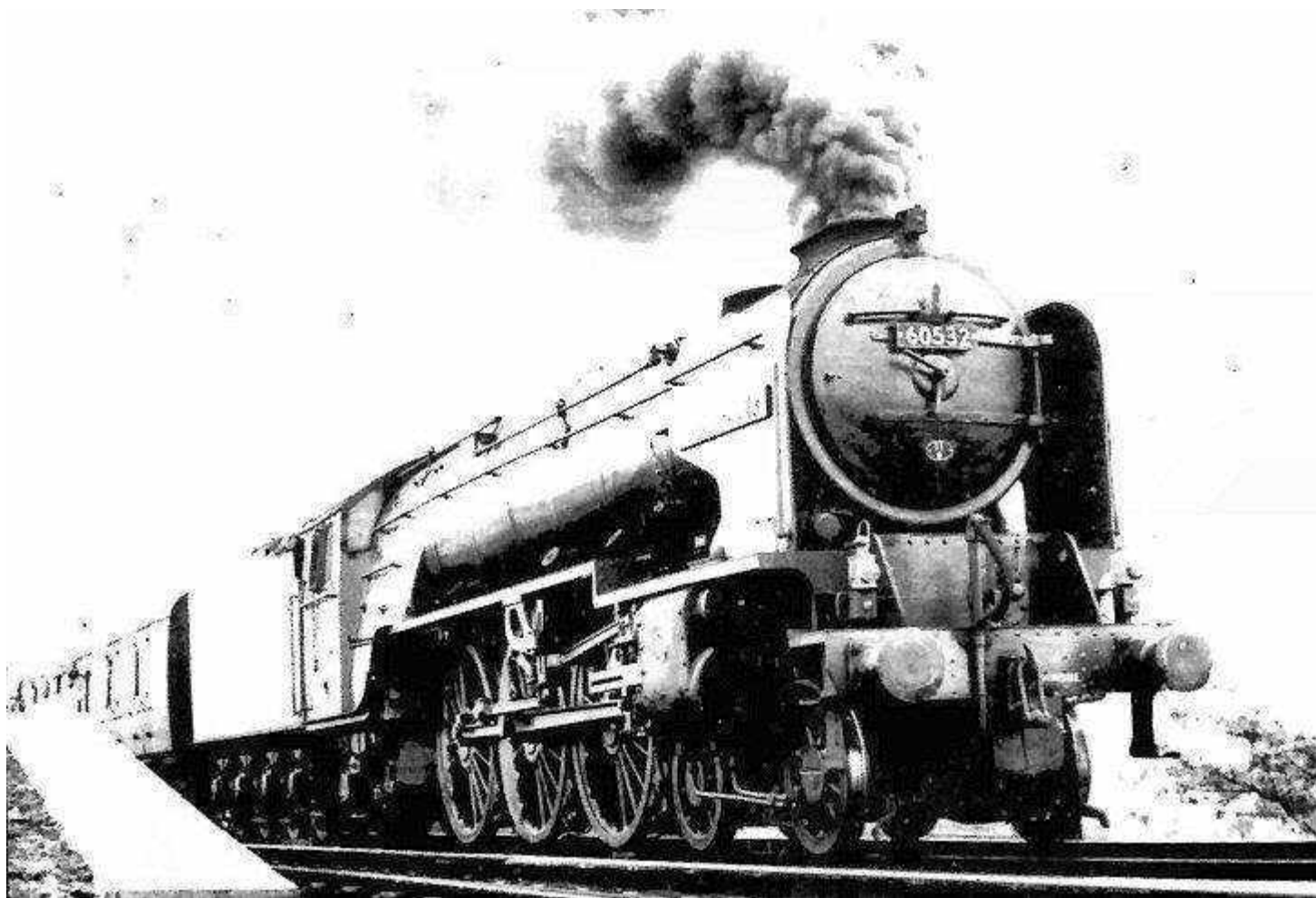


# **TRANS PENNINE**

## **THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY**



**No.43 - Spring 1983**

## **NOTES FROM THE COMMITTEE**

Well, here we are again entering another new year - 1983 - let's hope it's a good one, both for yourselves and the Pennine Railway Society.

The 1983 AGM saw some changes to the committee, full details of which are shown later in a separate item. We would ask that the membership to assist the new Magazine Editor, Membership Secretary and Promotions Officer by rising to any appeals for help e.g. information for the magazine, things for sale etc.

Don't forget that 1984 sees the 10th anniversary of the Society. If you have any ideas as to how we can celebrate this, please forward them to any committee member before 1st June 1983 in order that an early decision can be made.

Finally, we would like to take this opportunity to say thank you to Tom Helliwell, our retiring membership secretary, for all his efforts over the past years. Thanks Tom!

### **EDITOR'S NOTES**

Welcome to the Spring edition of Trans Pennine and to all new members, welcome to the Society.

So, this is what it feels like to be in the hot seat! As many of you will be aware, Tony Caddick has moved on to pastures new and is now Membership Secretary. Yours truly has taken over as Magazine Editor and I would just like to thank Tony for all the hard work he has put into editing Trans Pennine over the past two years. Both he and John Sanderson have kindly offered to guide me through this edition, providing I don't make any remarks about Sheffield United and Sheffield Wednesday (I still think that's a public holiday!), Geoff Boycott or Socialism. As if I would!

You the reader can also help. Remember, Trans Pennine is your magazine. I need your news and reports, articles and letters, to make this a success. So, if you have something, please - SEND IT IN!!!

DAVID BLADEN

### **ANNUAL GENERAL MEETING**

The Pennine Railway Society Annual General Meeting for 1983 was held on Sunday, January 16th, 1983 at the Corporation Brewery Taps, Cleveland Street, Doncaster between the hours of 12 and 2pm.

The meeting, attended by approximately 45 members, was opened by Robin Skinner, your friendly chairman (it says here!) and the agenda for the meeting was agreed. Robin went on to review the activities of Chairman and Fixtures Secretary during 1982 and to look forward to 1983. He then turned to a sadder note, informing the meeting that Mr Tom Helliwell had asked to stand down from the position of Membership Secretary. Robin said the committee had reluctantly accepted Tom's resignation, and as a result put forward to the membership the following alterations to the committee, in order to allow Tom to step down:

1. Tony Caddick to move into the position of Membership Secretary.
2. Dave Bladen to take over the position of Magazine Editor.
3. Linda Bladen to be promoted onto the committee and take over promotions from her husband Dave.
4. The rest of the committee to remain unchanged.

The changes were proposed by Ian Shenton and seconded by Alan Pett and carried by a good vote.

The next item on the agenda allowed John Sanderson to explain his finances (sorry, the clubs!). A balance sheet was handed round showing a turnover of £3,436.14 during 1982, with just over one hundred pounds in the bank, after a difficult year with trips being cancelled as a result of the NUR and ASLEF disputes of the summer. Both the committee and the membership in attendance were very happy with the way the club's finances were being run.

The meeting then went on to hear a short membership report from John Sanderson in Tom Helliwell's absence. David Bladen presented his promotions report thanking everyone who had contributed to the various

events staged during 1982 and hoped that the club would be able to hold as many successful stalls, both on trains and at open days during 1983.

Tony Caddick reported on the magazine 'Trans Pennine' during 1982, thanking the membership for their response to requests for rail news and articles. Contributions and entries to the quizzes had also reached an all time high. Tony thanked Pete Wesley for contributing a very Interesting quiz to the September edition which attracted more entries than any other.

Still on the subject of the magazine, the committee went on to thank Mike Bloomer who is responsible for printing the magazine. Mike does an excellent job and it should be said that he produced a sterling effort to get the Christmas magazine out while still recovering from a serious illness. Thanks Mike.

Also, last but not least, Tony Booth also does an excellent job in producing the cover for the magazine and the trips and meetings lists.

There followed an hour of general discussion in which the committee, through David Bladen, reminded the membership that 1984 sees the tenth anniversary of the Society and to mark this the club should arrange some sort of special occasion. It was decided that the membership would make various suggestions to reach the committee by 1st June 1982, leaving plenty of time before 1984 should the club decide to arrange a major event, e.g. a railway fair or a special train chartered from B.R.

The meeting went on to discuss the annual slide competition after which the committee promised to look at suggestions that the rules be tightened up.

Finally, the meeting came to an end at approximately 2 o'clock with the President's Address, presented annually by Geoff Bambrough.

### **THE PENNINE RAILWAY SOCIETY COMMITTEE 1983**

After the alterations to the committee described in the AGM. report this is how it now stands:

President:	Geoff Bambrough
Chairman/Fixtures Sec.:	Robin Skinner
Treasurer:	John Sanderson
Membership Sec.:	Tony Caddick
Magazine Editor:	David Bladen
Promotions Officer:	Linda Bladen
Committee Members:	Peter Barsby and Sue Taylor

### **TRANS PENNINE NO.44**

The next issue of Trans Pennine is booked to appear in June. All contributions, which will be gratefully received, should reach the Editor by 21st May 1983. Please note the slightly earlier date - I'm off on my hols!

### **END OF AN ERA (1).**

The 22nd of January saw the end of an era, when the last passenger train ran along the 4 miles long branch from Shepley to Clayton West. More than 1000 people turned up to pay their respects to one of the oldest surviving lines in Yorkshire, which originally opened to traffic on the 1st of September 1879. The units working on the final services were 51840+59710+51822 and 51820+59703+52084. Sadly however, the last journey was marred by some mindless moron throwing a piece of ballast at the train, smashing a window and slightly injuring a passenger. West Yorks PTE are to provide a replacement bus service.

### **END OF AN ERA (2)**

As predicted in the last issue of Trans-Pennine, Wath MPD finally closed on January 24th 1983. One of our members, Mr. Peverly, visited the depot on January 22nd and noted only one locomotive, 31221, which was due to work an excursion on the 23rd.

## END OF AN ERA (3)

It has been announced that Reddish TMD will close on March 28th 1983. All the movable Class 76's have been purchased by Booths of Rotherham, except four which are going to Coopers of Attercliffe Road and three to Berry's of Leicester.

The first of them are due to be moved via the Hope Valley route from Reddish/Guide Bridge on 25th February. These are 76015/41/46/49/53.

## ANYONE FOR A DELTIC?

What could be your last chance to buy a Deltic came with the announcement that 55015 'Tulyar' has been placed back on the BR tender-list. Tulyar was offered for sale at a London auction on December 16th 1982, but was withdrawn from the sale when the bidding failed to reach the reserve price. The highest bid was £5,000. Should Tulyar not be purchased, it seems likely that this great loco will follow its stablemates to the cutter's torch.

## NO LOOS IS GOOD NEWS?

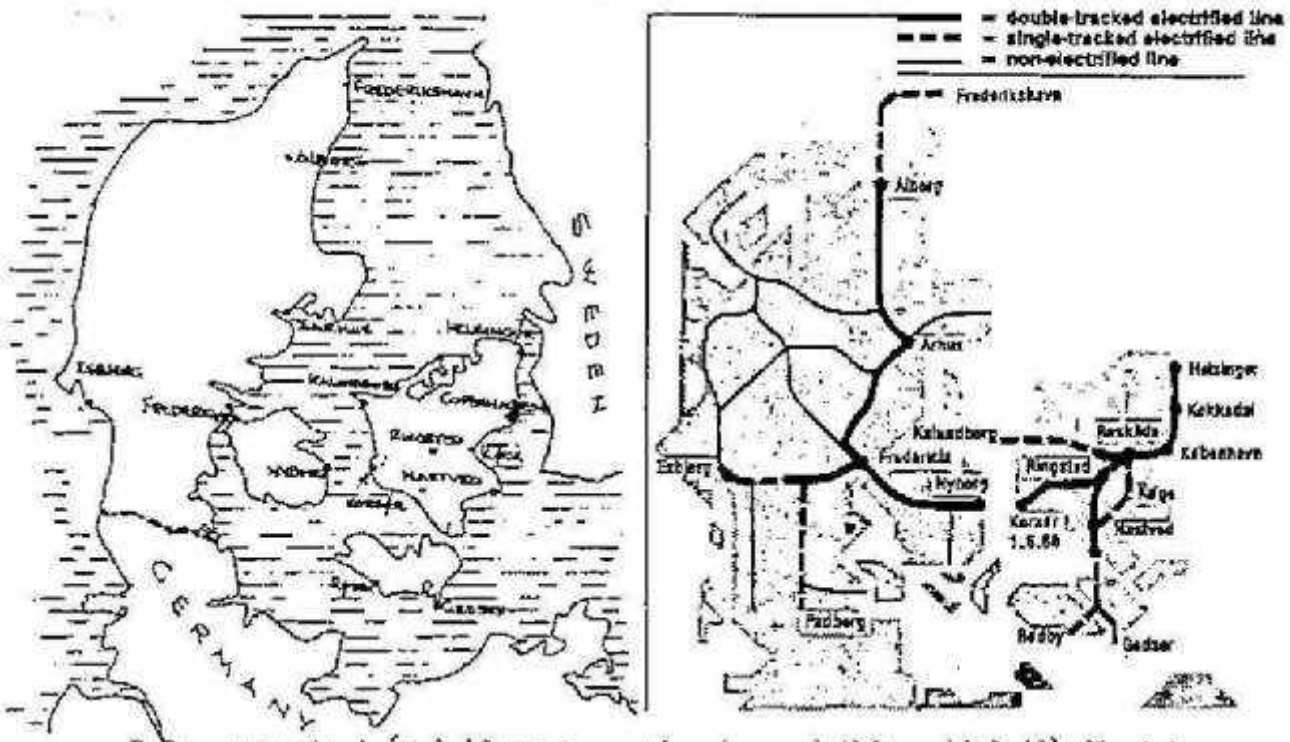
Poor old British Rail - they can't win! During the recent dispute in the water industry, BR rallied to the call to save water by locking up station toilets in the London Midland region and Instructed travellers to make other arrangements. However, within hours staff were forced to open them again following complaints from angry passengers.

## DIESEL DAYS

The North Yorkshire Moors Railway will be holding two diesel days this year, on April 16th and October 1st. It is hoped that the latest addition to the line, D8568, will be in use on these days. The former Class 17 has been purchased from the Ribblesdale Cement Company (in Lancashire Robin!) by The Diesel Traction Group.

## THE DANES DARE - SO WHY DOESN'T THE BRITISH GOVERNMENT?

G.E.C.



Before you start (and if you are going to read this article!!) first have a look at the map above to realise that the shape of Denmark isn't really the right geography for an integrated railway network.

There is one large piece joined to West Germany, and then two islands and on the far side of the far one is the capital, Copenhagen!!

However, the Danes do have a good network of some 2000 route km.(1243ml.), which is attracting increasing passenger business. However, this upsurge could cause a hiccup as the rail equipment is-ageing.

In 1956 a committee voted on whether to electrify or replace steam by diesel. Just one vote the wrong way brought in the diesels! (Yes, you've heard it all before). By the late 1970s the need to electrify was more apparent, and in 1979 approval was given for a £320m rolling programme to electrify 1065 route km.(662ml.) which, apart from the Copenhagen suburban system, carry 90% of traffic.

Currently there is a rising operational deficit, and 1971 was the last time a line was closed - but timetabled electrified main line services will commence in 1986 (when it is hoped that export opportunities will be realised).

This year, the first section of 50km. from Helsingor to Kokkedal will be commissioned so that two "mixed traffic" prototype locos can be tested. Ordered from BBC in Mannheim, these Bo-Bo locos weigh 80t., will have a tractive motor power of 4000kW and be capable of hauling 12 coaches at 100m.p.h.

Whilst Danische Staatsbahnen - DSB, the state railway envisage an eventual 120 locos, the last 30 diesel units are being delivered, but as it is only the mainline passenger services that are being electrified, the diesels still have a worthwhile job to do. It is hoped that the higher availability and speed of the electric units will mean that 3 can replace 4 diesel locos, and maintenance costs/km. should fall by 75%.

DSB engineers in search of a practical overhead system settled on the B.R. suspended contact wire and catenary with pre-sag, after visiting Finland, Sweden, France, USSR, GDR, and W Germany. Detail design is being carried out in co-operation with Balfour Beatty. DSB. have opted for 25kV. at 50Hz.

These are the Danes' firm plans for the next 25 years. How about having them over here to govern us!!!

## **MOTIVE POWER CHANGES**

### **Locomotives Re-allocated**

**Eastern Region:** 03086/180, 08868 - NR; 03162-LN; 08239-HS; 08262-FP; 08264/269, 40085/124, 56082-HM; 08705-CA; 20053-TI; 37127/134/138, 40084, 47156-GD; 37023-TE; 47255-SF;

**London Midland Region:**08103-DY; 08474/613, 25115/154-CW; 08484/788-BY; 08633-AN; 08697, 25133/153, 31120/169/171/288/289-TO; 08784/825-WN; 08786-SY; 08939, 25086/090, 31145/165/257-BS; 40121-LO; 47119-CD;

**Western Region:** 08349/359/481/594/595/634/637/639/646/652/668/780/801/822/848/932/940-CF; 08795/949, 56034/036-BR; 08821-OC; 08839-GL; 08849-W; 08954, 37142-LA; 47462-LE;

**Scottish Region:** 08452, 20149/228, 26021-HA; 08753-DT; 08754-IS; 20007/028/040/085, 37146-ED; 20108/120, 37117-ML;

### **Locomotives Withdrawn**

03021/022/060/149/370, 08024/091/100/107/130/137/156/163/201/270/273/287/311/317/320/333/356/374/381/548/551/557, 20003/017/020/027, 25036/062/067/093/126/130/131/132/134/139/143/157/160/177/179/180/186/187/214/248/260/270/294/304, 31192, 40008/025/055/092/162/184/186/198, 46049/050/055/056;

### **Locomotives Re-instated**

08773(HM), 08775(NR), 08894, 45037(TO), 20037/063/069/119/139(HA), 20043/667/110/127/148(ED), 31101(TE);

### **Locomotives Stored Serviceable**

08620, 26027(IS), 20006/045/0633/117(ED), 20022/025/031/094/103/107(IM), 20046/054/092/093/095/096/098/106/112/129/130/211(TI), 20078, 26033(HA), 20121/126(ML), 20140/176(TO), 27203(ED), 82005/008, 83007/012(LG);

**New Locomotives** 56111/114(HM), 56112/113 (TI);

**Locomotives Cut-up** 25142/291, 40171, 46008/030/034/042(ZL), 55011(ZF);

**Dual Braked:** 08630/666/680/732/771/775/787/868, 37011/114/162/223/260, 31101;

**Slow Speed Control Fitted:** 20199;

**Boiler Removed;** 47131;

**Boiler Isolated** 31152/177/216/249/293/294/318/325, 37023/091/118, 45029, 46009, 47061/094/103/147/150/155/159/171/255;

**Multiple Working Removed;** 40012;

**Boiler Re-instated:** 37023/102, 40047, 47104/552;

**Departmental Locomotives:** ADB 968008/013/015 now at Cambridge.

### **Locomotives Named**

47471 Norman Tunna G.C.,  
47537 Sir Gwynedd/County of Gwynedd,  
47539 Rochdale Pioneers,  
47541 The Queen Mother,  
47558 Mayflower,  
87026 Sir Richard Arkwright.

### **DIESEL MULTIPLE UNITS**

#### **Transfers**

**To Eastern Region;** 56136, 56417/26/41-NR; 56424-BG; 59570/71/72-HS;

**To Western Region;** 50083, 50820, 59031-LA; 51352/62/94, 51404, 59514/39/46/51-RG., 55026-BR; 55032/33-CF;

**To London Midland Region;** 50422/25/33/39/54/80/82/90/92, 50506/62/71/90, 50634/64, 50702, 56501, 59219/25/27/28/30, 59794-NH; 50496/97, 50502/51/61/62/71/72/89/90, 59212/18/26/27-BX; 51573/82, 59062/65/87/89, 59102/05, 59285, 59306, 59524/29/31/34-DY; 51907, 56151, 56261 56490-LO; 59054, 59530-CH; 59365, 59535, 59610/74, 59735/57-TS;

**To Scottish Region;** 50163, 50376/84/86, 51234, 51301, 51493, 51806, 56437/64/69, 59215, 59302-AY; 50269, 51245, 55011/15, 59525-HA; 50748, 51468, 51537, 59692-ED;

#### **Condemned:**

50346/72/74/85/89/98, 50400/02/03, 50609, 50756/64/65/69/72/76/87/90/93/98, 50810, 51117, 51257/75/86/96, 51560, 55989, 56103/16/18/20/50/51/55/58/64, 56295/96, 56432/44/45/65/75, 59000, 59140/47/56/60/64/65/74/79/80/81/98, 59203/66/78/88/91/96, 59695, 59702/08;

**Stored Serviceable:** 59340(SW), 59539, 59547/49(RG), 59550(LE), 59553(HA), 50877.

**Renumbered:** 50446 to 78851, 50521 to 78601, 50271 to 78708, 50281 to 78958, 51546 to 78966, 51554 to 78716.

**Departmentals:** M56129 to ADB 977114 (Cricklewood, Sandite unit), E59458 to DB 975993, E51286 to TDB 977123, E51296 to TDB 977124, E56444 to TDB 977125, E56445 to TDB 977146.

## **ELECTRIC MULTIPLE UNITS**

**Transfers:**308151/2-IL;

**Condemned:** 5611/12/13/19/21/28/29/32, 29702, (485)19, (486)30.

**Re-instated:**4668 (WD).

### **Reformed and Renumbered/Reclassified**

<b>Class</b>	<b>Existing Unit No</b>	<b>New No</b>	<b>Allocated</b>
305/1	405	479	IL
305/2	512	502	IL
410	7019	412301	RE
411/2	7177	411563	RE
411/2	7201	411564	RE
411/2	7188	411565	RE
411/2	7134	411503	RE
411/2	7179	411609	RE
411/2	7182	411610	RE
411/2	7186	411611	RE
415/1	5219	5449	SU
416/1	5665	6306	SU

## **CRUSADING TO CORNWALL**

**by David Bladen**

For those of you who are like me and believe that 6.15am is the product of an alarm clock maker's imagination, I have some news - it really does exist! It was at this unearthly hour that Linda, myself and a few other Pennine masochists (sorry members) stood on Sheffield's bleak platform on Saturday, February 5th, to await the arrival of B.C. Railtours' "The Cornish Crusader". This would, if all went well, take us to Newquay and be double-headed all the way, firstly to Bristol TM. by 2x31's, then to Plymouth Friary by 2x37's and finally to Newquay by another pair of 37's. As we waited the familiar sound of a 31 was heard and sure enough 31235 and 31327 rattled into the platform with a rake of 11 Mk.1 coaches. The usual scramble for photos ensued, followed by the usual scramble for the correct seats! However, everyone was soon settled and we departed on time at 6.30am.

Our two locos soon proved that they were in fine form. In no time at all we were through Bradway Tunnel and heading for our first stop at Chesterfield. The boilers too, worked well. John Sanderson soon had his anorak off, closely followed by his scarf. We waited in trepidation to see what he would take off next. Thankfully it was only the lid from his butty-box! A brief stop was also made at Derby, Loughborough, Leicester, Nuneaton and Birmingham. One loco of note at Leicester was D7076, the ex-Old Dalby "Hymek", which was in the sidings to the north of the station and looking in a very poor state. This loco has been bought by the E Lancs RPS. and should shortly be moving to Bury.

At Birmingham, the arrival of double-headed 31's certainly caused a stir of excitement amongst the enthusiasts on the platforms, however they had only a few minutes in which to admire the beasts, before we had received a green and were threading our way through the suburbs and on towards the Lickey incline. Now, going down Lickey is good at the best of times, but with two fine locos such as those at our head, it was positively marvellous! Many of those timing the run down the incline claimed that the magic "ton" was reached and I for one would agree, but the thrash took its toll and we arrived in Bristol with only one loco working fully.

Bristol was the scene of chaos and confusion. In their efforts to secure good photos, many people spilled onto the track, not only in front of the train, but onto the through lines as well. It was only the prompt action of the BR staff and the train stewards that prevented, in my view, a nasty accident. The 31's were uncoupled and 37176 and 37189 were attached. More confusion reigned when it was found that the lamp bracket on the lead loco was in the wrong place and that the headboard would completely block the driver's view! Thus, "Boris the Caveman" was consigned to the brake.

One thing I have never realised before, is just how many people try to board railtours without paying. After we left Bristol, the train stewards carried out a full ticket check and discovered 60 people without tickets. They were given the option of "pay-up or else". As far as I know, all paid! The 37's showed too, that they were no slouches and made short work of the run to Plymouth, finding the summits en route, no problem. I don't think the branch to Plymouth Friary is meant for long trains and judging by the noise coming from the wheel flanges as they took the sharp curves, the train didn't think so either! Nearing the end of the branch we passed the two 37's which would take us on to Newquay, 37182 and 37207 'William Cookworthy'. We also passed several policemen and later learned that they had arrested a few would-be "Crusaders".

And so out of Plymouth, across Brunel's bridge and into Cornwall we rolled. The Cornish weather decided it didn't like "emmits" (Cornish slang for tourists) and promptly threw everything it had at us. A rainstorm is no place to discover that your window won't shut properly! We left the main line at Par, turned onto the Newquay line and entered the lunar landscape of china-clay pits. At 14.15 GMT (Goonbarrow Mean Time), we entered the Goonbarrow loop to allow the Par-bound unit to cross and then finally it was on to Newquay, where just outside the station, 37207 detached, so that it could shunt the stock and release 37182 to run round.

Newquay, on a winter Saturday afternoon, is one of the sleepier places on earth, however, it had a rude awakening as close on 400 people braved the gale-force winds and left the station in search of supermarkets, bakeries, and shops in general. The beer counter at Lipton's did a roaring trade - there was no alcohol on the train buffet due to licensing problems. However, the town wasn't awake for long, as 35 minutes after arrival, it was time to depart on the long journey north.

The trip homeward proved fairly uneventful, most of the passengers seeming glad of the chance to catch up on their sleep. But confusion reigned again at Bristol, because of a mix-up over which locos were to haul us back to Sheffield. Then an hour was lost at Leicester after one of the coaches developed a "hot-box". The station pilot 08471 was summoned to remove the offending vehicle and the station supervisor was summoned to remove several dozen offending enthusiasts who had stayed in the coach in the hope of getting some unusual haulage. Eventual arrival back at Sheffield was 50 minutes late, but this did little to mar what had been a highly enjoyable day. This was B.C.'s first railtour and they are to be congratulated - let's hope it won't be their last!

Locos noted during the day:

Derby 08208, 20136/157/189, 25164/209/233, 31143/301, 45128, 47200

Leicester D7076, 08471, 20143, 25083/251, 47182

Nuneaton 08461, 47026/338/365

Birmingham 08742, 81013, 85002, 87016

Lickey 371810 'County of Dyfed', 37270

Bristol 08259/322/483/491/756/795/891/942/951, 31158, 33020/21/42/52, 37158, 47091/115/175/196/203/466/551, 50034, 56043/44

Taunton 97652

Exeter 47473

Plymouth 08760/839/840/895/953, 31260, 47189/203/448, 50001/28/35/41

St. Blazey 08113, 37142/181/274

Goonbarrow 51310 and 51325 (unit no.P468)

**TOTON & DERBY 12th February**

**by Mike Bloomer**

'Twas a cold February morning, the snow lay o'er the ground as we journeyed through falling snowflakes to a place well known to us since childhood but before we reached our destination, there suddenly came a strange noise from without, bump; bump; bump; it went, rumble; rumble; rumble. Our thoughts were of fear, horror and great puzzlement, a sickening feeling came over us, could it be the dreaded ET. trying to get a lift home? Alas, no, it was the perilous, haunting sound of a deflated wheel, yes folks - you've guessed it, we had a puncture and only nine minutes to get to Toton. All hands to the wheel, or was it the 'pumps' - probably both! Within four minutes, after taking suitable 'inflationary' measures (not a word to Maggie about that) we were on our way and there waiting for us, six cars loaded with appropriately clad members with cameras,



binoculars, books and pens - no clothes, just cameras, binoculars, et., et., (sorry that should be etc, etc, - that Alien gets everywhere).

Toton was littered with rather more than its usual number of locos - 56 in all and the Class 31 contingency was represented from six different depots i.e. BR, GD, IM, TE, TI, TO, 25151 stood all alone in the south yard looking rather the worse for wear, with extensive collision damage, whilst 968002 stood proudly at the entrance to the depot, as if on guard, or is it waiting for a buyer?

Toton list as follows:08021/275/293/320/829/856. 20016/041/073/077/113/134/141/142/147/159/166/170/182/185/186/187/188/189/190/196. 25131/139/151/152. 31127/145/154/162/163/209/216/237/271/282/296. 40133. 45034/040/642/043/0162 077/134/136. 47107/187/197/200/203/326/329/343/349/377/378/447. 56056/059/061/063/064. 975465/481. 977052 (M56145) Sandite, 977122 and 968002.

We arrived at Derby almost an hour ahead of schedule and so various pastimes were followed - ranging from snowballing and cricket, to the more sensible members sitting inside a warm car eating varying breeds of 'sarnies', washed down with all manner of 'slush'. A couple of those "Journey Shrinkers" passed through the station; 43187, 41167, 40032, 42313, 42310, 42311, 42312, 44089. 43188 on a Newcastle - Plymouth and 43082, 41048, 41047, 40334, 42069, 42070, 42071, 44023, 43196 on a Leeds - St. Pancras. In the works, HST power cars under repair were 43016/017/067/070/080/112/122/123/130. Stripped of almost everything was 40018 "Carmania". An unusual sight was a Class 25 with two different numbers on (perhaps not so unusual at Derby as we've seen two 25s, one in the workshops and one in the yard both carrying the same number on a previous visit). The explanation for this latest oddity, was that 25035, which carries a number on its side panel, had suffered cab damage and a cab had been 'borrowed' from sister engine 25036, complete with number. The cab carried 25036 and the loco still had 25035 on the side there are no prizes for guessing the number it carries when it returns to duty.

Other visitors in the workshops were: 25049/305, 27014/104, 45115. Two APT power cars 49001/4 were evident, the former in the test area along with HST power car 43079, which, together with 43075, had their respective numbers painted on the front panels instead of the usual set number - what a good idea, could we have shed plates on the front too please?

The yard was well stocked with a goodly number of 'well worn' locos, 27203 being a more recent arrival, with its 'Droop style cab' - it stops the wind you know - and so do Polo Mints. Another loco with a similar designed cab, was 25150, but why is this style cab fitted to one end only? A sorry sight of three 'Rats' being cut-up 25216/261, the third wished to remain anonymous. 25170 and 25290 were being de-asbestosized - (that's a good word!) and power cars 43018/9 were undergoing dehydration process (the removal of fuel and water) before entering the works.

Our guide, who was extremely helpful, continued a very informative tour through the Fabrication Shop, explaining as we went, the various functions of the numerous machines and offered our party a sneak viewing of the Automatic Bogie Spraying Plant, which proved to be of great Interest. We also saw the first batch of Bogies for the new breed of London Underground Trains - unlike the previous square type, these new ones are circular. All in all, a very interesting visit, which I'm sure was enjoyed by everyone, in spite of the bad weather.

Other locos on site were as follows:-08199/456/536/598/605/681/696/783, 25036/062/088/093/105/114/129/142/150/220/248/274/304/312, 27203, 40075/132/140/163, 45014/056/108/109/110/112/124/130, 47339/434, HST. 43050, 40516, 40519, 40520, 44094. (In store - alongside shed) 25088 still keeps a lookout over the works from the side of Etches Park.

Thanks to everyone for making the trip one to remember.

## **SKYTRAIN LIVES?**

The following Item recently appeared on the letters page of the Daily Express: "Last week I travelled on an Inter City train to Bristol. As it approached its destination, the public address speaker clicked into life and a voice apologised for the lateness of the train. The reason apparently was headwinds. I wonder what would happen if airliners ever encountered defective points?"

## QUIZ COMPETITION No.33

Compiled by Mrs L Bladen

First Prize of £5, second prize of £3, third prize of £2. Entries should reach David Bladen, Magazine Editor by 15th May 1983. Don't worry if you can't get all the answers - you may still win a prize!

After the mammoth, brain teasing Christmas Quiz, the competition this time is designed to ease you gently through the cold weather! In the square below are 25 names of diesel and electric locomotives, past and present. The names can be backwards, forwards, up, down, diagonal. Good Luck.

A	A	N	I	L	O	C	H	E	I	L	Z	D	I	X	H	C	R
H	L	O	E	K	F	S	B	S	N	V	I	P	G	A	U	O	B
R	Z	R	Q	X	M	D	C	E	W	A	O	A	A	L	Y	S	A
A	L	T	B	E	N	N	E	V	I	S	R	A	M	A	T	J	C
I	L	H	M	N	U	A	C	N	O	L	C	O	L	T	M	Q	C
L	O	B	R	O	I	L	A	G	T	O	C	S	L	A	Y	O	R
R	G	R	I	B	D	D	H	S	U	O	I	R	O	L	G	F	A
I	K	I	C	O	N	A	O	P	C	G	Y	D	I	H	T	E	C
D	P	T	V	Y	N	O	S	L	N	Z	A	P	A	P	A	C	F
E	H	O	A	S	F	R	A	A	M	A	Z	O	N	U	X	U	R
R	F	N	I	T	I	B	L	H	P	W	E	B	B	R	R	G	O
S	R	N	T	E	A	S	T	R	A	T	H	C	L	Y	D	E	R
C	N	B	Y	R	M	A	O	N	R	O	O	G	P	A	A	B	E
X	A	K	C	M	D	T	S	F	T	J	W	I	X	H	K	C	U
B	T	X	S	O	R	O	E	H	I	P	E	N	T	C	Z	U	Q
M	L	W	L	U	N	Y	G	R	A	L	O	C	H	A	W	E	N
O	U	P	E	T	E	R	P	A	N	R	A	B	Q	E	P	A	O
K	S	E	H	H	C	T	O	R	U	R	T	F	O	Y	T	I	C

## DELTIC NEWS

This column grows increasingly shorter as the cutter's torch takes its toll of this magnificent class. 55013 'The Black Watch' was cut up during December, 55017 'The Durham Light Infantry' during January and 55005 'The Prince of Wales own Regiment of Yorkshire' during late January and early February, after being in the works since February 1981.

This now leaves a sad line-up of 55004/22/16/15. However, there is a glimmer of hope, the 'Deltic D9000 Fund' have been actively raising money with the aim of saving enough to purchase D9000 (55022 -'Royal Scots Grey') and, as reported elsewhere in the magazine, 55015 'Tulyar' is now back on BR's tender list.

## HST NEWS!

Saturday the 22nd January saw the end of most loco hauled trains on the NE/SW route. HSTs now cover all workings except the Leeds/Birmingham and Newcastle - Leeds/Poole services. On that day 45130, on the 07.00 Bristol TM/Leeds carried a headboard 'The Severn Tyne'.

## COMPETITION NO.32

Many thanks to the 14 members who entered the Christmas quiz. The 50 questions foxed everybody except the winner, who by some miracle, managed to complete an 'all correct' entry. He receives our heartiest congratulations and also £10!

The result was:

1st. S.R.Smith of Royal Hackenthorpe, Sheffield. (£10)

2nd. Jon Davis of Sheffield. (£5),

3rd. M.D.Turner of Harrogate, North Yorks. (£3)

### Answers to the Christmas Quiz:

1 - 46137 about March 1955. 2 - 46115 on 1st January 1966. 3 - 9th July 1938. 4 - Wolf of Badenoch. 5 - North British 0.6.0. 'Maude' No.673. 6 - 31st July '67. 7 - 1887. 8 - Crewe 1966-7. 9 - E6048. 10 - One No.1200 formerly Brush 'Falcon' No.0280. 11 - Princess Anne. 12 - Daniel Gooch 1841-43. 13 - Leicester Square, 80' 9" rise. 14 - St. Pancras, 240' across, 100' high. 15 - Vulcan Foundry, Newton-le-Willows and Robert Stephenson and Hawthorns, Darlington. 16 - Broad St. Station, London. 9th June '65. 17 - 8 cubic feet. 18 - Class 50. 19 - 1937-47, Southern Railway and 1948-49, BR Southern. 20 - Sheffield Grimesthorpe. 21 - Waggon und Maschinenbau. 22 - 'Ivernia'. 23 - D7000 - D7100 Hymeks. 24 - 34064 Fighter Command. 25 - Pluto. 26 - Perth. 27 - Barrow. 28 - 1 mile, 1,452 yards. 29 - Achnasheen. 30 - D830 'Majestic'. 31 - November 1869. 32 - 3. 33 - 8 hours 32 minutes (512 mins.) by West Coast Companies. 34 - January 1933. 35 - Fleche D'or. 36 - Driver J.Doddington and Fireman T.H.Bray. 37 - 46245, 'City of London'. 38 - Paddington Station. 39 - Kellingley Colliery. 40 - April 25th 1982. 41 - Dr. Keith Bright. 42 - 25th October 1960. 43 - 1st January 1906 by GWR. 44 - L.J.Sloane. 45 - 06.15 (Euston - Glasgow). 46 - GWR Kings. 47 - Isle of Man and Isle of Arran. 48 - 10. 49 - D1733. 50 - Dunbar, Galashiels, Longniddry and North Berwick.

### CLASS 506s TO GO

That last bastion of 1500V DC traction on BR, the Manchester-Hadfield/ Glossop line, is soon to fall victim to an attack of the dreaded "Wiggley Amps". BR's Manchester Division have confirmed that the line is to be converted to 25kV AC by October 1985 and that the class 506 electric units are to be withdrawn. The changeover, which mainly involves replacing the insulators, is expected to cost around £690,000 and is to run concurrently (no pun intended) with a £3 million re-signalling scheme which will bring the line under the control of the Piccadilly power box.

After the closure of Reddish Depot, the class 506s have been transferred to Longsight Depot, from where they are dragged each morning, by an 08 shunter, to compatible wires at Piccadilly Station. The services presently undertaken by the 506s will, in the future, be covered by more intensive utilisation of the 25kV trains employed in the area, on other lines.

### SALES SPOT

For sale, the following items of 00 gauge equipment:

Complete APT, D2785 shunter, 1 tunnel, R918 transformer, Rocket transformer, battery transformer, 2 stoppers, 1 bridge, 1 signal box, 7 various wagons, 38 ft. of track, 4 various points. Interested? Then contact Mr. A.K. Peverley for details!

### THE GLASGOW UNDERGROUND RAILWAY

by G.E.C.

#### WAS THIS THE ORIGINAL M.G.R.?

The Glasgow Subway (as it was originally called) was opened on 14 December 1896, and the route formed a rough circle some 6.1/2 miles in circumference.

Instead of being steam hauled as most underground railways were at the time, the Scots had to be different. The gauge was 4 feet, and traction was by cable. Each cable was hauled by a stationary 1500h.p. steam engine at a speed of 13.5 m.p.h.

Individual rail cars were connected to the cable by a "gripper" underneath the front of the train. The gripper was operated by the driver or "grip man" who had to release the gripper on entering a station, and stop by using his brake gear.

On starting, the gripper was gradually applied to the cable and a smooth start required considerable experience. (I don't know if the passengers shared the gaining of this experience!). Humping the track at each station helped stopping and starting.

At the point where the cable was taken in and out of the engine house, the grip man had to release in good time and coast until the cable re-emerged, and then reengage the gripper. However, there was an automatic dis-engaging device for forgetful drivers!

The cable was 1.1/2 inches in diameter and the 6.1/2 mile length weighed 57 tons. Two new cables were always available in case of breakage, as their life was variable - between less than 7 weeks to over two years.

Fifteen stations were built, but over the years some became incorporated into other buildings, making the station insignificant and hard to find, especially if you'd had more than a wee dram!

The track had no points or sidings, but did have "proper signals" - lower quad - rant and interlocked with the next signal ahead, thus allowing a simple form of block working.

After a number of financially poor years, the line closed in 1922, but was later reopened by the Glasgow Corporation who took over responsibility. By 1935 the system had been converted to electric traction at 575 volts D.C.

You might think that this would have speeded the trains, and it did! the 13.5 m.p.h. cable speed gave an average train speed of 10m.p.h. With electrification, this average speed was raised to 14m.p.h. The present Clockwork Orange trains average 18m.p.h.

By 1960, the whole system was life expired and breakdowns became more and more frequent, until in 1977, the railway closed so as to completely modernise the system.

In 1974, 800,000 passengers per month were carried, and this number fell to 100,000 just before closure. Now that the new railway is open, 1,000,000 passengers a month are carried.

May the Centenary in 1996 see this figure still holding.

## PENNINE OBSERVERS NOTES

For the following list of workings we are indebted to Messrs Peach and Garnett.

	4 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	12 <sup>th</sup>	13 <sup>th</sup>	14 <sup>th</sup>	15 <sup>th</sup>
03.00 Leeds-Hull				31142	31142	31142	31142	31142	31142
05.00 Leeds-Cardiff			45118						45108
06.49 Scarboro'-Bradford	31403	31403	31403	31403	31403	31403	31418	31403	31403
07.05 Liverpool-Scarboro'	47565		47447		47425		47556		45106
07.10 York-Liverpool			45132						47415
07.14 Bristol-Leeds	45125		47561						47513
07.16 Man Vic-York			47539	45105					47148
07.30 Huddersfield-Scarboro'	31418	31418	31418	31411	31418	31418	31418	31410	47508
07.45 Scarboro'-Liverpool			45105			47421			45105
07.54 York-Liverpool	45132		47423			45042			47438
08.05 Liverpool-Newcastle	45017		45142						46039
08.20 Leeds-Birmingham			46016	46044		46023	40047	(45006* (46025)	45054
08.50 Scarboro'-Liverpool	47503		47401			47476	47417		45121
08.57 Leeds-Carlisle	31270		31411			31410	31410		31410
09.05 Liverpool-Scarboro'	47479		47488			45116	45042		45042
09.22 Newcastle-Liverpool	47417		47552			45132	47476		45130
09.25 Bradford-Scarboro'	31403	31403	31403		31403	31403	31403	31403	31403
09.42 Poole-Leeds			47487			47520	45131		47428
10.00 Carlisle-Leeds	47473		47053						47402
10.05 Liverpool-Newcastle	47523		47507	47425				45042	45131
10.15 Scarboro'-Leeds		31418	31418	31411	31418	31418	31418	31410	47508
11.00 Scarboro'-Liverpool	47564		47447	47521	47425	47407	47556		45106
11.05 Liverpool-Scarboro'			45132						47415

11.10	Leeds-Sheff'd(Poole)			47407					47421
11.16	Newcastle-Liverpool	47535	47423	45124					47424
12.05	Liverpool-Scarboro'	45132		47423			45105		47438
12.34	Leeds-Cardiff	45125		47491			45142		47513
13.00	Scarboro'-Liverpool	47479		47488		45116			45042
13.05	Liverpool-Scarboro'	47489		47489	47434	45142	47444	47479	47444
13.22	Newcastle-Liverpool	45017		47556		47478		47520	46039
14.05	Liverpool-Newcastle	47503		47401					45105
14.50	Birmingham-Leeds	46032						45132	45054
14.52	Birmingham-Leeds			45006			45130		
15.00	Scarboro'-Liverpool			45132					47415
15.05	Liverpool-Scarboro'	47417	47564	45105			46025		40033
15.37	Carlisle-Leeds	31270		31411			31410	31410	31410
16.00	Scarboro'-Liverpool	45132		47423					47438
16.02	Leeds-Carlisle	47473		47053				47521	47508
16.05	Liverpool-Newcastle	47564		47552					45130
16.35	Leeds-Scarboro'	31418	31418	31418		31418	31418	31418	31410
17.00	Scarboro'-Liverpool	47489		47489			47444	46049	45121
17.05	Liverpool-Scarboro'	47535	47423	45124				45007	45106
17.10	York-Man.Vic.			47539			(31126** (45069	31179	47148
17.18	Newcastle-Liverpool	47523		47451	47425			45034	45131
17.35	Leeds-Sheff'd(Bristol)	46018			45069	45074	31200	45055	31126
17.54	Cardiff-Leeds			45118					45108
18.05	Liverpool-Newcastle	47479		47488				45105	45042
18.40	Scarboro'-Leeds	31418	31418	31418	31411	31418	31418	31418	31410
19.05	Liverpool-York			47476			45105		45106
19.25	Scarboro'-Liverpool	47417	47564	45105			46025		40033
20.39	Hull-Leeds	31272		31272	31142	31142	31142	31142	31142
20.40	Liverpool-York	45017	47182	47556			47444		47444
22.06	York-Shrewsbury (to Stockport)							46047	
22.50	Shrewsbury-York (from Stockport)							46047	

\* Both locos working. \*\* 31126 to Leeds, 45069 from Leeds

## EASTERN REGION

The 31/4 series locos which usually haul the Cleethorpes-Newark Northgate 4-coach "expresses", are not always available, as was noted at Lincoln on January 17th when 31147 deputised. 31111 was the loco which hauled the train on January 24th. On February 4th, the ex-London newspaper loco failed and eventual arrival in Lincoln was 08.25. Also that morning, the 4-coach "express" was seen heading towards Newark with a class 47, thought to be 47206, in charge.

Late in January, out-of-gauge loads were hauled from Newcastle to Cambridge via Lincoln. One such load was a 200 tons bridge section which paused in Holmes Yard with 37109 at the head. The down line was closed while the load, which was mounted on two special six-axle bogies, was moving.

One of our members was around and about in East Anglia on January 29th and provided the following list of sightings: Bury St.Edmunds, 08258, 31401; Ipswich, 03179/399, 08407/661, 31236, 47010/202/213/363/435/571/577/580/583. DMUs, 50371/380, 56419/439/471. Also noted at Manningtree that day was 56015, which was piloting failed 47056 on a Harwich P.Q.- Bathgate freightliner.

The 17.42 KX-Peterborough is booked for 2x31s and on January 13th 31174/220 provided the motive power. On January 20th however, 46023 deputised, while the 17.55 KX-Peterborough, which is booked for a 47/0, produced 31218.

56115 was released to traffic from Doncaster Works on January 20th and was later noted passing through Doncaster on a Belmont Yard-Bentley Colliery M.G.R. On January 21st it was noted heading south through Thirsk.

Western Region locos have recently been a regular feature on the 20.39 Hull-Leeds. On February 12th and 15th, 31210(BR) hauled the train, and on the 17th, 47171(CF) replaced the booked 31. This working is the only loco-hauled passenger train from Hull during the winter. Noted at Botanic Gardens of late have been: 15/1, 47077 North Star; 19/1, 37031, 40084, 45002, 47064; 20/1, 37120, 40002; 25/1, 40090, 47249; 29/1 47070; 31/1, 37150, 47032; 15/2, 40124, 47124/159; 16/2, 47171; 17/2 47078 Sir Daniel Gooch, 47094.

February 12th saw 58001 being dragged by a class 31 from Doncaster Works to Derby RTC. On February 18th, it was seen near Derby being dragged by a class 45.

Flying Scotsman, 4472, arrived at Doncaster for wheel-turning, on February 26th, having travelled from York. Later in the day, it left for March where it stabled overnight prior to hauling a SLOA. excursion from Peterborough to York on the 27th. 47158, Henry Ford, preceded the excursion, hauling a short rake of 3 coaches. Class N15 777 Sir Lamiel travelled from Hull to Doncaster on February 28th, again for wheel turning.

## **SOUTHERN REGION**

Commuters, homeward bound from London, have had the chance of some fine haulage behind SR's class 33s, in recent weeks. On January 21st, the following trains were loco-hauled:

17.20 London Bridge-Uckfield 33212

19.00 Uckfield-East Croydon 33212

17.34 London Bridge-East Grinstead 33001,

17.50 London Bridge -East Grinstead 33206

On February 10th, 33038, 33048 and 33202 were noted at the head of various London Bridge-Uckfield-East Grinstead workings.

Hither Green allocated "Cromptons" were out in force on February 12th. The 06.00 Derby-Poole was worked forward from Reading by 33061 and Portsmouth-Bristol/ Cardiff trains in the afternoon were in the care of 33044, 33058, 33059, 33060 and Eastleigh's 33008 and 33014. 33107 was at Salisbury on February 19th, sporting its "Finsbury Park" style white windows.

## **SCOTTISH REGION**

Scotland seems to have been like a magnet to some of our members lately I can't think why, it certainly can't be the beer up there! On Friday 10th December, 1859, the 09.35 Euston-Inverness ('Clansman') was headed by 87001 as far as Mossend Yard and then on to Inverness by 47472. Noted at Inverness station on December 12th were 08568/754, 20179/201, 47546 and at the MPD, 26030/34/35/43, 27002/021/066/108/109, 37035/262, 40028/085, 47206/210/274/467/550. Also on the 12th, the Inverness Kyle trains were worked by the following locos:- 26044 (06.55 Inv. - Kyle, 11.10 Kyle - Inv.) 26041 (07.10 Kyle - Inv.) 26035 (10.55 Inv. - Kyle, 17.10 Kyle - Inv.) 26024/039 (17.55 Inv. - Kyle).

On December 18th, the Class 40 Preservation Society's 'Christmas Cracker' railtour saw 40035 work the train via the E.C.M.L. to Dundee and Perth (reverse), where unfortunately the boiler failed. Thankfully, Motherwell MPD was able to provide a fire breathing monster (it says here!) in the shape of 40015 for the return journey via Beattock, Carlisle and Newcastle to Leeds.

Further Scottish sightings by our members during the last few weeks are as follows:

### Saturday 22nd January

0840 Inverness/Aberdeen - 26035/27036

10.55 Inverness/Kyle - 26046

07.10 Kyle/Inverness - 26044

17.13 Kyle/Inverness - 26046

10.30 Inverness/Euston - 47415

17.55 Inverness/Kyle - 26032

07.55 Aberdeen/Inverness - 47268

11.10 Kyle/Inverness - 26038

20.40 Inverness/Aberdeen - 47274

### Sunday 23rd January

08.05 Inverness/Lairg - 37260

09.05 Inverness/Aberdeen - 27002

### Saturday 29th January

13.17 Edinburgh/Dundee - 27108

14.17 Edinburgh/Dundee - 47002

11.21 Dundee/Edinburgh - 27010

13.22 Dundee/Edinburgh - 26043/27012

12.21 Dundee/Edinburgh - 27042

11.50 Aberdeen/Carstairs - 47428 to Edinburgh, 47711 to Carstairs, joined with 15.23 Glasgow/Notts. 86231 to Preston, 47443 forward.

### Saturday 15th February

13.17 Edinburgh/Dundee - 27042

14.17 Edinburgh/Dundee - 40084

12.21 Dundee/Edinburgh - 27002

13.22 Dundee/Edinburgh - 27040

11.50 Aberdeen/Carstairs - 47503 to Edinburgh, 47541 'The Queen Mother' to Carstairs joined with 15.23 Glasgow/Notts. 87019 to Preston, 47530 forward.

## **WESTERN REGION**

On February 19th, 50009 'Conqueror' was noted at Stapleton Road (Bristol) disgorging Newport County football fans for their team's promotion match at nearby Bristol Rovers.

Further sightings are as follows:

### Saturday 19th February

09.20 Liverpool/Penzance - 50012 from New St.

12.15 Cardiff/Portsmouth - 33042 from Bristol

14.10 Portsmouth/Cardiff - 33065      13.10 Waterloo/Exeter - 50020

14.14 Bristol/Portsmouth - 33027      17.10 Waterloo/Exeter - 50048

13.35 Exeter/Waterloo - 50037

### Saturday 25th February

11.50 Paddington/Oxford - 50034      11.20 Liverpool/Paddington - 50028

12.08 Oxford/Paddington - 50026      15.50 Paddington/Oxford - 50002

13.50 Paddington/Oxford - 50032

50002 'Superb' is one of only 3 Class 50's in original condition, the others being 50014 'Warspite' and 50030 'Repulse', nos. 50027/43/49/50 all having arrived at Doncaster Works in the last few months. The remainder have all been refurbished and are all in the new livery except nos. 1/6/13/17/19/47. Noted in Doncaster Works on 27th February were 50027 (newly arrived outside Dismantling Shop), 50043 (4 bay), 50011 (4 bay), 50044 (4 bay - severe collision damage repairs), 50046 (in yard ready for Paint Shop), 50049 (4 bay), 50050 (Paint Shop original paintwork being removed prior to general overhaul), 50007 (Paint Shop almost ready for departure).

## **LONDON MIDLAND REGION**

A member who braved 6 hours on Chinley Station on February 9th noted the following freight workings:

ICI Stone - 25050, 45042, 47112, 47226.

Peakstone - 37024 + 37030

Cement - 40143

Mineral - 37174 + 37245, 56007. Longsight vans 40106.

BOC - 25286 + 40181 (other BOC workings have been 15/1/83 40050, 25095, 8/2/83 40181 + 25286, 12/2/83 40013).

The 'Manthorpes' trains in recent weeks have produced 15/1/83 40094, 29/1/83 40068, 5/2, 8/2, 9/2, 12/2/83 40106, 19/2/83 47041.

## **PENNINE TRIPS REPORTS**

No.1 Doncaster Works 23rd January 1983

Pilot 08582, Paint shop 37106, 58002, 31101(outside), Yard 03073, 08554/655, 31193/194/196/211/240/265/274/313/420, 37052/132/133/194, 56005/032/111/115, 58001, 4-Bay 08751, 31421, 50007/11/43/44/46, 56004, 08776(outside), 2-Bay 31264/278/309, 37051/178/242, 56026, Dismantling shop 03094, 31283, 50049, 08877(outside), 31314(outside), Scrap lines:- 08058/116/215/217/232/313, 40128/199, 55004/5/15/16/22, Erecting shop 56049,58003(frame)

No.2 Cornish Crusader 5th February 1983 - See separate article.

No.3 Toton/Derby Works 12th February 1983 - See separate article.

No.4 Doncaster Works 27th February 1983

Pilot 08582, Reception line 58001, Paint shop 37106, 50007/50, Yard 03060, 08540/655/776/875/889, 31193/196/264/265/269/274/313, 37055/133/194, 50027/46, 56052/111, 4-Bay 03094, 08751/877, 31240, 37132/188, 50011/43/44/49, 56004, 2-Bay 31124/168/222, 37113/238, 56025, Dismantling shop 56031, Scrap lines 08058/116/215/217/232/313/554, 31194/211, 40055/128/186/199, 55004/15/16/22, Sc75850, Erecting shop 58003 (nearly complete), 58004(frame), DMU Yard shunter 08444, DMU's 50040/142/266/359/538/602/622/844/897, 51208/230/263/293/425/439/812/820/831/833, 52072/104, 53436/ 942, 54016/065/072/086/131/136/225/379/410, 56008/126/417/455/492, 59083/335/699.

## **THANK YOU!!!**

The Editor would like to say a big thank you to the following people for their contributions:

Messrs. Holt, Dewing, Barsby, Peach, Garnett, Micklethwaite, Peverley, Brackenbury, Watts, Collins, Bloomer, Caddick, Sanderson, Gossan, Needham, Whitlam, 40129.