

# TRANS PENNINE

MAGAZINE OF THE PENNINE RAILWAY SOCIETY



**Merry Christmas**

**No.46 - Winter 1983**

## **COMMITTEE AND EDITOR'S NOTES**

Welcome to the bumper Christmas edition of Trans Pennine. It has fallen upon me to write both sets of notes (committee's and editor's) for this issue, so I have decided to combine them! The main news is that regrettably the membership fee for 1984 must rise - John Sanderson will explain all in the following article. Also I would like to remind you that the Annual General Meeting will soon be upon us (details elsewhere), and that this is your opportunity to put your views and ideas on how the society should be run. Please get there if you can but if you cannot make it then send any items you may have for the agenda to Robin Skinner.

On a personal note, I would like to thank everybody who has contributed to Trans Pennine over the past year and also those who have been involved in the production and distribution of said magazine. A special thank you goes to my wife Linda who does most of the typing (and all of the bullying to start work on an issue) and also to Mike Bloomer who does the printing and without whom we wouldn't have a magazine.

Finally it just remains for me to wish you all, on behalf of the committee, a Happy Christmas and a Prosperous New Year.

### **TREASURER'S REPORT**

May I take this opportunity to thank all members for their support during 1983, without whose help The Pennine could not hope to survive. Attached to your copy of the December issue of Trans Pennine should be a renewal of membership form. Regrettably, it has not been possible to hold down the membership fee any longer since, as I am sure you are all aware, costs are rising all the time, and therefore the membership fee for 1984 will be £2 for either a single or a family membership.

I hope members will still consider that membership of the PENNINE is value for money and I can guarantee you that we will continue our long standing policy of arranging visits at the lowest possible cost to our members (in fact some visits are run at a loss), and there will still be opportunities to win money in the quiz in each issue of Trans Pennine, together with our annual slide competition.

Thank you again for your support in 1983 and I hope to see you all again in 1984. Merry Christmas and a Happy New Year to you all.

John Sanderson.

### **PENNINE AWARDS 1983**

MAN OF THE YEAR - Cecil Parkinson

WOMAN OF THE YEAR Janet Walton (6 outstanding awards)

BEST DRESSED MAN 1. Paul Sutton 2. Worzel Gummidge 3. Michael Foot

MOST PROMISING NEWCOMER TO WATER SPORTS - Neil Kinnock

PHOTOGRAPHER OF THE YEAR 1. Eric Wright 2. Tony Needham 3. Trevor Dean

SALES TEAM OF THE YEAR - John Reader, Linda Bladen and Dave Bladen for their efforts at Stratford.

MOST PROMISING NEWCOMER TO IN-FOCUS PICTURES - Robin Skinner

LANDLORD OF THE YEAR - Jim Dolan of the Corporation Brewery Taps

LITERARY AWARD - Linda Bladen for her forthcoming book '50 ways to assault Dave Whitlam with a cocktail stick'.

### **SANDERSON'S 'ENGLISH DICTIONARY**

Here is a list of words and phrases used by the world famous J. P. Sanderson, together with definitions for those who may not be familiar to them:

BEERS - Liquid refreshment which **MUST** be consumed daily.

BOGOSIA - DMU

CHIEF - Word to describe friend, as in pal, mate etc.

EXCUSE ME! - Abrupt term used to proclaim disagreement or disapproval of something said.

HIGH MILEAGE POWER CARS - Means travelled more miles on a particular HST than he's given credit for.

I'M T'SAME - Term which usually causes humour, used when something is said that has a double meaning.

NOWT WORSE - Can be used as a description of John Smiths bitter or a term of agreement.

STORM - To leave, to go. As in 'storming for some beers'.

THAT WOMAN - Reference to the Prime Minister (\*\*\*\*).

(A suitable sum of money in a brown paper envelope to the Ed. will reveal the identity of the author of this article and a percentage of the damages from any ensuing libel case would also be appreciated).

## **THE STATE OF THE M.S.W. - EARLY OCTOBER 1983**

**by C. M. CORROY**

Since the closure of the Manchester - Sheffield - Wath electrified system in July 1981, the 'Woodhead route' has systematically been dismantled.

The wires, track and overhead structures on the Wath branch (from West Silkstone Junction to Aldam Junction in particular) were removed within months. The main line initially had a stay of execution for 6months, but from early 1982 the wires were removed on all redundant sections i.e. completely from Rotherwood through to Hadfield and over sidings between Hadfield and Manchester.

1983 has seen track lifting and removal of the overhead structures on various sections of the line. The position as at early October 1983 is as follows:-

**Manchester Piccadilly** - The Class 506 units still operate the service to Glossop and Hadfield on a half-hourly daytime, quarter-hourly peak and hourly evening frequency. One unit is usually stored in a siding awaiting peak period duty. The line is being prepared for conversion from DC to AC current and the future of the EMUs is limited - possibly to May 1984.

**Ardwick** - Sidings de-wired and track lifting well advanced.

**Ashburys** - Sidings still in use. Class 76s stored here since May 1983. They are still awaiting disposal.

76004/55/52/43/50/48/02 are parked in a line from west to east.

**Gorton** - Goods line de-wired but in use. The junction to Reddish Depot is still in use and the wires are still up. Reddish Depot closed in May 1983.

**Fairfield** - The junction to Reddish Depot is out of use. (De-wired and tracks lifted from a section near Fairfield Station).

**Guide Bridge** - The tracks at the junction to Ashton Moss sidings have been lifted for a few yards. The up goods line through the station has been lifted. These goods lines have been de-wired.

**Guide Bridge Holding Sidings** - Remain in use. An EMU is stored here awaiting peak hour use. Down loop from Hide Junction remains in use, but has been de-wired.

**Dewsnap Sidings** - De-wired and disused.

**Godley** - Up sidings de-wired and out of use, with few yards of track of entrance/exit roads lifted. The lines towards Woodley Junction are out of use, but the tracks and overhead structures are still intact.

**Hattersley** - Down loop to Godley de-wired and out of use. Up loop to the west of the station de-wired and out of use. NB The lines to the east of Hattersley serving Broadbottom, Dinting, Glossop, Hadfield are under threat of eventual closure, as they are dependant upon financial support from the Greater Manchester PTE and Derbyshire County Council.

**Broadbottom** - To the east of the station, in the vicinity of Mottram, work started in June 1983 on preparing for the AC conversion.

**Mottram Yard** - A few yards of track on the roads into and out of the yard have been lifted. The remainder of the yard remains intact (as at 1981) although the wires have gone and everywhere is very much overgrown.

**Dinting** - The up main line through the station remains twisted and rusted as it was left after the accident in March 1981. The preserved EM1 locomotive 26020 remains on display at the Dinting Railway Centre, where it is on long-term loan from the National Railway Collection.

**Dinting-Hadfield** - The EMU service uses the down line only. The up line has been de-wired and lifted in sections - the effects of the accident of 1981, as is the bent overhead structure near to the east junction to Glossop.

**Hadfield Station** - Down line through the station is de-wired and out of use. The EMU service uses the up line. To the east of the box, the tracks are covered by sleepers and there are faded red flags.

**Hadfield - Torside** - Overhead structures, tracks and signals intact.

**Torside Crossing** - Box badly vandalised but crossing equipment secure. A wooden stake fence guards the line to the east of the crossing. The tracks are intact for at least half a mile to the east of the crossing.

**Crowden** - Overhead structures intact. Up line lifted from a point approx. 20 yards to the west of the old station platform westwards towards Torside. Both tracks intact through the area of the old station.

**Woodhead** - The up main line has been lifted from a point to the west of the crossover west of the station, westwards

towards Crowden. The up loop and siding remain and both lines are intact through the station and into the tunnel. The overhead structures are intact. The box and station are in fairly good condition. Work is in progress to connect the cottages in the Ethrow Gorge beside the Woodhead portal to the National Grid. This follows BR's decision to cut off the supply to the cottages in July 1983 as they claimed that the cables had become badly vandalised. This work commenced in late September 1983.

**Woodhead Tunnel** - Work on track lifting at the regional boundary just inside the Dunford portal began on 2nd June 1983. The up line only is being lifted for the immediate future as the NUR has continued to protest at the dismantling of the line.

**Dunford Bridge** - Overhead structures, tracks including sidings, signals remain intact and the station is in good condition. The box has suffered some vandalism.

**Dunford – Penistone** - Overhead structures, tracks, signals and boxes remain intact.

**Penistone** - Tracks intact to Huddersfield Junction, with all overhead structures except for one at the western end of the station which has been felled. The electric control station remains in use for the Hadfield/Glossop - Manchester lines still using DC power supply. From Huddersfield Junction eastwards through Barnsley Junction to the Oxspring Viaduct the track was 'remodelled' in early 1983 to cater for the new Sheffield - Barnsley Penistone - Huddersfield service, which replaced the former 'direct' Penistone Sheffield service in May 1983. This revised service to Sheffield is on a one year experimental basis with the financial support of the South Yorkshire County Council. Penistone Station is now served with 7 trains to Sheffield and 8 trains from Sheffield, with journey times from 35 to 41 minutes. However, the service is already under serious threat, as the West Yorkshire PTE has informed BR of its intention to withdraw financial support to the service between Huddersfield and Denby Dale with effect from 12th May 1984. BR has recently formally applied for withdrawal of this service from 14th May 1984. Whilst objections may delay the actual closure until 1985 or 1986 the Penistone - Sheffield service will almost certainly close with the Huddersfield section as BR only require to give 6 weeks notice of closure for the section. Indeed, if the SYCC withdraws its financial support after the year experiment this service will be discontinued in May 1984 and Penistone Station closed.

**Barnsley Junction** - The overhead structures have been completely removed from the west end of the vicinity of the old sidings to the junction with the former main line to Sheffield. The 're-modelling' of the track to provide for the single line working for the passenger service has resulted in the removal of the sidings of Barnsley Junction Yard. Barnsley Junction box remains intact, although badly vandalised.

**Oxspring Viaduct** - The overhead structures have been removed and the single track is in operation for the Penistone - Barnsley service.

**Barnsley Junction – Stocksbridge** - Tracks, overhead structures, signals still intact, although disused since the closure of the direct Sheffield - Penistone service in May 1983. Blackmoor Crossing Box remains intact.

**Deepcar** - A few trains each day still operate from BSC. Stocksbridge to Tinsley Yd. It is likely that track lifting to the west of Deepcar will commence shortly and from Deepcar there will be a single line only to Sheffield. The proposed Stocksbridge bypass (which should be started within the next three years) will result in a cutting being filled to the west of Deepcar.

**Oughtibridge** - The box closed in May 1983 following the withdrawal of the through passenger service.

**Wadsley Bridge** - The station continues to be re-opened for football specials for the nearby Sheffield Wednesday ground. The box re-opens as required, although it has recently been boarded up.

**Wadsley Bridge - Sheffield Victoria** - Overhead structures and tracks remain intact. Both main lines are used, but the goods lines from Bridgehouses to Nunnery are not used.

**Sheffield Victoria** - The major demolition work of the station buildings was undertaken in 1980/81, but work continues slowly. However, the shell of the station buildings remains and the platforms are still recognisable, even though some of the flagstones at the edges have been ripped up and the track along platform 2 has been filled in to provide vehicle access to the nearest of the island platforms. At the east of the station the Divisional Civil Engineer has an office.

**Nunnery** - Carriage sidings are still in use, but mainly for the holding of old or Condemned stock. In September the pilot was removed. Alongside the eastern section of the sidings the overhead structures have been felled in recent weeks.

**Woodburn to Darnall** - Overhead structures have been removed from west of Woodburn Junction on the main line through to a point immediately to the east of Darnall Station.

**Woodburn Junction** - Overhead structures remain on branch to Tinsley Yard, but only to Broughton Lane area. Beyond through Shepcote Lane and into Tinsley Yard they have been removed. The tracks remain intact and used, with football specials providing recent passenger workings. **Darnall West Junction** - Overhead structures remain on the section of line of the 'Darnall Triangle' to Tinsley Yard. The up loop is in use from the junction to Darnall Station.

**Darnall to Orgreaves** - All overhead structures intact. Up loop out of use from Darnall Station eastwards. Down loop is out of use and lifted from Darnall Station eastwards towards

**Orgreaves.** Orgreaves Up sidings out of use and there has been some track lifting.

**Rotherwood** - Down sidings completely lifted. Work currently in progress on lifting the up sidings, necessitating a 20 mph limit through the former exchange sidings for all trains. Most overhead structures intact, but most over the up sidings have gone. The box is closed and vandalised.

**Woodhouse** -Overhead structures intact to the end of the former electrified system. The goods lines to Woodhouse Station are out of use.

**Wath** - The diesel depot, administrative buildings closed in May 1983. It should be noted that the following references have been omitted from these notes.

**Longdendale Valley** - The CEGB. has recently announced that it has abandoned plans to flood more areas of the valley (including sections of the line) as the recession has caused a decline in the demand for power.

**Woodhead Road** - A team from Reading University undertook a feasibility study into the use of the Woodhead Tunnel for a road link between Glossop and Hazelhead. The study was undertaken in 1982 and a report made in early 1983. It is believed that the team recommended that a single carriageway road could be built, and it would benefit the environment by taking traffic from the existing A628 road over the Woodhead Pass!

**Class 76 Locomotives** - All the Class 76 locomotives taken to C.F.Booth, Rotherham, were broken up by July 1983. 76031 remains intact at the yard of Coopers, Brightside, Sheffield.

Norweb last week mounted an airborne operation to bring power to a tiny Pennine hamlet. Overhead line poles were ferried by helicopter to complete a new 11kv connection to four homes at the entrance to the disused Woodhead rail tunnel in Derbyshire which had previously been supplied by a British Rail trackside cable.

The Heli-lift overcome the problem of hauling the 12m - long poles over almost inaccessible terrain. Norweb teams un-hitched the poles from the hovering helicopter at each of 13 hillside sites.

The final 200m of the 1.2km link will be laid underground at the request of the Peak park planning Board, and work should be completed by November.

Thanks to Gerry Collins we can bring you a picture of power being restored to Woodhead. (Picture taken from Electrical Review 7th October 1983).



## **NEW EMUs FOR BR**

The government has approved British Rail's plan to spend £35 million on new passenger trains for commuters. The 149 electric multiple unit coaches, which will be built at York, will be equipped for driver-only operation and will have sliding doors. BR plans to introduce 80 of the new trains on the Eastern Region commuter service out of Kings Cross. The other 69 will be used on SR services out of Victoria and London Bridge.

## **BLACKPOOL PREPARES FOR TRAMWAY CENTENARY**

One of the special backtracking treats of Blackpool's forthcoming tramway centenary celebrations has arrived in the town. Edinburgh's last remaining tramcar, number 35, has been brought out of retirement and transported to the resort on a low loading lorry. The 1948 vintage double decker began its 300 mile - 3 day journey on Tuesday 15th of November and travelled to Blackpool via Newcastle, Carlisle, the Lake District, Kirby Lonsdale and Carnforth. Such a roundabout route was needed because once the tram was on the lorry, the load was more than 17feet high and so low bridges had to be avoided.

Number 35 is the first of several historic trams from other cities which will be among the attractions of the centenary, in 1985. It is hoped that about a dozen trams from places such as Sheffield and Southampton will be running on

Blackpool's tracks by then. They will join the first tram to operate at the resort, the grand old Blackpool number 4, which is still being restored.

The Edinburgh tram has been standing in a museum since it last ran in 1956 and will have to be serviced in the Blackpool depot before being passed as 'trackworthy'. It is hoped that Blackpool's first 'imported & old tram' will be carrying passengers by early next year.

### COMPETITION NO. 3

Here are the answers to quiz number 35: 1. Earl of Berkeley (sorry about the extra 'R' 1) 2. Nunney Castle 3. Dumbleton Hall 4. Sir Lamiel 5. Goliath 6. Lord Nelson 7. Greene King 8. City of Wells 9. George Stephenson 10. Duchess of Hamilton 11. Flying Scotsman 12. Union of South Africa 13. Green Arrow 14. Mayflower 15. Britannia 16. The Green Knight 17. The Earl 18. Bulliver 19. City of Truro 20. Canadian Pacific.

There were 16 correct entries and the winners, whose names were drawn out of the hat at the December 6th meeting, are:

1st S R Smith - (£5) 2nd P Slater - (£3) 3rd S Earl - (£2)

Congratulations to the winners and a big thank you to everyone who entered. We also received a set of answers from a Mr Paddy McGinty of 33 Central Boulevard, Doncaster, which, although not correct, are included for the benefit of one of our Burscough members (its cryptic message time folks!). Mr McGinty tells us that this particular Irish member should get them in 10 seconds flat!!

1. FORK LE BM EARLY 2. CANNY EEL NUTS (Newcastle Brown Ale) 3. THEE MALDON BULL 4. SMILE LIRA 5. THAI LOG 6. SENOR D NOLL 7. RING KEN GEE (Sanderson's Bookmaker?) 8. TIE FLY COWLS 9. PENGE THE OGRES SON (Robin!) 10. CHEST OF DON SHAUMILL, 11. CLING TO MY FANS 12. A FOURTH SON OF ICUNIA 13. RANGER ROWE (Son of Erica?), 14. MARY FELOW 15. TINA BRAIN (Maker of beer in Cardiff) 16. REEGHT THING KEN, (Liverpool Anthem) 17. LA THERE 18. RUB VILLE 19. FRUITY ROTOC 20. AAAACCWFIINNFF (Lost for words!).

### THE CHRISTMAS QUIZ (36) "A BLADEN/SKINNER JOINT PRODUCTION"

This is it folks! A bumper quiz to keep you out of the pub and have you rooting through your reference books instead. 1st Prize is £10, 2nd Prize £5 and 3rd prize £3, and you may win a prize even if you have not got all the answers correct. Entries should reach the Editor by 15th February 1984. Good Luck!

1. Name one British railway which originally adopted right-hand running~
2. What is the lowest point on B.R.?
3. In which tunnel were water troughs once laid and used on B.R.?
4. In which year did B.R. last use apparatus for exchanging mail bags?
5. What is the name of the bridge over the River Thames out of Charing Cross Station?
6. Name the main Hull passenger terminus of the Hull and Barnsley Railway.
7. Which of the two Lincoln stations originally had an overall roof?
8. What was the name originally chosen for LT's Jubilee Line?
9. In 1905 there was a disastrous roof collapse at which London station?
10. Give the month and year of introduction into revenue service of the GN electrics between Moorgate and Hertford/Welwyn Garden City.
11. In which year was the London to Brighton electrification commissioned?
12. What is the longest name of an authorised British railway company?
13. On which preserved line was the film 'The Railway Children' made?
14. Which Deltic took part in the Rainhill Trials during 1980?
15. Which engines were fitted to D0280 'Falcon'?
16. Which shed had the code 83E?
17. Name the CME of the LMS. from 1923 to 1925.
18. Name West Country Class 4 - 6 - 2 no. 34042.
19. Which was the first mark of coaching stock to have air-conditioning fitted from the start?
20. How many 'Baby Deltics' were built?
21. Which locomotive was the first to have the B.R. double arrow symbol applied?
22. On which line is Riding Mill station situated?
23. Where and when was D9019 'Royal Highland Fusilier' named?
24. What was the coupling symbol for a Class 17 locomotive?

25. What does the Whyte system denote?
26. What is the fuel capacity of a Class 52 'Western'?
27. Why is 87101 'Stephenson' unusual?
28. Name three airports which have their own B.R. stations.
29. Where is Bopeep Junction?
30. Which locomotive spent the period 1963-73 as an exhibit at Butlins Holiday Camp at Pwllheli?
31. Name the Romanian firm responsible for building the first thirty Class 56's.
32. Which Gresley A4 Pacific was destroyed in an air-raid on York in 1942?
33. Which was the only Pacific ever built by the GWR.?
34. Which two Class 76's were involved in the accident at Dinting on the 10th March 1981?
35. How long is Kilsby Tunnel?
36. What is the gauge of the Whipsnade and Umfolozi Railway?
37. Name Riddles 'Austerity' 2-10-0 no. 73798.
38. Which was the last 'Hymek' to be withdrawn and when?
39. What are allocated Class 99/0 on B.R.'s TOPS computer?
40. On which date did the Hull Pullman last run?
41. Name 'Merchant Navy' Pacific no.35003.
42. What is the length, over buffers, of a Class 76?
43. What is a Pandrol clip used for?
44. What does the abbreviation M.A.S. stand for?
45. Name 4-6-0 'Castle' Class no.7022.
46. How many Bulleid 'Leader' Class locos were built?
47. What is the tractive effort of a U.S.A. Class 0-6-0 tank?
48. For which company was William Stroudley locomotive chief from 1870-89?
49. What is the maximum speed of a Class 05 shunter?
50. What do Manchester United and a Flying Fortress have in common?

## **BELLOWING TO NOWHERE**

by "ZDENEK"

A number of intrepid Pennine members recently travelled on the BC Railtours "Burntisland Bellow?". This was the second train organised by BC, their first one running to Newquay earlier in the year. On that occasion we had 40 minutes to look round Newquay before turning for home. Many said that was too long. BC took our advice and so it was decreed that this train would have no destination and although named "Burntisland Bellow" was certainly not going to stop there.

As the train was not due to leave Mexborough until 00.17 on Saturday 1st October, several members took refreshment in the appropriately named "Hope" club in Mexborough. The evening got off to a good start with Pat Duddy winning the raffle.

Following the customary fish and chips we ambled down to a deserted Mexborough station. On time the "Bellow" crawled round Mexborough curve, with boilered 31s 31327/291 in charge. We were horrified when the train accelerated after rounding the curve. Stranded at Mexborough at 00.15 is not recommended, but fortunately the train eventually pulled up, with just a couple of coaches remaining on the platform.

The train proceeded to Doncaster (00.39) where several other members joined, led by the Pennine's Religious Adviser, the Reverend Andrew Watts (Balby Parish), to Wakefield Westgate, welcoming our cricket expert (pro-Boycott) Ken King, and on to York (arr.02.04 dep.02.42). The delay at York was the result of detaching a BSK which had developed "flats" between Sheffield and York.

On leaving York, Rev. Watts led the group in a delayed "Midnight Mass" and we prayed for Class 26s to be waiting for us at Edinburgh. We drowsed, the names of Marylebone, Euston and Kings Cross ringing in our ears - a boisterous game of Monopoly was being played.

We were all awakened by a heavy shunt in the early morning. Further investigation showed we were in Alnmouth Sidings detaching the BSK which had been attached at York to replace the "flat" BSK. This vehicle was detached as a result of a complaint common only to railway vehicles and cricketers - a "hot-bole". The axle was so hot it required the services of a fire extinguisher, operated by one of the intrepid organisers, Geoff Hurst (not the one who scored 3 in the 1966 World Cup Final, but the one who hails from Worksop). We left Alnmouth at 06.12, 53 minutes down. A spirited run to Edinburgh meant our arrival was only 29 minutes late, and yes, our prayers had been answered in full, 26001/006 (both XOS) were awaiting to take over. There was just enough time to buy a selection of morning papers, each containing their own 'Coronation Street' world exclusive! I ignored the front pages and turned to the inside for the more irrelevant news to see if Russia had invaded Poland, or if Tony Benn had joined the SDP.

The engine change was slow and we left Edinburgh at 08.02, 36 minutes late and we headed north on a glorious early autumnal morning. We crossed the wonderful Forth Bridge and headed for Dunfermline and Cowdenbeath, places I thought only existed on Pools Coupons.

The "Bellow" stormed through Thornton Yard where 20099/220/221/224, 08570/732 and 26010 were on view and then via Thornton West and South Junctions, we headed back down the coast. Burntisland was passed at 09.27 and we all agreed it was a wise decision not to stop.

26001/006 stormed back across the Forth Bridge, 70 minutes after we crossed it a first time and headed towards Glasgow via junctions unpronounceable after even a sniff of the Barmaids Apron - Gartcosh and Gartsherrie. As we arrived at Mossend Yard we sighted Kettle 4472 - The Flying Haggis. Thankfully this was not put on the front - our 26s were replaced by choppers 20149/202. We left Mossend at 10.59 - 21 minutes down - and passed Motherwell Depot with 37125/145/150/154/155/166 and travelled through Hamilton. It is not long since the Pennine ran a trip to Hamilton MPD, but now there is not a sign that the MPD ever existed. I suspect demolition' was undertaken by local Academical supporters.

There were screams and jeers as the Bellow passed Polmadie as 40152/155 arrived with a train of tanks. The train headed down the Ayrshire Coast and there was substantial bellowing at would-be Open Golf Champions playing the links at Troon. As we passed Prestwick we were crossed by a landing Pan-Am jet - the railway line is almost on the runway. Several regretted that our aircraft experts were not on board the train to advise us what types of aircraft could be viewed. We approached Ayr and to a man we were hoping for a diversion into the station and, with it being 12.30, an opportunity for an orange squash, or even perhaps for the 'alkies' on board, a shandy. Sadly we passed Newton Junction at 12.33 and headed for Maunchline. Our Class 20s were not performing too well and in fact 20202 was in a bad way (I'm the same!). However Carlisle was reached successfully at 14.48 (47 minutes late). Here was the first opportunity to leave the train since Edinburgh (6 1/4 hours ago) and the loco change was viewed. Two 'Rats' arrived, 25051/239 to take the train to Newcastle and in doing so lost 17 minutes. Newcastle was reached at 16.42 (65 minutes late).

It was here that the presence of Rev. Watts again helped us. Unbeknown to our members on the train, our Chairman Robin Skinner had planned to join the train there, but had got fed up of waiting and travelled south on an earlier HST. Surely an Act of God. Many of us have been unable to 'lose' Robin for some years - Rev. Watts is able to achieve assistance from 'above'. I hope those who benefitted buy our vicar a glass of wine next time they meet.

At Newcastle the 'rats' were replaced by the 31s which had brought us from Sheffield to Edinburgh earlier in the day and we returned via the ECML to York, Leeds, Wakefield and Doncaster. We arrived in Doncaster at 19.49, greeted with the familiar sight of police, dogs and soccer supporters. Apparently the supporters (from Chelsea and Crystal Palace) were friendly since they had just shared a round of 'knuckle sandwiches' with each other. The Police were advised that our train did not contain hooligans, but train spotters (an angelic breed). We arrived at Mexborough at 20.04 - 19 hours and 43 minutes after departure.

We returned to the 'Hope' club and were asked where we had been. Nobody spoke.

Finally, thanks to the organisers of BC Railtours, Neil Webster and Geoff Hurst, to those who ran the buffet and the bookstall, who all worked hard to make the excursion so enjoyable, and thanks to the Pennine members for travelling. I'm looking forward to the next trip even if that goes nowhere.

My recommendation for bravery goes to Pete Wesley of Mexborough who never left the train from boarding at Mexborough to alighting at Mexborough - he read every other person's newspapers!

## **GOOLE SWING BRIDGE TO GO?**

BR have published a leaflet outlining their wish to close Goole Swing Bridge. The main reason is that the bridge is in need of extensive repairs and these would cost in the region of £2-million. Should closure go ahead, Saltmarsh station would be closed, Goole would no longer be served by Inter City trains, but local links to Doncaster would be retained and Hull - London trains would be routed via Selby. BR are proposing to link Goole and Gilberdyke with a minibus service.

## **LINCOLN AVOIDING LINE CLOSES**

The Lincoln avoiding closed to traffic at 09.00 on the 14th of November as part of a planned rationalisation of the rail network in the Lincoln area. On the 19th of November 08183 was noted hauling a train of wagons loaded with equipment for lifting the track.

## **NYMR. NOTES**

by **PETER BARSBY**



**5690 -Leander-** Further to Bob Peach's comments in the last edition of TransPennine, about the comings and goings of Leander, it was agreed by NYMR and the '5690 Leander Association' that the loco would visit the railway from June 19th to August 1st. On arrival at Grosmont, Leander received a mechanical inspection and was passed to traffic, but failed on June 20th due to a silted-up clack valve. This was rectified and the loco returned to traffic on June 21st, working without problems until July 30th when she failed again, this time because of a clogged-up tender feeder pipe. After repairs Leander worked the 09.55 Grosmont-Pickering and return, on the 31st of July, and was then taken out of service for a boiler inspection by B.R. On August 1st she departed for the National Railway Museum with a mixed freight, consisting of the N.E.R. crane, a set of coach bogies and a brake van.

**45428 Eric Treacy-** The boiler had been retubed and hydraulically tested by August 6th. Steam tests followed on August 29th and September 7th and B.R. tested and passed the boiler on September 9th. By October 2nd boiler cladding and cladding plates had been fitted, leaving only cab and boiler fittings to be installed. It is hoped to paint the loco in B.R. lined black, with a 1950's style totem on the tender.

**6619-**This loco is progressing steadily towards a return to traffic in early 1984. The boiler has been completely retubed and has also received a brand-new front plate and firebox. All motion repairs have been completed and the cylinders have been installed.

**N.E.R. P3 2392-**Restoration of this loco is coming along well, Boiler repairs are continuing and retubing will take place this winter. It is hoped that the P3 will be ready for the 1984 season.

**K1 2005-** The K1 is still in traffic on the NYMR and also makes occasional trips on B.R.'s main-lines.

**N.E.R. T2 2238-** This loco is on show in the NELPG. shed

**SR 841-** After a meeting between NYMR. and the owners of 841, it has been agreed that the loco will stay on the Moors. Boiler and motion repairs are part of the general restoration planned for early 1984.

**Lampton Tanks Nos 5 & 29 -** Both of these locos are still in store, but it is hoped that restoration of No. 29 will start in 1984.

**B.R. 4MT 80135-** Axle-box and boiler repairs have been completed and it is hoped to return this loco to traffic in 1984.

**0-6-0 No.31 Meteor-** This loco failed at the end of September and is in store pending a decision on repairs.

**44767 -** This loco is nearing completion and will be finished in B.R. black. 7 other locos in store pending restoration are 75014 and 92134.

**D821-** After repairs, this loco is back in traffic.

**D7029-**This loco has been out of service for most of the year due to engine problems, although it did return to traffic for Diesel Day.

**D5032 -** Despite some minor troubles, this engine has been the mainstay of the fleet yet again!

## **A VISIT TO THE WATERCRESS LINE**

**by PAUL SLATER**

On Easter Monday 1983 I took my parents for the third time to visit the Mid-Hants Railway, the 'Watercress Line', at Alresford. Not quite so impressive as the Bluebell, the leading steam line in Southern Region territory, the Mid Hants is much more accessible from my parent's home in Northamptonshire, as good fast roads lead almost the whole way there and by-pass the only major towns en route, Northampton, Oxford and Winchester.

The car-park in the former goods yard at Alresford station was already full when we arrived, so we had to find our way to the overflow car-park in a school playground. We had not yet had lunch, so went to a cafe in the main street. The Mid-Hants line gets its nickname from the growing of watercress in the vicinity, and sure enough starters at lunch was watercress soup and the main course included watercress among the vegetables!

Lunch over, we went to the station. We decided that I would buy a single ticket to Ropley, the other end of the line, while my parents went back to the car and drove up the Alton main road which runs parallel with the railway, meeting me at Ropley. There was a queue for the train, business being brisk on this cool, showery bank holiday, but at last I got on board. The locomotive was rebuilt Bulleid Light Pacific no.34016 'Bodmin', which had hauled me to Ropley and back when I first rode the Mid-Hants on Easter Saturday 1980; 10 years before, in April 1973, my father and I had seen 34016 undergoing restoration at Quanton Road in Buckinghamshire.

We had to wait for an incoming train off the single track to Ropley and this soon appeared, double-headed by ex-Longmoor Military Railway

0-6-0ST no.196 'Errol Lonsdale' and tender first Southern Region class 'U' 2-6-0 no.31806. Then we were off, the smoke and steam from 'Bodmin' rolling away across the Hampshire countryside once we were clear of the cutting at Alresford. I looked for my parent's car on the main road, but in fact they were behind the train and could see the engine's steam ahead of them as they drove to Ropley.

All too soon we were slowing for Ropley, the 1 in 80 gradient at the approach to the station making 34016 work a little noisily even with its light load: I look forward to seeing the line extended eastwards towards Alton to give the

locomotives more of a run. In the other platform at Ropley stood another S.R. 2-6-0 no.31874, now named 'Brian Fisk'; it is very similar in appearance to 31806, but that is a 'U', classed 4P3F, while 31874 is an 'N', 4P5F. Both types were used widely throughout the S.R. on both freight and passenger trains, and on checking back through my train-spotting records I find that I originally saw 31874 at Hither Green shed in 1958.

Old LSW. lower-quadrant semaphores make Ropley a photogenic station; I had snapped 'Bodmin' running round in 1980 and 31874 heading off into the evening with the last train on Easter Saturday 1982, and this time there was the added interest of a double-header, as 31874 was coupled ahead of 34016 for the journey back to Alresford.

Outside the station, I met my parents. My mother got chatting to a girl on the sales stand, while my father and I looked at the locomotives in the shed and sidings. Pride of place was taken by streamlined 'West Country' no.34105 'Swanage' and rebuilt 'Merchant Navy' no.35018 'British India Line'.

We decided to wait and see the next train arrive from Alresford. Before long we heard it coming, the locomotives working hard on the gradient, and then it was pulling into the station, this time 31806 piloting 'Errol Lonsdale'. A plume of steam rose, white against a huge dark raincloud which was approaching ominously from the west, and then the two locomotives uncoupled and took water separately. My father and I watched them, then went back to the car. On previous visits to the Watercress Line we had also managed to see something of interest in the Hampshire countryside, Watership Down and the earthworks on Beacon Hill in 1980, and the ancient Danesbury Camp in 1982 - this time we were going to Gilbert White's village, Selbourne. Soon the railway was left behind. I wonder if we shall be there again at Easter 1984?

## **MOTIVE POWER CHANGES**

### **LOCOMOTIVES RE-ALLOCATED**

#### **Eastern Region**

08222/237/413/522/558/655/709/813/834/859/873 - BN; 31105/109/217/219/249/308 - MR; 31155/238 - TE; 31225/226, 47486/542/544 - SF; 31253/4,05, 47224 - IM; 31315 - TI; 37105/106 ~ HM; 47427 -GD;

#### **Western Region**

08354/444, 47438-440, 56052 - CF; 08398, 47060/061/070/147 - BR; 08795 - SW;

#### **London Midland Region**

03086 - BC; 08284 - AN; 08461/489 - CH; 08495/618/704 - DY; 08768 - WN; 08807, 25256/326, 47059/066/068/588 - CD; 40057/058/085/086 - LO; 40074 - KD; 47015/056 BS; 56051/087 - TO;

#### **Scottish Region**

20099/101/197, 47017/018/049/051/052 - HA; 20100/101/138 - ML; 20137/139/181/208/ 211/212/228, 47593, 97250/251/252 - ED;

#### **Southern Region**

03079 - EH;

#### **Departmental**

56042 - RTC

#### **Locomotives Withdrawn**

03154/175, 08004/018/067/068/078/101/105/129/136/147/187/193/204/235/260/262/300/ 322/349/352/376, 20207, 25079/115/133/146/164/184/215/240/243/247/305, 40050/052/

068/069/077/080/131/145/153/157/172/185/188/191/197, 81016, 82001-4/06/07, 83001/ 02/05-11/13-15, 85027;

#### **New Locomotives**

56123-125 (TI), 58004/05 (TO);

#### **Boiler Removed**

26027/029/039/046, 31429/430, 47063/597-600/602;

#### **Boiler Isolated**

31181/321, 37181, 45007, 47085/090/430;

#### **Boiler Reinstated**

40122;

#### **Dual Braked**

08625/629/683/694/695/704/709/805, 20030/031/068/098/181/211, 26023/029/039/046, 27003/005/008/024-026, 31122/195/280/289/305/429/430, 37071/240.,

#### **Radio Telephone Fitted**

08349/652/819/848;

**Radio Telephone Removed** 08481/818;

**Reinstated**

08629(BY), 20030/031/068/094/098/211(TI), 20045/182(ED), 31265(IM).

**Stored Serviceable**

08196/347(GM), 08227/341(DT), 08326(ML), 08343(IS), 08345(AY), 20026/131/132/133(TI) 20085(ED);

**Stored Unserviceable**

08429 (SB), 08500(HS), 08501(YK), 08597(TS), 08704(BY), 0873 (ED), 20120/215(ML), 20129 (TI) ;

**Renumbered**

27104 to 27048, 31269 to 31429, 31265 to 31430, 47026 to 47597, 47182 to 47598,  
47177 to 47599, 47250 to 47600, 47185 to 47602.

**Named**

47361 Wilton Endeavor

56031 Merehead

47460 University of Edinburgh

56032 Sir Demorgannwy/County of South Glamorgan

47562 Sir William Burrell 56124 Blue Circle Cement

47592 County of Avon 73121 Croydon 188371983

47593 The Galloway Princess 86312 Elizabeth Garrett Anderson

**To Departmental Stock**

25310 to 97250 (Ethel 1)

25305 to 97251 (Ethel 2)

25314 to 97252 (Ethel 3)

**DIESEL MULTIPLE UNITS****Reallocated****Midland Region**

51662, 51868, 59751 - AN; 51912-14/22/42, 54484/91/93/97, 54500 - LO; 53063/071, 53101, 53903, 59365,  
59589/90/92/94/96/98, 59600/03/04/07/09/10/12/14/21/22/26/36/38/40, 59725 - TS; 53980 - KD;

**Eastern Region**

54450 - NR;

**Scottish Region**

51529, 51795, 59686 - ED; 53239/45, 59053 - AY;

**Withdrawn**

51266/85/95, 51599, 51603/04/06/08/13/15/19/20/23/25/33/35-37 42/49/50/, 53349/51/53/54/56/58/71, 53481,  
53551/72, 53752/61/94, 54104/05/008/09/11/13/23/37, 54451/53/54/56/62, 59038. 59139, 59219/25/26/69/7577,  
59336. 59605, 59833;

**Stored Serviceable**

59047/068 (HA), 59564 (ED).

**Renumbered**

51557 to 78718 (DHCL), 51543 to 78968 (DHBS).

**ELECTRIC MULTIPLE UNITS****Reallocated****Midland Region**

4298, 313008/034/035/039 - CW; 303060 - CE; All class 506's - LO;

**Eastern Region**

308151, 308453-455 - CC;

**Southern Region**

427 - SU;

**Withdrawn**

4277/79/91/94, 4620/29/30/57/66/68/70/78/80/87/92, 4710/14/16/19/21/22/26/32/38/42 /43/47/51/54.

### **Stored Unserviceable**

28674/79/82, 29273/78/81, 29704/09/12(BD), 303024/028(HY), 303091, 311100(GW), 304044(LG).

### **Stored Serviceable**

303058(HY), 304018/022/025/032/033(CE), 304038-040(LG), 311106(GW).

### **New**

5830-5833(WD),

### **HST's Named**

43064 City of York

43078 Shildon, County Durham

43085 City of Bradford

43153 University of Durham

### **Locomotives Cut-up**

Booths of Rotherham - 03034/389.

(ZF) 03060/149/370, 08024/116/166/171/209/219/232/277/287, 31214/244/262, 40081/128, 55004.

(DE) 06005/006.(ZL) 08674, 25118/137/238/280, 40010/026/110/127/144/147,

45008/024/027/032/071,46019/031/041/048/054.(ZC) 40018/140/142.

## **THE GREAT PENNINE SLIDE CONTEST**

A record 120 slides were entered for this year's contest and a big vote of thanks must go to Jack Davis who had the awesome task of choosing the winners. Thank you Jack and well done! The winning slides were as follows:

1st Eric Wright with a shot of Isle of Man Railways no.4 which was taken in the first week of September this year.

2nd Tony Needham who photographed 37111 at Glenfinnan while working a Merrymaker to Mallaig.

3rd Trevor Dean with a slide of 40029 at Grindelford at the head of 4M22 the 'Manthorpes'.

Congratulations to the winners and thank you to everyone who entered the contest.

## **LETTERS TO THE EDITOR**

On behalf of Eric Wright and myself I would like to thank the committee of the PRS for the kind gesture of presenting a small trophy in addition to the cash prizes for the slide contest winners. Whilst we do not deny that our primary aim was to acquire the loot to assist in the restoration of 'Jinty' 47279, the awards will serve as a lasting memento of a most enjoyable evening.

Regards - Trevor Dean.

"Glad you enjoyed it Trevor, maybe you'll get more for the restoration fund next year!!! The Ed.

## **SOUTH YORKSHIRE RAILWAYS 1970-8 BY ROBIN SKINNER**

This is the first of a series of articles dealing with railway events and services in the South Yorkshire area, from 1970 to date. These articles discuss the rights and wrongs of closures, withdrawals, service alterations etc. and also the progress, or as some would argue, the lack of progress, made by the railways of South Yorkshire since 1970. You may find that you disagree with what has been said or you may have something to add. If you do then let's hear your points in letters to the editor. Also if you have any press cuttings or other material which may help these articles, please forward them to Robin Skinner.

### **PART ONE 1970**

The beginning of 1970 saw the end of passenger services on the Woodhead route which had been operated by electric locomotives, Class EM1 and EM2, between Sheffield Victoria and Manchester Piccadilly. The last full day of services was Sunday January 4th 1970, with the last westbound service being the 22.15 Sheffield, Victoria - Manchester Piccadilly worked by EM1 no.26056 'Triton'. This should have been the last passenger train through Woodhead Tunnel, however, due to a freight train derailment near Hadfield earlier that evening, the 21.10 Manchester Piccadilly - Sheffield Victoria had left in the form of a DMU, via the Hope Valley. This understandably infuriated the many enthusiasts who had gone to Manchester specifically to ride on the last electric hauled passenger train eastbound over Woodhead (the word 'bash' had not been invented then, or haulage for that matter!). A number of them held a sit-in in the Station Managers office, Eventually the Station Manager, not wanting a Greenham Common situation on his hands, managed to get control's agreement to run a special. This left Manchester Piccadilly at 23.10, hauled by E26054 'Pluto', running wrong line around the destruction at Hadfield, to arrive in Sheffield

Victoria at 00.44.

A sad end to a service that had begun 16 years earlier, on the 14th of September 1954, when 27000 'Electra' hauled the Inaugural special from Sheffield Victoria to Manchester Piccadilly (then called London Road). On board were the Chairman of the British Transport Commission, Sir Brian Robertson, the Lord Mayors of Sheffield and Manchester and other civic dignitaries. So much had been promised in those early days, and yet by January 1970 it all lay in ruins.

Many would argue that this was a retrograde step, but right from the start the Woodhead electrification had had its problems, the biggest of all being the Second World War. If the war had not happened then the story might have been different, but as it was, the war must have delayed completion and implementation by nearly ten years. By 1954 the first stage of the west coast electrification between Crewe and Manchester was only five years away and BR had adopted 25kV AC as standard for electrification, whereas the Woodhead route was 1500V DC.

Another valid reason was that BR wished to combine its Sheffield operation on one station and undoubtedly the most suitable for this would be Midland, as it had more platforms and also connecting services to most parts of the country. So some years earlier the Master Cutler Pullmans via Retford to Kings Cross, the York Bournemouth and DMU local services to York, Doncaster, Cleethorpes, Hull and Lincoln had been diverted into Midland, via a new spur at Nunnery. The only other service left using Sheffield Victoria up to the 3rd January 1970 was the 'North Country Continental' Harwich PQ – Manchester Piccadilly boat train. This too, was diverted into Sheffield Midland from 5th January 1970. Also the Huddersfield - Penistone service was extended to run into Sheffield Midland by reversing at Nunnery. This, until 1983, was the only regular passenger service to run through Sheffield Victoria and up to Penistone.

Sheffield Victoria itself closed completely in the early hours of the 5th January 1970 and has only reopened since on the odd occasion when, due to engineering work or flooding, Sheffield Midland has been closed. On that day a new DMU operated service commenced between Sheffield Midland and Manchester Piccadilly which in many ways was inferior to the electric service.

In 1968 there were sixteen trains a day between the two cities, but only thirteen in May 1970 and the average journey time had been extended by five minutes to one hour. But it should be argued connections were much better concentrated on one station, rather than having passengers trudging through the city from Midland to Victoria, a situation which today makes changing trains in Manchester seem wholly outdated and wasteful.

In the early 1970s, many provincial services were operated by DMUS and, as now, required a subsidy of some sort to bridge the gap between receipts and operating/infrastructure costs. This was done in the form of Grant Aid from the then Minister of Transport, Mr Fred Mulley (ZZZZZZZZZ). In a statement to the House of Commons on December 18th 1969, Mr Mulley announced grants for 1970 for services in this area. These were as follows - 3 year grants - Doncaster - Cleethorpes £191,000, Retford - Cleethorpes £65,000, Doncaster - March £396,000; 2 year grants ~ Huddersfield - Clayton West/Penistone £130,000, Penistone - Sheffield £44,000, Manchester - Chinley - Sheffield £41,000; 1 year grants - York - Doncaster - Hull £136,000, Leeds - Barnsley - Sheffield 12-45,000, Leeds - Rotherham - Sheffield £95,000. He also announced grants for other services over the whole of the country, to a total of £58 million. Since the 1968 and 1974 Acts, British Rail has received a Public Service Obligation grant which is one sum of money covering everything, rather than specific amounts of money being allocated to specific services. Support by local councils and passenger transport executives is still however given to specific services.

1970 also saw the launch of the 'Highwayman', a service designed to capture business from express coaches. This train ran between Finsbury Park and Newcastle and cost £1 15s (£1.75) which compared with a coach fare of £1.18s (£1.90) and the normal KX - Newcastle second class single fare of £4 6s (£4.30). However, the journey time was advertised to take just under 6 hours compared to the then fastest Deltic inter-city journey time of 3 hours 35 minutes. Refreshments were a problem and both trains were booked to stop at Doncaster for at least 15 minutes so that the passengers could stampede the Gold Cup and St. Leger bars. The inaugural runs on May 4th 1970 saw Class 40 no.356 on the up train and Class 40 no.256 in charge of the down train (no wonder the journey time was so long!). Advance bookings were essential and to be fair to you Class 40ites the train did run via the coast into Newcastle. The 1970 timetable was very different to that of today, on the ECML, with the Tees-Tyne, Yorkshire and Hull Pullmans still running. The Aberdonian was a night train from Kings Cross to Aberdeen conveying through coaches to Fort William. The Flying Scotsman left KX at 10.00 and arrived in Edinburgh at 15.48, Deltic hauled. Doncaster had only 22 trains to London in 24 hours, the fastest being the Tees-Tyne Pullman which left Doncaster at 11.00 and ran non-stop to Kings Cross arriving at 13.12. Also the 07.17 Newcastle - Norwich and return 15.30 Norwich Newcastle ran daily, as did the overnight 23.31 Edinburgh - Colchester. which left Doncaster at 04.50 and ran via Peterborough) and the 17.12 Colchester - Glasgow Queen St. Both these trains were usually worked by Class 37 locomotives south of Doncaster or York and Class 40s north of York.

There were only 16 trains a day from Doncaster to Sheffield with none going through to Manchester Piccadilly. The West Country holiday train from Hull to Paignton was a train in its own right, not a portion. Departing Hull at 22.55, it then left Doncaster at 00.08 and ran via Sheffield picking up additional coaches which used to stand in platform 7

bay from about 23.00. The train arrived at Paignton at 06.55.

There were 15 trains a day from Sheffield to London St. Pancras, the fastest being the Master Cutler taking 2 hours 40 minutes, which was 5 minutes slower than its 1968 timing into Kings Cross. On its run to St. Pancras, the Cutler called at Leicester only. Of those 15 trains, one came from Glasgow 'The Thames-Clyde Express', which left Glasgow at 09.35 calling at Sheffield at 15.54 and running via Nottingham to St. Pancras where it arrived at 19.11. The time of 9 hours 36 minutes was not specifically designed to get you there quickly, but nevertheless provided a valuable service from Midland and Glasgow and South Western route stations. Also, three other trains originated at Leeds and ran through to St Pancras (today there are 13 trains and on a Monday to Friday all start at Sheffield). In 1970 Sheffield also had two sleeping car services. One left Glasgow 22.50 arriving at Sheffield at 05.12 and running by way of Nottingham, Leicester and Northampton to London Euston arriving at 10.21. In the return direction the train left Euston at 21.00 and ran as the up train, to arrive in Sheffield at 01.17 and Glasgow Central at 07.59. The other sleeper service ran overnight from Bristol to Newcastle and vice versa. It left Sheffield at 23.21 for Bristol and 00.31 for Newcastle.

Sheffield had its own Motorail service in the summer months to Newton Abbot, running on Tuesdays, Thursdays and Saturdays. As mentioned earlier, the 'North Country Continental' boat train was a very different train to the one of today, having been transferred to Sheffield Midland and the Hope Valley line on the 5th January 1970. It left Harwich PQ at 07.33 and ran via Ipswich, Ely, March, Lincoln and Retford arriving in Sheffield at 12.42 and going forward to Manchester Piccadilly, where it was due at 14.02. It then returned from Manchester at 14.40, Sheffield at 15.55 and arrived in Harwich Parkeston Quay at 21.06. This train -was often hauled by a Class 37 locomotive throughout and was unique in the fact that in the formation was a Gresley Buffet.

As you can see the railway and its services in South Yorkshire were very different in 1970 to today and 1970 doesn't seem long ago does it?

## **Pennine Trips Reports**

### **Derby Works 26.11.83**

Toton - 08021/275/320/610/666/677/741/757/858/894. 20016/070/071/084/135/140/150/  
151/160/164/167/168/173/178/180/186/188/217. 25056/090/115/139/151/327. 31129/ 139/307. 40126.  
45041/049/050/072/103/116/129/146. 46009. 47068/205/280/305/ 309/316/323/325/332/377/447/459/474.  
56051/053/063/064/066/070/075/083. 58002/ 004/005. ADB 968002. 97202 (ex 25131).  
Derby Works - 08605/696. 25033/034/036/050/058/062/088/093/105/129/133/146/150/  
164/176/182/218/220/233/253/261/274/294/298/304/312/313/317/319/320. 27203. 40075/132/163.  
45020/045/069/104/132/149/150. HST Power cars - 43034/35/42/ 92/101/160/186/189/193/194. APT Sc 49004.  
Derby MPD 08199/333/456/614/685. 20219. 25049/248/260/283. 47441.  
Westhouses MPD - ONLY 20041/190.

### **Doncaster Works 27.11.83**

Hexthorpe Bridge - 31430/431. 58008.  
Pilot - 08607.  
Paint Shop 08748. 37046. 50006. 58012.  
Weigh House 58010.  
4 Bay - 03078. 08743/843/925. 31131. 37040/133. 50017.  
2 Bay - 31153/167/293. 37025/104/220. 56030.  
Dismantling Shop - 31258. 50022.  
Scrap 03175 (cab only) 08091/163/197/311/432/557/866. 40003/007/019/184/185/ 198.  
Yard 03073. 08525/548. 20050. 31151/216/236/292/425. 37047/057/071/194. 50009/30. 55016. 56010/084.  
58006/007/009.  
New Erecting Shop - 56001/004. 58011 013/014.  
DMU - 3224/9088/3956/1847/4401/4015 4399/3453/3520/3273/3529/4043/3288/3539/4238/  
9246/1903/3324/3215/3276/3632/3477/3643/3220/1829/ 370/3175/3012/2060/1218/4388/  
4368/9187/3165/3001/3041/3016/1945/3253/1809/4486/3317/9131/41034/4040/4179. 78719/78969.  
Pilot - 08459.

## **PENNINE OBSERVERS NOTES**

### **EASTERN REGION**

Peaks" have frequently been in the Hull area recently. On 14th September 45026 hauled failed DMU 3 car set 52073 + 51803 + 59704 into Hull Paragon station during the afternoon (exact time unknown) while at Botanic Gdns the

following have been noted - 20/9/83 45049, 21/9 46046, 1/10 45041, 5/10 45064, 6/10 45010, 8/10 45039, 19/10 45049, 1/11 46046, 2/11 45004, 7/11 46052. On the debit side however, Class 40 sightings seem to be on the decrease, with only the following being noted at Botanic - M40177, 12/9 40099, 2/10 40093, 12/10 40079, 18/10 40096, 23/10 40196. LMR DMUs appeared at Hull during October with 53571 + 53561 on the 19th and 53594 + 54186 on the 20th. These visits were probably due to a shortage of Trans Pennine units on the Hull - Manchester route.

There have been regular Sunday workings on the Bridlington to Hull line, whilst engineering work on the track has been in progress, both north and south of Beverley and towards Driffield. The following locos have been noted at the head of ballast and track trains - 2/10 31135/239, 37140, 40093; 9/10 31130/268, 37283, 47380; 16/10 31101/247/261; 23/10 37212, 40196; 6/11 31316, 37170, 47203.

A small band of intrepid Pennine members set out to explore South Humberside on 9th October and whilst going via North Humberside, noted these locos Knottingley 08091/206, 56012/014/093/103. Goole Docks 08248/567. Hull SP 08391. Botanic Gdns 08061/168/253, 31175/238/261, 47121. Immingham 08031/405/436/751, 31181/272/407/428, 37007/143/i6o/161/166/168/211/252, 47111/244/292/294/314/379, 56124. Immingham Docks 08388. Grimsby SP 08537. Scunthorpe Area - Frodingham, 08445, 20019/034/052/103, 31301, 37198, 40093, 45014/055, 47222/237/301/305/363/373, Firth Brown 08514. Goods Yard 08401. Scunthorpe SP 08397.

Now to York and Leeds where the following were sighted on 21st of October. York 08062/064/096/142/501/540, 20005/048/107, 31164/450/113/135, 46039, 47146/150/407/482/532. Leeds Holbeck 08497/516, 25057, 31191/410 40152, 45122. 47053/224.

On the 26th October 45137 was an unusual sight at the head of the 10.15 Birmingham - Norwich which is normally rostered for a class 31/4. Class 46 passenger workings are now few and far between so it was nice to see 46016 working the 14.50 Birmingham - Leeds, also on the 26th. On the 27th, newly ETH converted 31427 was in charge of the 14.15 Newark - Cleethorpes 4 coach 'flyer'.

To the north of the region now, where on the 2nd November the following workings were noted on the Newcastle - Middlesborough line. 37092 and 31285 working light engine eastwards and 37061 on an eastbound freight, all at Thornaby station, 08502 shunting at Hartlepool and 37082 plus NCB and Seaham Harbour Board diesels shunting coal wagons at Seaham.

For those interested in coaching stock we now have a list of the condemned vehicles in Nunnery carriage sidings. These were all present on November 8th. Sleepers M2006/07/14/21/28/32/33/35 41/43/46/50/58. 2108/11/12/13 2414/42/48/50, 2502/6/8/10/14/1/ 18/22 27/37/39/45/81/93, 2616/17/19/20/23/24/62/65/68/91 2818/20/23/24/28/30, RBR M1776, RXB E1564/M1568, CK E7015/7927/7961/16028, FK E13268 BSO E9358, BSK E34538. Not far from Nunnery is Tinsley where the following locos were present on November 13th.

08033/051/335/389/485/492/507/510/729/782/870/877, 13001/3, 20004/5/9/30/61/76/88/92/105/145/154/176, 25311, 31161/215/252/281, 40118, 45014/022, 47217/371, 56006/086/093/101/126.

Next to Stratford, where a member visited the works on the 12th of November. Maintenance and running depot 08408/409/518/527/531/541/550/810/833, 31105/112/125/160/183/185/198/212/213/222/224/225/226/261/278, 37034/038/044/049/ 050/053/060/091, 47007/010/011 19/055/064/105/114/116/130/158/458/487/566/573/57 579/581/584/587. Repair Depot ~On and around) 08519/627/698/956, 25177, 31158/16767 184/200/249/402/411, 40092, 46004/021, 47003/276/413/561, WR DMUS 37350/392, 54283, 55034, 59502.

A Class 40 came to the rescue of a failed Trans Pennine unit on Nov. 9th. 4,0086 hauled 52103 + 59842 + 59772 + 51952, which formed the 16.38 Manchester Piccadilly-Hull, into Hull at 20.17, some 48 minutes late. Where the unit actually failed is unknown.

## **LONDON MIDLAND REGION**

North Wales does not often feature in these columns, so a members report of happenings in and around Prestatyn are very welcome. On August 23rd, the 17.10 Bangor - York left 70 minutes late with 25048 pulling failed 45070 and its train of six packed coaches. The following day 47480 piloted 47497 (ex works) from Crewe to Holyhead on the 08.05 from Euston. Later that day, 25178 was seen on a nuclear waste train. On the afternoon of August 25th 40192 was seen on an up ballast working, followed shortly by 40013 on the Llandudno Junction - Arpley 'Speedlink' working. Between 13.15 and 15.30 on the 26th August, the following Class 47s were seen on various up and down trains - 47443/74/81/509/540/590/592. More variety was Provided by 56087 (Llandudno -Fiddlers Ferry empties), 25285(Llandudno J.- Arpley 'Speedlink'), 45114(Scarbro'Bangor) and 40096 (up ballast). Later, 40015 was seen on a Holyhead bound 'Freightliner' which had produced 40085, 47014 and 47461 earlier in the week.

Noted at Milton Keynes on September 17th were 86318 and 87031 on up expresses, 87030 on a down express and 25266 working light engine on the up slow line. At Toton on the 4th October were - 20075/077/084/134/135/168/173/195/217/219, 25084/090/313, 31300/321, 45038/051, 47288, 56087.

On October 17th members who were travelling on the WCML noted the following - Milton Keynes 2504,8 light engine on the up slow line, 86003 on down ecs., 85010 on down train of tank wagons, 86242/311, 87007/014/027 on

up expresses, 85002, 86220/223, 87019/26 on down expresses; Bletchley 25195/257, 31120/165, 85029 in the sidings, 81012 on a down freight, 86236 86249, 87009 on up expresses and 86311 on a down express; Leighton Buzzard 87027 on a down express; Wolverton 25078 and 25254 on a down freight; Stafford 08329, 47226, 81013, 86234; Wolverhampton 47017/095/492, 86212/229/243. At Bescot on the 19th of October were 08466/656, 20032/155/183, 25059/97/230/237/325, 83114Y171/233/256, 40167, 45046/051/117, 47076/128/209/283/327/350/353, 56054, 6001 0 39, 87013/030.

Due to engineering works on the 5th November, WCML trains were diverted via Manchester Victoria and the following 'pairs' were noted heading trains: 47441+87021, 47540+87007, 47491+87032, 47522+86244, 47081+86318, 47520+86238, 47437+ 86222, 47463+87005, 47540+87001. 86318 was detached from its train and dumped at Manchester Victoria and when 47540+87001 stopped for crew change the very rare sight of two electrics standing side by side at Victoria could be seen. Also on the 5th of November 45146 powered the 09.07 Leeds - Carlisle, 25035 headed the 07.16 Manchester Victoria - York as far as Leeds, 27056 headed the 12.40 Carlisle - Glasgow, 40194 headed a parcels train from Preston to Manchester and for our correspondent, perhaps the most frustrating sight of the year was to see 40009 (last vacuum brake only class 40) heading a Chelsea 'Thugex' back to London from Oldham. It returned light engine through Manchester Victoria one hour later.

On November 11th, newly converted 47599 had charge of the 16.40 Nottingham - Barrow, whilst an unusual sight at Coventry on November 12th was a 5header storming through, comprising 25037 + 25245 + 25230 + 31209 + 31107! On the evening on the 16th November, a freightliner train brought the wires down on the WCML at Oxenholme, resulting in the diversion of many overnight services. The 22.55 Glasgow - Bristol sleeper (1V61) was noted passing Chesterfield at 08.15 the following morning, its rake of MkIII sleepers being hauled by 40086. On the 19th of November the 13.07 Paddington - Liverpool entered Birmingham International behind 50028, where the driver failed the locomotive. The train (including 50028) was taken forward to Birmingham New St. by 81017.

## **SOUTHERN REGION**

The Southern Region is preparing for winter early this year! During the week commencing 17th October the Selhurst de-icing units 002 and 003 were towed into Horsham from the Dorking line by either 33048, 73005 or 73106. The loco detached in Horsham station, ran around and then towed the units away again towards Dorking. Since the weather was fine and quite warm it is assumed that these were training runs. On October 25th the Venice Simplon Orient Express was in the care of an immaculate 73112, and at Woking on the same day were 09007/016 shunting in the P.W. yard and 73136/139 stabled. The following locos were sighted between London and Dover on November 11<sup>th</sup> Hither Green 09001, 33205, 47315; Tonbridge 33212; Paddock Wood 09008; Ashford 08811, 33201, 73109/116/133; Folkestone 33201; Faversham 73129; Gillingham 73112/113; Dover 09011/21/23, 33059/209, 73101/109/127. Finally, 73133 has been repainted in the 'new look' colour scheme of wrap-around yellow ends and large double arrow and numbers, which, in your editors very own and personal opinion looks hideous on a 73!

## **SCOTTISH REGION**

On November 1st the 07.30 Aberdeen - M (Flying Scotsman) HST failed totally between Montrose and Arbroath. The following HST, the 08.30 Aberdeen - M (Aberdonian) eventually coupled up behind and both trains went forward to Edinburgh where the 'Flying Scotsman' set was taken out of service. Passengers on this train complained that at no time was anything said over the intercom to explain the failure of the train or to apologise for the 2 hours late arrival in Edinburgh. Also that day, the long withdrawn 40162 was noted at Haymarket, and 40015 was noted at Aberdeen at the head of the 2 MkI coaches which formed the 19.45 Aberdeen - Edinburgh.

A group of Pennine members on a Scottish 'bash' on the 5th November had the following locos for haulage - 45121 08.40 York - Aberdeen (to Newcastle, 47476 from Newcastle) 47001 13.17 Edinburgh - Dundee, 47270 12.21 Dundee - Edin., 27020 14.17 Edin. - Dundee, 27033 13.21 Dundee - Edin, 47593 'Galloway Princess' 11.50 Aberdeen - Carstairs (from Edinburgh), 86218 15.20 Glasgow - Nottingham to Preston, 47491 from Preston.

## **WESTERN REGION**

This column begins with a report from Cardiff Canton on the 28th of August: 08645, 25115/206 33016/29/33/35, 37121/217/234/274/277/296/302/303/304, 45143, 47075/247/321/478~537 with 37284 + 37285 and 37297 + 37231 passing on Aberthaw mgrs. A trip from Cardiff to Bristol on the 1st of September produced the following:- Cardiff 45111 on the 09.35 Cardiff - Paddington stopper, 37256, 47123 on up freights; Newport 45068 on a down 'Speedlink'; Severn Tunnel 08191/646/779/787/940 37220, 47378; Bath Road 08483/756/949, 31181/298, 33003/9, 37307, 45148, 46027, 47056/134/277, 56040. Also seen were 45102 (11.10 Paignton - Leeds additional), 33116 (11.10 Bristol TM - Portsmouth Harbour), 50047 up parcels), 33025 (12.10 Bristol TM - Portsmouth Harbour), 47053 (St .Blazey - Stoke China Clay train), 50043 (07.40 Penzance - Liverpool), 50031 (09.20 Liverpool - Penzance), plus ex-works DMU L573 (comprising of W59417+51055+51083) on running-in trials. Later at Cardiff 45066, 47558, 37232, 37291+37275 and 37234+37304 were seen on freights with 37180/225/289/305/6/ on light



engine movements. The 13.25 Crewe - Cardiff arrived double headed by 33040+33065. On the 2nd September the following were seen at Cardiff: 37225/210+256/239/189/142, 46032, 56032+56045 on freights, 37142/251/289/ 290, 47234 on light engine movements, 33020/009/021/038/065 on Cardiff - Crewe/ Portsmouth Harbour trains. Because of adverse weather the 13.15 Fishguard Hbr Paddington train hauled by 47101, was 70 minutes late. A relief was hastily arranged, which left Cardiff at 16.05, pulled by 47243.

Noted at Westbury on September 10th were 47064/227/245, 56046 on the stabling point. 33033 (06.56 Portsmouth H Bristol), 47240 (08.05 Cardiff Portsmouth H), 33020 (08.10 Portsmouth H Bristol), 47137 (08.42 Cardiff Weymouth), 33022 (10.10 Bristol - Portsmouth H), 33117 (09.05 Weymouth - Bristol), 33043 (08.20 Bristol - Cardiff), 47080 (09.15 Paddington - Paignton), 50047 (09.47 Paddington - Newquay), 33060 (11.10 Bristol - Portsmouth H), 47059 (10.20 Weymouth Cardiff), 33006 (10.10 Portsmouth H - Bristol), 33033 (12.10 Bristol - Portsmouth H), 50004 (12.10 Paddington - Paignton), 47166 (12.10 Paignton - Paddington), 47492 (10.35 Newquay - Paddington), 50028 (10.30 Penzance - Paddington), 50031 (11.15 Penzance - Paddington), 50019 failed at Weymouth after arrival on the 05.10 ex. Bristol and was towed to Westbury by 37159.

An enjoyable day in beautiful weather conditions ( it says here.!), on the 17th September yielded the following sightings: 50043 (07.50 Paignton Glasgow/Edinburgh), 50009 (09.00 Paignton - Birmingham), 33007+HST (07.35 Penzance Paddington, one power car operating only), 50010 (06.53 Oxford - Paignton). 50007 (09.35 Paignton - Paddington), 47147 (09.50 Paignton - Manchester), 47110 (parcels), 50028 (10.05 Paignton - Leeds), 50047 (08.05 Penzance - Liverpool), 47052 (08.35 Cardiff - Paignton), 47257 (08.05 Paddington - Paignton), 47486 (08.00 Swansea - Penzance), 47249 (08.55 Newquay - Manchester), 45077 (08.55 Penzance Manchester), 45017 07.40 Derby - Penzance), 47128+47489~dead) (11.14 Paignton-Paddington), 50024 (09.15 Paddington - Paignton), 50044 (09.31 Manchester Paignton), 45052 (14.20 Paignton - Nottingham), 45022 (Paignton - Wolverhampton), 47089 (08.26 Bradford - Paignton), 47074 (16.45 Paignton - Exeter), 50046 (14.10 Paddington - Paignton), 47128 (17.25 Paignton - York, replaced at Bristol by 47144).

A member in the Oxford area noted the following Class 50 workings on September 19th : 50010(15.15 Oxford - Paddington), 50011 (08.20 Liverpool Paddington),(14.15 Paddington - Oxford),(16.25 Oxford - Paddington), 50024 (15.15 Paddington - Oxford),(17.22 Paddington Oxford), 50039 on an up freight, 50040 (12.15 Paddington - Oxford),(14.15 Paddington - Oxford), and finally, a resplendent 50031 was at the head of the "Class 50 Loco Group Railtour' on the 22nd of October from Paddington to Weymouth, returning via Bournemouth, Eastleigh, Salisbury and Westbury.

## **LATE NEWS**

On 23rd November 55015 "Tulyar" was hauled from Doncaster Works to Derby Research Centre by 31143. It is believed that bogie tests will be carried out on the locomotive.

On 24th November, four of the remaining Class 76 locos were taken from Ashburys to Booths Scrapyard at Rotherham. Class 25, 25221, hauled 76002/048/ 050/043. By the time the train (9X38) had reached Sheffield, 76043 and 76W had both developed hot boxes, requiring the use of fire extinguishers.

On 25th November 20154 and 20210/056 were seen working engineers trains on the closed Woodhead route between Dunford and Penistone.

On 30th November 08273/355/270/291 were seen stabled outside Doncaster Works, all noted in poor condition. These have presumably been received for cutting up.

On 19th November two specials ran from Newcastle to Wadsley Bridge for the Sheffield Wednesday v Newcastle Utd. football match; one was hauled by 46047 and the other by 47422.

## **THANKS!!**

The Editor is grateful to the following for information: Messrs Corroy, Case, Hall, Brackenbury, Sanderson, Bolland, Skinner (yes! Skinner!), Turner, Wesley, Needham, Whitlam, Slater, Gossan, Shenton, Dewing, Bateman, Caddick, and to the person who wanted to see his name in print CHRIS NICHOLSON!

## **ANNUAL GENERAL MEETING**

The Pennine Railway Society's Annual General Meeting will be held on January 8th 1984, at the Corporation Brewery Taps, Doncaster, commencing at 12.00 sharp. Any items for inclusion in the agenda should reach Robin Skinner by January 6th 1984.