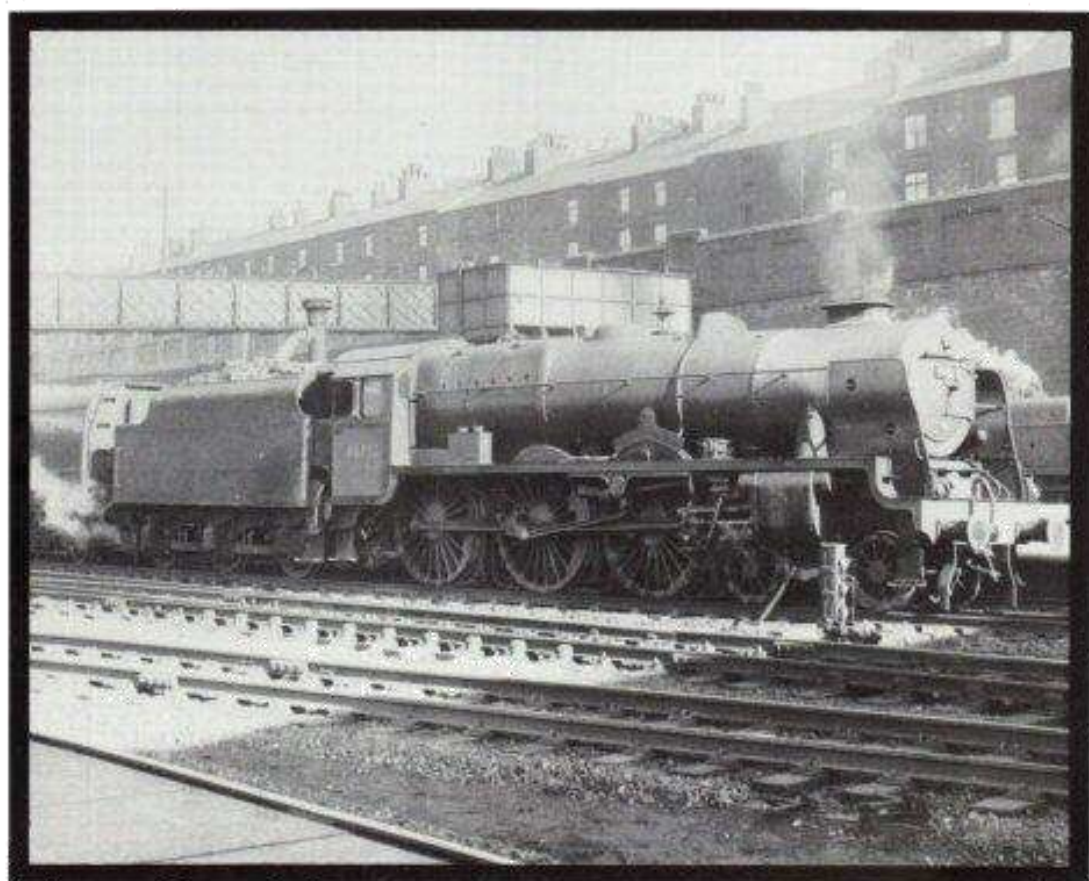


TRANS PENNINE

MAGAZINE OF THE PENNINE RAILWAY SOCIETY



10th ANNIVERSARY

1974 - 1984

No.47 - Spring 1984

ANNUAL GENERAL MEETING REPORT

The Annual General Meeting of the Pennine Railway Society was held at 12 noon on Sunday 8th January 1984 at the Corporation Brewery Taps, Doncaster. The meeting was attended by forty-five members and a wide range of topics was discussed.

The meeting was sorry to hear of the recent resignation of Sue Taylor but happy to hear of her forthcoming marriage. The Chairman said that the committee had reluctantly accepted Sue's resignation and thanked her for the valuable work she had done for the club in recent years and wished her every happiness in the future.

As a result the committee understood that Mr Tony Booth was again available to stand and this nomination was proposed, seconded and carried by a unanimous vote. The Chairman welcomed Tony Booth back on to the committee as an ordinary committee member.

A lot of time was spent discussing the 10th Anniversary celebrations to be held in 1984 and as a result it was decided to form a 1984 committee to deal purely with the arrangements and co-ordination of the activities. It was decided that this committee would be comprised of the normal club committee plus the following:- Jack Davis, Bob Peach, Mike Bloomer, Andrew Watts, Tony Needham and Pete Wesley. Things to be considered would include:- charter trains, meals on a preserved steam railway, publicity for the club and a possible publication by the club to mark the anniversary. Reports of meetings held will be printed in the following magazines.

10th ANNIVERSARY CELEBRATIONS 1984 COMMITTEE

The 1984 committee was formed at the AGM as reported above, to arrange and coordinate activities in connection with the 10th Anniversary Celebrations.

The first meeting of the committee was held on Wednesday 18th January 1984 at the British Rail Staff Association Club in Sheffield and the following proposals were selected as being projects which could be supported by the club's limited finances and would also benefit the membership as well as publicising the club.

- 1) A day or evening to be arranged on one of Britain's preserved railways, possibly taking in a meal on a special train. Letters have been written to the North Yorkshire Moors Railway, Keighley and Worth Valley, Severn Valley, Nene Valley and Great Central at Loughborough to see what they can offer.
- 2) Publication of a sponsored broadsheet to mark the anniversary giving a potted history of the club.
- 3) Arrangements for photographic displays in such places as banks and libraries.
- 4) Bumper edition of Trans Pennine in September which is the anniversary month.
- 5) Sales - Pint Pots with Pennine Railway Society emblem on

A further meeting was held on Wednesday 29th February 1984. Progress had been made as far as the photographic displays are concerned and permission has been given by the following:- Midland Bank, Darnall; Swinton Branch Library; Doncaster Central Library.

Letters had been received from the Severn Valley, Nene Valley and NYMR and circulated to those present. Both Platform 5 Publications and TAG Models had provisionally agreed to sponsor a broadsheet but no firm details have been agreed. The committee were pleased to hear from Jack Davis of a £10 donation towards the celebrations by the Midland Bank, Darnall Branch and thanked Jack for his efforts in that direction.

The next meeting will be held towards the end of March if Mr Sanderson is available.

*Front Cover: Royal Scot 46730 at Sheffield Midland, 7967 on a Leeds - St. Pancras Express.
Photograph by kind permission of Jack Davis*

PENNINE 10TH ANNIVERSARY PHOTOGRAPHIC DISPLAY JACK DAVIS

As part of the 10th anniversary year events, the Society is running a number of photographic displays throughout the South Yorkshire area. Already we have arranged four venues, (two in Doncaster, one in Swinton and one in Sheffield) and several more are under negotiation, so you see that if we are to present a varied image to the public, we shall need quite an amount of material to draw upon.

Any member who is interested in loaning us some of his or her work should contact one of the committee members as soon as possible or mention their willingness to help at the next meeting, either at the Brewery Taps or the Grapes. All material loaned to us will be treated with care and whilst on show, will be under insurance cover. With regard to our requirements, any railwayana suitable for two dimensional display will do, as long as it can be protected (if it is a small object) and so long as it is of fairly local interest. For instance, a collection of old bills, posters or tickets. Photographs, if possible, not less than 8" x 6", approx., black and white or colour, old time or modern, and where possible showing the location as well as the railway interest. We have already got at least one (maybe two) paintings to use as a centrepiece and would welcome the offer of another. Maps, track plans and the like will also be most welcome, so dig into your collections and see what has been lurking in the odd corners of the attic, you may discover a treasure trove! Let's put the Pennine Railway Society on the exhibition map!

EDITOR'S NOTES

Welcome to the Spring edition of Trans Pennine. Your editor wishes to apologise for the late running of this magazine and any inconvenience that this may have caused.

As can be seen from the accompanying articles, progress is well under way with the 10th Anniversary Celebrations. Following a recent meeting of the committee it has been decided to organise two major functions. Firstly the club is to charter one of the Worth Valley Railways railbuses for an evening tour of the line followed by a visit to a local imbibing emporium (Pub, Robin!). Secondly, the club is to organise a celebratory meal on one of the Severn Valley Railway's 'Sunday Luncheon Specials'. Exact dates and prices of these two events have not yet been confirmed but members will be notified as soon as possible.

Finally, I'm sure the members will join me in sending congratulations and best wishes to Sue Taylor who recently married Barry Marshall, in Sheffield. All the best to both of you.

MOTIVE POWER CHANGES

LOCOMOTIVES RE-ALLOCATED

Eastern Region: 03084, 08859 - CR; 03089, 08384/577/797 - GD; 08228/528 - NR; 08296/304 - BG; 08337 - YK; 08385/399 - HM; 08632 - FH; 08709/865, 31108, 37105/113 - MR; 08750 - BN; 08817 - SB; 20053, 31148/187/235/258/272/302/311/315/327/43, 47295 - IM; 20094, 47219 - TI; 31220/221/227, 47438/439/472 - SF; 31281, 47319 - TE;

Western Region: 08113/338/501/760/785, 37272, 47462/473/477 - CF; 08262 - OC; 08479 - GL; 08645, 37182 - LA; 31137 - BR;

London Midland Region: 08450/686/695/805, 25119, 47188/189/197/306/444/480 - CD; 08461/807 - TS; 08475 AN; 08495 - LR; 08573 - WN; 08633 - LJ; 08704 - BY; 08788 - CH; 08906 - HD; 31280 - BS;

Scottish Region: 08292, 20193/197, 47117/595/604 - ED; 08443/561/736 - ML; 08452/570/571 - DT; 08717, 37017, 47470 - IS; 08725 - GM; 08827 - AB; 20067,47040/ 109 - HA;

Southern Region: 08375 - EH; 09023 - AF;

Departmental: 25131 (97202); 46009 (97401) - RTC; 46023 (97402);

Locomotives Withdrawn

03069/086/142/152/382; 08008/019/023/079/088/103/114/142/195/196/205/227/261/326/341/343/345/347/371/429 432; 25069/079/084/086/097/106/120/124/138/140/253/301/ 308/320; 40090/093/096/141/158/169/170; 45053; 46018/039/051; 97803;

Stored Unserviceable

08432 (HS) 08476 (DT) 08693 (ED) 08712 (DT) 20019 (IM) 20101 (HA) 20105 (TI) 26030 (IS) 27036 (HA) 81001 (GW)

Stored Serviceable

20045 (ED) 20099 (HA) 20182 (TO)

Reinstated

08573 (DY) 08577/578 (LE) 08583 (SW) 08585 (BS) 08593 (CF) 08597 (TS) 08733 (ED) 08869 (SB) 20026/129 (TI) 20121 (ML) 27019 (ED) 83015 (LG) 85007/033 (CE)

Dual Braked

08573/577/578/583/585/593/632/733/781/788/797/869; 20004/008/026/055/065; 20094/121/129/192/208/212; 26015; 31167/293; 37025/040/046/104/220;

Slow Speed Control Fitted

20055/094/208;

Buckeye Removed

08663

Radio Telephone Removed

08191/350/351/354

Boiler Isolated

31252/411/412/417; 37268; 45062; 46014; 47076/138/279;

Boiler Removed

31431 - 438; 47278/522/605;

Boiler Fitted

37104

Boiler Reinstated

37175; 47186;

Twin Tanks Removed

37218

Multiple Working Fitted

86319

New Locomotives

56126 - 129 (TI) 58006 - 11 (TO)

Renumbered

31253 to 31431, 31153 to 31432, 31236 to 31433, 31258 to 31434, 31151 to 31435, 31179 to 31436, 31182 to 31437, 31139 to 31438, 47267 to 47603, 47271 to 47604, 47160 to 47605, 47081 to 47606.

Cut up

ZF; 03154/175, 08099/260/291/317/429/548/551/555/557, 40050/068/076/157/164/184/185

PO; 06008

ZL; 03022, 08194/342/356/364/545/559/572, 25103/215/227/240/247,

40014/016/037/078/095/117/120/125/134/146/178, 46022

ZC; 40103/136

Named

47590 - Thomas Telford

47593 - Galloway Princess

47595 - Confederation of British Industry

56032 - Sir De Morgannwg/County of South Glamorgan

86237 - Sir Charles Halle

Sold

03069 - F. Berry Ltd., Leicester.

24054 - Fast Lancs. RPS, Bury.

40106 - Privately Preserved at GCR., Loughborough.

40145 - C.F.P.S.

55015 - Privately Preserved at MRC., Butterley.

HST'S Named

43045 - The Grammar School, Doncaster AD1350

43056 - University of Bradford

43097 - The Light Infantry

43193 - Yorkshire Post

DIESEL MULTIPLE UNITS**Re-allocated****Scottish Region** : 51534 - AY; 51539, 51797, 56691 - ED; 59553/67 - HA;**London Midland Region**: 51565, 53355, 53925, 59153 - NH; 51916, 54499 - LO; 53073/75, 53114, 53314/23, 53849/70/91/93, 53923, 59101/106/107/119, 59523/27/33/70/93/97, 59608/15/16/24/25/27/32/34/41/43/47/48 - TS; 53222, 53306/25/37, 59538 - CH; 53425/39 - BY; 59127 - DY; 59144 BX;**Western Region** : 51352, 59539 - BR;**Eastern Region**: 54458 - LN; 59571/72 NL;**Departmental**: 55015 (977177)**New DMUs** 55502/22 (RTC)**DMUs Withdrawn**

51267/82; 51301/94; 51460/93; 51591-93/96-98; 51600/05/07/10-12/16/18/22/24; 51626-28/34/39/40/44-48;

51796; 51962; 52022; 53049; 53373/76/84/86; 53505 10/37; 53836/89; 54234; 54424/37/64/69; 59001-

05/07/09/10/12, 59229/56/58/59/67/80/90/92/93 94; 59328/32/34/39/41/43/47/51, 59360/61/65/76; 59564; 59680/93/98/99; 59700/03 /04/07/08/11/12/66; 59811/13-16;

ELECTRIC MULTIPLE UNITS

Re-allocations

London Midland Region : 313008/034/035/039 - HE; 508003/010/014/020/022 - BD;

Eastern Region: 302201/202/209/212/214/216/221-224/229, 308313-315 - CC; 302219, 308154 - IL;

Southern Region: 3309-11, 6092-98, 7870/71 - RE; 5001-08, 5101-09, 5131/32 - SG; 5110-12, 5114/15, 5305/25/26/31/33/34/37/41/46/49 - SU; 7054/55, 7401-0,105 - BI; 7357, 7749/60 - FR; 7734/35 - BM;

Withdrawn

4277/78/98, 5175, 5302/29, 6065/91, 6109/11/13/14/1 7-19/24/25/28/31/33/39/40, 6145/46/48/49/52/55/58/60/65/68, 20689, 29289, 29720, 59406, 59506, 59606, 302255/275, 303059.

New EMUs

5452-54 (SU) 5801/08/10/18/19/24-29/42-53 (WD)

Reinstated

303028/058 (HY) 304018/025/032/033 (CE) 304039/803 (LG) 303091 (GW)

Stored Unserviceable: 6044, 6108/16/51/54/56 (RE) 303030/045 (HY) 311092/106 (GW)

Renumbered: 7658 to 6308, 5656 to 6309, 7152 to 411560, 7106 to 411561, 7206 to 411616, 308317-321 to 308991-995 respectively.

SOUTH YORKSHIRE RAILWAYS 1970-1984

BY ROBIN SKINNER

PART II 1971

Again during 1971 Trans-Pennine services from Sheffield to Manchester hit the headlines with the derailment of the 1809 Manchester Piccadilly - St. Pancras in Totley Tunnel on May 24th 1971 as a result of a broken rail. The train, which consisted of 9 vehicles, was hauled by Class 45 no. 71 (45049) 'The Staffordshire Regiment (The Prince of Wales Own)' - nothing to do with a certain well known Rotherham. hostelry. The accident happened approx. 1 mile into the tunnel on the up line from Grindleford. Only two passengers were taken to hospital and the rest were transferred to Chesterfield by DMU some three hours later, after attempts to reach them from the Grindleford end of the tunnel with a DMU proved fruitless. It is interesting to note that the Inspecting Officer, Major P.M. Oliver, drew attention in his report to the increase in broken rails found in Totley Tunnel, following transfer of express services between Sheffield and Manchester from the Woodhead route in January 1970.

Although not booked to stop in South Yorkshire, the Manchester to London St. Pancras services had been running via the Hope Valley route and the Dore West Junction, Dore South Junction curve since the closure of the Midland Main line, between Matlock-Peak Forest/Buxton Junction, in the summer of 1968. The line is now the subject of the Peak Railway Society's major project at Matlock. The service in 1971 consisted of four services from Manchester Piccadilly to London St. Pancras at 0801, 1200, 1616, 1809 and five services from St. Pancras to Manchester at 0650, 0835, 1230, 1618 and 1825. Also at certain times of the day DMUs ran from Nottingham/Derby to Manchester. The service was a far cry from the almost hourly service provided in the early 1960s. This service, like the Paddington to Birmingham Snow Hill was a victim of the West Coast Electrification.

Services from Manchester Piccadilly to London St. Pancras via the Hope Valley line and Dore curve on weekdays lasted until 30th April 1977. The service had by then been reduced to one train in each direction (0650 from St. Pancras and 1806 from Manchester Piccadilly) and although with a journey time of over four hours they could hardly be described as Inter-City they nevertheless provided a very vital and necessary link between the East Midlands and Manchester which today is provided by the Nottingham - Glasgow services. Unusually the Sunday service on this route lasted until 16th May 1982, with two trains in each direction running into Sheffield Midland and running round, rather than using Dore curve.

Two Golden Rail Promotional trains ran from Sheffield to Bournemouth on March 27th and April 4th 1971 hauled by (guess what) Class 47 no.1575 (41A) 'City of Sheffield'!! The Merrymaker era hadn't really got into full swing in 1971, but 1575 was already getting in plenty of practice. As many long standing enthusiasts in South Yorkshire will remember, 1575 worked the majority of Sheffield Merrymakers in the mid 1970s (now no.47455 of Crewe Diesel Depot).

It is interesting to look at some of the fares charged by BR in 1971:

2nd class Day Returns -	Sheffield - London £3.40
	Doncaster - London £3.50
	Sheffield - Leeds £0.60

Doncaster - Leeds £0.55
Doncaster - Manchester £1.30
Sheffield - Manchester £0.90
Sheffield - Doncaster £0.40

(A pound was worth a lot of money in those days!!)

Over on the East Coast Main Line, after successful trials in March '71, Mark IID air conditioned stock was slowly being introduced on the Newcastle and Scottish services out of Kings Cross. So the beloved 'coffin' is thirteen years old now - older than the Pennine Railway Society! Meanwhile things weren't quite as rosy as has been made out on the ECML, with the Deltics going through a bad patch of availability and Class 40, 45 and 47 being pressed into working services normally worked by Class 55s. One such instance was on April 10th 1971 when 9010 failed at Doncaster on the 8 o'clock out of Kings Cross to be relieved by 1868, an Immingham 'duff'.

Early in the year the Sheffield resignalling scheme was announced, stage one would replace 17 existing boxes between Tapton Junction-Sheffield Midland-Brightside Junction.

Also in 1971 Sheffield regained a daily through service to Edinburgh, having lost the 'Waverley' in 1968. This new train ran from Paignton to Edinburgh leaving Paignton at 0710, Sheffield at 1323 and arrival in Edinburgh was at 1811. In the other direction the train left Edinburgh at 0940, arrived in Sheffield at 1440 and Paignton at 2035. The route to Edinburgh was not via the Settle and Carlisle but via York and the EM. This train was, of course, the forerunner of the present Dundee-Penzance and Plymouth-Dundee services. When the train was introduced it was heralded as covering the longest daily journey in Britain, without touching London, 521 ½ miles!!

Is today's 0744 Dundee-Penzance IC125 at 698 ½ miles the longest daily journey in Britain without touching London? Well its longer than the Clansman at 567 ¾ miles !!

PENNINE TRIPS – REPORTS

Swindon 18.11.83

Works pilots: 08288/4,87/583/785

EMU's: 1558/59/61, 1618, 2302, 5939, 6065, 611~5/23/37, 7018, 7102

Yards (for cutting): 03121, 08045/059/112/125/128/130/149/178/181/189/192/240/265/ 281/290/301/303/328/356/368/453/574/585/869, 46002/13/20/29/38/49/50/56, 40014/83/149/154/176/193, 25079/184/227/240/247, 31111.

Locos under repair; 08243/373/390/417/501/536/577/578/632/653/733/739/788/868/915/ 934, 31137/208, 37167/197.

DMU shops: 51068/76/86/96/1129/84/1306/16/21/31/94/1404/59/1589/1805/71 98

53088/3662/82/93/700/26/29/38/43, 54342, 55006, 59032/105/262/362/416/27/30.

Also 43125/26 passing in new livery.

Crewe 10.12.83

Reception Yards: 20003/17165/113/131/132, 37111/175/221, 40006/008/012/013/023/024/

027/047/056/061/065/073/088/101/107/115 /138/139/145/150/153/168/182/191. 45113/116/ 133/138/145, 47081/118/146/274/282/447/532/599, 81001/19, 82005, 85001/3/33.

Paint Shop: 47182, 08382

Electric Repair Shop: 37088, 40030, 45076, 47241/404, 81016, 84008, 85007/18/27.

Erecting and Maint. Shops: 56130/1/2/3/4 (all unfinished), 20026/31/55/94, 37103/191/198/264, 45142/142, 47098/160/277/292/334/411/464/475/484/487/523/535/538/539/603, 81022, 85014/40, 87008/101/103, 86004/34/103/205/221/222/257/328.

Traverser Area: 20068/176, 37001/229/258, 40020/49/84/185/188, 45053/58, 47129/149/ 204/278/294/328/408/480/564/576/604/708, 56128, 81002.

Crewe Station and MPD Yard: 08088329/473/814/913, 25211, 37255, 45068, 47529, 81011, 86209/223/230/253/260, 87018/30/34, 304008/11/19.

Carlisle 20.2.84

08078/105/419, 25037/200/201/234 327, 40093, 47195/434, 81013, 86031/204/251.

DMU's 53435/58, 53950/55/57/62/64/68/80/82, 54227/36/45/46/47/49/51/56/62.

Doncaster 26.2.84

Reception: 58003 Pilot: 08582 West Yard: 08886 DMU Yard: 08459 Paint Shop: 50003, 58014

Weigh House: 08889, 31151 Crimpsall: 20050 4 Bay: 31139/182/204/239/273/292, 37194/265, 50019/022

3 Bay: 03089, 08525/885, 2 Bay: 31220, 56004/29/68, Dismantling Shop: 50041,

Scrap Lines: 03175 (cab), 08107/273/355, 40034/069/077/080/097/124/141/197,

Yard: 08104/540/817/866/872, 31242/248/319/409/ 413, 40133, 55016. DMU's: 51186/99, 51211/12/63/68, 51453, 51562, 51807/15, 51902/04/94, 53024/38/44/45/167/201/246/259/262 /303/336 /364/619 /812/845/ 898/931/952/971, 54004/44/57/62/126/203/207/244/334/357/378/384/397/419/422/4,85/487, 59120/375/552.

A SAILOR'S TALE

**m.v. Andalusia Star
Port Stanley Hbr.
East Falkland.
21.1.84**

Dear All,

New Year's greetings to you all from this far flung corner of the Empire - pity they didn't fling it a bit further, then nobody would have found it! Those of you who thought it vaguely amusing when details of my next trip came through, will no doubt be delighted to hear of the great lengths Southern Region went to in preventing me from getting any more lines in the book.

I thought that I would write under the name 'NIMBUS' as I have been given the title of Principal Observing Officer for the Met. Office this voyage: this only means that I get to write the Met. reports. Things got off to a good start this voyage, when I discovered that a single to Portsmouth Harbour was valid via Brum and Bristol (the lengths some people will go to in order to avoid trams!), so we had a dose of friend Sutton's four-car jalopies on the 0650 ex-Cleethorpes, but had had enough by Rotherham so baled there in favour of the 0820 Leeds - Birmingham New St. which duly arrived behind 45033 (steam heat Mr Micklethwaite!).

Had a reasonable run to Brum, where we had to wait the arrival of the 0920 Liverpool - Penzance which went forward behind 50002, actually needed that. Things were going to plan so far, however we were getting nearer the sun so anything could happen - at least Birmingham was an across the platform job, unlike Bristol which was a down and up job - a real riot with all my seagoing gear. However, we managed to secure the first compo behind 33005 on the 1205 Cardiff - Portsmouth Harbour.

Things still going O.K. until Salisbury, where we were held for a late running Exeter - Waterloo which arrived behind an unidentified 33. The guard hadn't been able to understand why anyone should wish to sit behind an engine making so much noise - told him it was handy for the barriers at Portsmouth, but I don't think he believed me. I was prepared to forgive him as he was sporting a Deltic badge, that is until he started on about Gods Wonky Railway. which just goes to prove that you can't have good taste in everything.

After leaving Salisbury we were stopped, awaiting a late running Hoover to clear the junction - the more I see these things the more I am convinced Wattsey has his priorities wrong, she won't wait forever Andrew!! Things got even worse after this and eventual arrival was eons late. I took a taxi to the ship as it was lying on the far side of the Naval Dockyard, only to discover that the bloke I was relieving wasn't expecting me so hadn't packed. It only took a short while longer to discover something more disturbing - there was no heat, steam, EH or otherwise. Quick look in the Bible and find a move.

It wasn't long before I had a chance to try the move, the next night in fact (7th December). The move involved taking the 2020 P.Hbr. - Cardiff to Southampton for, in theory, a + 10 into the 1915 Bristol - P.Hbr. It seemed alright on paper as it was 45 minutes for 26 miles, easy when you're used to 3300 hip. Well we made it, just, with 33007 out and 33057 back and all for £1.50 with the Journey Club card, didn't need either but had an interesting run back, must have been an ex FP driver. The next attempt was on the Friday (9th Dec.). I had to score a 33 soon - famous last words. The outward one was alright, 33024, but had a dreadful run so was beginning to flap a bit. Good job its single line through the tunnel cos once we were on that we should be home and dry. As we emerged from the tunnel there was no sign of my return train so there was plenty of time to amble across the platforms from where I could view 33024 departing. I was rather startled to observe the guard removing the tail lamp - I know it was a poor run but surely the lamp wasn't weighing it down. I was further surprised to see the loco uncouple and run off into the night, which left me with the sight of a 73 in the bay crewed up and ready for the off. Don't panic - look at things in a logical way, that's all very well to say, but at that moment a pair of 33's rumbled through on a container train as a light engine shot up the far side of the Cardiff train. The container train vanished - hell, so had the 73. More panic as I tried to sort it all out and a Waterloo bound EMU crossed my line of sight, as yet another light engine did the reverse of the previous move. I was now in total confusion as the light engine backed onto the Cardiff train and closer inspection revealed it to be - 33024.

I couldn't figure out what was going on, but the Cardiff was still waiting to leave, various EMUs came and went and it then occurred to me that there hadn't been sight nor sound of my train. Fatal mistake coming up - ask the bloke on the ticket barrier about the Portsmouth train. I was then directed to a three car unit. When I told him it was the loco hauled service from Bristol that I wanted he looked at me as though I was making it all up. Further pointless conversation was prevented by a station announcement to the effect that the train arriving conveyed passengers from Bristol, snag was it was arriving from the Eastleigh direction and it was a Waterloo - Bournemouth type EMU, but, they were correct, because my train had been diverted at Romsey to Eastleigh. I think the expression is bowled! Well

and truly bowled as it happens because as it is a Friday, I haven't been able to use my Journey Club card. Eventually we discover that, in theory, there should be a Weston Super Mare to Portsmouth Hbr. working in the offing which does eventually roll up behind 33002, again not required as I once had it from Salisbury to Waterloo substituting for a failed Hoover. Lord knows when we will get back to Pompey, but I'm beginning to think of giving up this lark as I have only scored one out of five. Still, tomorrow is another day!

As it happens it wasn't tomorrow when I next ventured forth, but I managed to scrounge the whole of Sunday off, reckoning it was time to go further afield. I decided to go to Salisbury. My decision was influenced by various factors, including having been told that the Hoovers were being taken off the run when the January supplement came into force and I haven't any photos of them on the Southern. It was a nice clear day so I hoped to get some good results. Of course the price to pay for such a clear day was that it was blooming cold so I hoped that the buffets were open. Come Sunday I walked down to the station after breakfast in order to catch the 0915 to Cardiff, 33024 again but it was a good run to Salisbury where things started to deviate from the plan - it was still clear but the buffet was closed for staff training. Surely the best way to go about training staff, would be to have them serve somebody!

Obviously a change of plan was called for, I'd never been from Waterloo to Exeter throughout with a Hoover so it seemed to be the best bet - to the ticket office where I obtained a day return to Waterloo and one to Exeter. The idea was to go to London first as I had already done Exeter - Waterloo in one go before but not the other way around (although I once did Salisbury - Exeter with D7039 + D819, but that is another story).

So I photographed 50023 arriving on a Waterloo - Exeter. My train arrived behind 50050 which of course I didn't need. No problem I thought, I'll nip down to the buffet, yes you've guessed, it was shut. On arrival at Waterloo I just about made C Jones Fast Food Emporium before expiring, although I'm not sure if I felt any better on leaving, but at least I wasn't hungry. A glance at the departure board revealed that I must have misread the Bible but there was no great panic and I took a seat behind 50007 - correct, I didn't want that one either! We duly arrived in Exeter having seen 50040 on the Penzance - Waterloo and 33005 on the Taunton - Portsmouth on the way.

There was just time to visit the buffet at Exeter before reboarding the train, hauled once again by 50007 (no prizes for guessing what my highest mileage Hoover is). I baled at Salisbury in time to see 50030 (which I do need) and 33033 on 1915 PH - CDF. The fester was enlivened somewhat by a lively exchange between an elderly farm labourer from deepest Dorset and the driver who was taking 50030 forward. The gist of the argument was that BR are losing money because the locks on the toilets don't function, so people are using the facilities for free - as this exchange was carried out down the full length of the platform you could hardly miss it. The gentleman concerned was a staunch supporter of Mrs Thatcher (fine woman Mr Capstick!) the driver wasn't so all too soon our hero boarded his train and departed holding forth about there being no toilet paper in the station toilets along the line. The next arrival was the train I had been waiting for, which had 33023 in charge. It was worthwhile as I needed it 'but not worthwhile as it arrived packed out and I had to stand.

Monday 12th brought about a fresh challenge, the 2nd Officer talked the Ch. Officer into being Duty Officer so we departed on a pub-crawl around Hamble, where he lives, first checking that a 33 hauled service stopped there. He deposited me at the end of the footpath leading to the station at around 2230, which in theory was 8 minutes before the train was due and then roared off into the night. On reaching the platforms I began to wonder if somebody had been having me on, It was deserted with no sign of a timetable, booking office or owt and the station appeared to have been built miles from the village. I suppose they thought it better to build it nearer the railway! Soon it became dark, very cold and very quiet, so, as you do on these occasions, I began to explore. The waiting room, such as it was, was either being demolished or was still under construction, but it seemed a real home from home as there was a reference to the Tizer-Baron and also to Tony Smith (from Sheffield). Departure time came and went but from what I'd seen already nobody seemed over bothered by the timetable. Just as I was starting to give up hope the first sounds of a hard working M 33 were heard carried on the wind. It was some time before the train actually came into view and even then I wasn't convinced that it was going to stop but it did, not before I'd contemplated putting my hand out though.

The guard appeared bemused by the fact that somebody was actually alighting from his train (1935 W.S.M.- Portsmouth), but obviously couldn't cope with somebody getting on as well as I didn't see him for the rest of the journey. At the terminus I got a closer look at the engine, 33025 'Sultan' which was required. I took some photos of it the day 'Tulyar' went to Eastleigh but it was not looking so good today with one nameplate and both crests missing. I wasn't looking so good either because I was relieved of £2 at the barrier as payment for a single journey of 18 miles - I must be used to SYPTE. fares.

As I was D/O for the next night I had to stay on board but Wednesday night (14th) saw me off on the standard move once again - walk to the station, cup of tea and a Mars bar (thank you Glynn) and off to the front 'compo'. I did well with 33035 outwards, only I managed to miss the +10 by 9 minutes as the train turned into an all stations job, unfortunately I didn't discover this until after we left Fareham which happened to be the first stop of

my returning train. However, all was not lost as I used to dock in Southampton regularly on the South American run and hopefully they hadn't moved the pubs. Wonders will never cease. I found the place I was looking for quite quickly so I had time for two pints of 6X before I had to dash back to the station. Things were really going well as we got 33011 - another line in the book - on the 1935 ex W.S.M.

Somehow the duty roster got slightly out of sync so I ended up with Friday night off again, so, although I couldn't use my J.C. card I still elected to do the move. I really needed to make the connection this time as I had arranged to meet the other officers in a pub at 10. It was a wrong move as I ended up with 33007 again on the way out and 33116 back. The only redeeming feature was that we reached Southampton on time so I made the connection. After a few (?) pints of 'Admirals' in the George life didn't seem so bad, so it was around the corner to the chippy where I was suddenly sobered by the sight of the bloke in front of me being presented with a bill for £3127.60 for fish and chips twice. I was still trying to work out what a bag of chips would cost at these rates when the cashier admitted to having made a mistake - sighs of relief all round! Sailing day was Monday and with the actual loading completed on Saturday there was still time to make another attempt at the move on Sunday night. I even remembered to check the Sunday timetable. With my cup of tea and Mars bar safely obtained I was wandering round to number 5 when I realised that the 'bagpipe' 4TC on the 2008 to Reading was required. 33115 was one of my last ones so I did the mileage move to Portsmouth and Southsea - took longer to write than to ride. I felt pretty pleased with myself but the smile was soon removed at the sight of my train, 2015 to Bristol, rounding the bend as it was formed of 33107ATC 420 which I didn't need. Matters weren't helped any when I discovered that I could have taken 33115 at least to Fareham. It's a long fester at Southampton on a Sunday so there was plenty of time to nip up to the 'Painted Wagon' for a few jars of 6X.

Back to the station for the 1955 ex-Bristol, where to my horror I discovered it was formed by E1127 - starting from Southampton. I didn't take the Bible with me - I was sure the MoD. Police on the gate would understand what I was up to - so I didn't know if there was another one behind it. In the end I decided to go (albeit with a blanket over my head). Lord only knows where the proper train was, but an insight into the state of play was revealed by the 'electronic scoreboard' which reckoned the train would be calling at Crewe and Runcorn. (Reminds me of the famous hand at Midland).

Monday (19th) dawned and with the ship ready for sea and the Pilot on the bridge, word filtered through from below - the crew refused to sail the ship. Sailing was put back to 0700 on Tuesday and as the Chief and 2nd Officers weren't too bothered about going ashore I wandered off to the station. 33028 out and 33108 back and although I didn't need either, 33028 confirmed my belief that it is one . of the better ones. So ended my railway travels for 1983 scoring 6 in 17 attempts, now I am looking forward to seeing our Treasurer staggering down the steps at Sheffield Midland on a Summer Saturday morning - wonder if this year we will get any better excuses than (1) It's all Biggs's fault or (2) Duff Ale!!

See you all sometime - **NIMBUS**

PENNINE QUIZ NO. 37 by IAN SHENTON

Prizes of £5, £3 and £2 will be given for the first, second and third places. Entries should reach the Magazine Editor by 15th May 1984.

1. Which Class 40 was ETH. fitted?
2. Which Class 47 was built with push-pull control?
3. For which service was the above loco built? (see answer Question,2)
4. When was 47460 unofficially named 'Great Eastern'?
5. Which was the first diesel locomotive to receive a TOPS number?
6. Which was the first electric locomotive to receive a TOPS number?
7. Which was the next locomotive after XP64 D1733 to be painted blue?
8. What was the number of 83013 when built?
9. Which station would you use when attending Southwell Racecourse?
10. Where is Court Sart Junction?
11. Which Class 37 was fitted with push-pull controls in 1968?
12. For which service was the above locomotive used? (see answer Question 11)
13. Which was the first named Class 45/0 to be withdrawn and when was it withdrawn?
14. Who and where built the Class 28s?
15. Where is Alderton Tunnel?
16. What is the width of a Class 33/2 locomotive?
17. When was diesel locomotive 18000 withdrawn?

18. Which Class 17s were fitted with Rolls Royce engines?
19. Which BREL works has the TOPS code ZH?
20. Where and when was Deltic 55006 named?
21. Where was 84006 cut-up?
22. In which year were Class 37 locomotives used in pairs between Paddington and Bristol?
23. Which Class 47 was used for a while in 1975 as a generator?
24. What was the pre-TOPS number of 08030?
25. Which station is nearest to Sizewell nuclear power station?

Many thanks to Ian for this modern image quiz - if anybody else could set a quiz on any railway topic, the Editor would like to hear from you.

PENNINE QUIZ NO.36

The Christmas Quiz attracted 23 entries, several gremlins and a great deal of correspondence about the questions and answers. The big problem appeared to be that the popular reference books differ amongst themselves as to dimensions, dates, tractive efforts, in fact almost everything, and so in marking the entries I have had to give the benefit of the doubt! Despite everything, three people achieved 49 correct answers - their names (as is usual) were put in a hat and drawn out: 1st Norman Bolland of Horsham, Sussex. 2nd S R Smith of Sheffield. 3rd Jon Davis of Sheffield. Congratulations to the winners and thank you to everyone who took the trouble to write in.

The answers are as follows: 1. The Clarence Railway (County Durham), The London and Greenwich Railway, The Manchester and Bolton Railway, The Newcastle and Carlisle Railway. 2. The bottom of the Severn Tunnel which is 144ft. below Ordnance Survey datum. 3. At the Diggle end of Stanedge Tunnel. 4. 4th of October 1971, just north of Penrith. 5. Hungerford Bridge. 6. Cannon Street. 7. St. Marks. 8. Fleet Line. 9. Charing Cross. 10. 8th of November 1976. 11. 1st of January 1933. 12. The Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield and Goole Railway Company (incorporated by Act of Parliament on the 7th of August 1846). 13. Keighley and Worth Valley Railway. 14. 55015 Tulyar. 15. Two Maybach MD655 Vee type. 16. St. Blazey and Yeovil. 17. George Hughes. 18. Dorchester. 19. Mark IID. 20. 10. 21. Brush Type 4 D1733 (now 47137). 22. Carlisle to Newcastle. 23. Glasgow Central Station 11th of September 1965. 24. D8500-8587 Red Diamond D8588-8616 Blue Star 25. Wheel arrangement of steam locos and also coupled wheel diesels. 26. 850 gallons. 27. It has thyristor control and private nameplates. 28. Gatwick, Teesside, Southampton (Birmingham does not have its own BR station but has a Maglev link to Birmingham International, Heathrow only has an LT. station, Southend has a bus link from Rochford. 29. Between Bexhill and St. Leonards Warrior Square stations. 30. This question was attacked by gremlins. The dates should have read 1963 - 1975 which meant the answer should have been 46203 Princess Margaret Rose, however between 1964 and 1973 LBSCR A1 Terrier No.40 (32640) was also at Pwllheli, so I accepted either. 31. Electoputere. 32. 4469 Sir Ralph Wedgewood. 33. 111 Great Bear. 34. 76028+76029. 35. 1 mile 666 yards. 36. 2ft 61ns. 37. North British. 38. D7018 March 16th 1975. 39. Sealink Train Ferries. 40. 5th of May 1978. 41. Royal Mail. 42. 50ft 61ns. 43. To hold rails to sleepers. 44. Multiple Aspect Signalling. 45. Hereford Castle. 46. Another controversial question - it has been pointed out that only 36001 ever ran, but 36002 and 36003 were more or less complete when the project was abandoned, with 36004 and 36005 barely more than frames - therefore 1, 3 or 5 is the answer, depending on what you define as built! 47. 21,600 lbs. 48. London Brighton and South Coast Railway. 49. This question also caused problems - different books quote different speeds (e.g.. OPC 15mph, Platform 5 18mph) so I phoned BR at Ryde to ask them - they didn't know! Therefore anything between 15mph and 18mph was OX. 50. They were both B17s.

DOWN BANBURY LANE

BY PAUL SLATER

Banbury Lane is an old drove-road or drift way from Northampton to Banbury. Most of it can be followed by car and my parents would often go that way for a Saturday afternoon drive from our home in Northamptonshire. On 18th October 1983, during a weekend with my parents, I set off for a drive down Banbury Lane. The old road was subject of a children's novel entitled 'The Drift way', published about ten years ago and this gave the drive added interest for me. In any case, Banbury Lane passes through some attractive countryside and there is a good deal of railway interest to be seen along it.

At the Northampton end the road has been re-aligned in connection with a new estate and the first few hundred yards now follow the course of the former railway from Northampton to Blisworth. In Steam days a 2-6-2T used to shuttle over this branch from Northampton, connecting with main line trains at Blisworth, but I can

remember that on one occasion, en route for a days trainspotting at Blisworth, I travelled from Northampton on a Euston semi-fast routed over the branch hauled by a 'Black 5'.

Banbury Lane soon regains its old route and not far beyond the village of Rothersthorpe it crosses the West Coast Main Line at Banbury Lane level-crossing. This is quite a good place for photographing the electric expresses, but it is a difficult place to park a car. The red lights were flashing and the barriers were down as I approached the crossing on 18 October; I did not attempt photography, but got out of the car to see the train pass. Years ago, when these barriers were first put in, my parents had a long wait for an 8F 2-8-0 plodding along with a southbound goods. I told my parents that the safe distances at the crossing would be calculated with regard to the electric trains which had not yet started running over this section. Now the 86s and 87s hurtle through every few minutes; while I waited at the barriers on 18 October, 87007 'City of Manchester' passed with an up express and 86249 on a down train. 87007's name was previously carried by 4-6-2 no.46246, which I probably saw near here in the late 1950s, Blisworth and Roade being my two most usual places for watching trains on this main line.

Further west, Banbury lane crosses the course of two former railways, both abandoned years ago. The Stratford-on-Avon and Midland Junction had stations at Blakesley and at Moreton Pinkney, both villages situated close to Banbury lane, and the road bridges the trackbed of the Great Central main line between the sites of Helmdon and Culworth stations. The SMJ passenger service ended in the early 1950s, but in my trainspotting days a few freights per day still used the line, hauled mostly by 3F and 4F 0-6-0s from Bedford (15D5, Northampton (2E) and Gloucester (22B) sheds. I knew the GC best to the north of Woodford Halse, where O1's were replaced by 9Fs on the coal trains from Annesley, and A3s, V2s and B1s shared the Marylebone expresses. On 18 October I followed a bridle path from Banbury Lane across the fields on to the broad trackbed of the old GC, and stood for a few minutes remembering the workings of a vanished mainline.

I had lunch at the picturesque old 'Red Lion' at Moreton Pinkney. A house behind the pub displayed on its wall a dark blue ER nameboard from New Southgate station in North London.

After lunch, I followed Banbury Lane back towards Northampton. I parked on the Bugbrooke road to take some photos by the level-crossing. I snapped 86317 and two unidentified 87s on down expresses, and 86214 'Sanspariel' and 86227 'Lady of the Lake' on up trains. 'Sanspariel' is an old 'Jubilee' name, once carried by 4-6-0 no. 45732, but 'Lady of the Lake' had me hunting through my old ABC; I discovered that it was once borne by a D11 4-4-0, 62690.

When I went back to my car, I found that a flock of sheep were being driven over the level-crossing and I was amused by their antics. At last they were clear of the road and the railway and I drove on, the Northampton lift-tower, commonly known as the Northampton Lighthouse, a landmark in front as I left Banbury Lane behind.

THE ROARING FORTIES (A TALE FOR HEAVY METAL MEN)

by 40129

Those of you who know me will have realised that my main pre-occupation with life, apart from helping to keep the local BSC establishment afloat, is photographing lumbering blue giants, them of the 8 axles and a power unit that ranges from a merry whistle when idling, to a deep throated gargle when doing battle with your local friendly incline. Them whose numbers begin with the legend 40---

Quite how this seemingly harmless hobby took hold of me and became an obsession, I will never know. What I do know is that the species are extremely camera-shy and seem determined to thwart my efforts of recording their last acts on film. Thus 40s seem to be forever bursting out of the sun, sneaking up on me or parading resplendent on the murkiest of days, when even my light meter stayed at home. All this has, over the years, developed into a contest of strength, leading me to go to extraordinary lengths to get that elusive and hopefully exclusive picture.

They say patience is a virtue and I've now got it down to saintly perfection, living a recluse-like existence on embankments, forever peering from railway bridges, waiting, hoping for that noble yellow nose to appear. Walls have been climbed, fences have been negotiated in the best SAS style; stamina has needed to be endless (I must be one of the few people who has photographed a 40 at Sheffield Midland and again on the same train at Woodburn Junction without the aid of wheels!). Life has become a constant diet of curled-up sandwiches and orange cordial (keeps the weight down for scaling barricades), in order that 40-watching is not disturbed by lesser distractions, such as pubs and cafes.

With 1983 now over, I have been looking through my Pennine Diary to see how the year 'whistled' by - At the start of the year I required one surviving 40 on film (40147 at Swindon, also required to be improved on were 40076 and 40188. These two locos had spent the glorious summer of '82 in Crewe works and had thus been absent on the holiday extras. A visit to Swindon works in May found '147 still located in the north yard and out of reach. However, a chance conversation with a fellow punter during the summer revealed that the beast could be viewed from a nearby housing estate. Well, if it meant photographing '147 from the top of No.22's clothes post, so be it. A

permit for Swindon was arranged for September and feeling confident that this time (the fourth), she would be in the bag, I boarded the Leeds/Birmingham express south. Imagine my horror then when opening 'Rail Enthusiast' for a bit of light reading, it was reported that '147 had met her end. Needless to say the day never recovered from that low. As is well documented, 40076 was sacrificed for '122 (or D200) and '188 was despatched to Crewe for engine repairs, but was condemned instead.

What was undoubtedly the 40's Indian Summer brought mixed fortunes, with reorganisation of the Trans-Pennine services virtually eliminating the class from their regular haunt of North Wales. However the Manchester - Skegness/Yarmouth workings stood up fairly well.

Locally, the Manchester/Cleethorpes newspapers and Widnes/Broughton Lane BOC tanks continued to be 40 jobs, the former being booked for a boilered engine, largely limiting the variety to a few Longsight favourites (40024/29/35 were regulars), the latter throwing up the whole range of nose-end variants. On the debit side, June saw the closure of Ecclesfield Oil Terminal and the end of the Stanlow Oil tanks. The Widnes-Whitemoor Speedlink and Hope Cement trains were very patchy and the commencement of Mansfield-Northwich coal trains saw 40001 and '093 performing on these all the first week, before succumbing to their baby sisters, the 37's.

What will the year of '84 hold for this class? I believe the end, as regards traffic on BR, but a rebirth in preservation. Long may they continue to make the rails resound.

SOUTHERN HEADCODES

by PAUL SUTTON

Early Days

Headcodes on railways in the South East first date back more than 70 years to 1909, in the days before the Grouping, with the companies such as the London, Brighton & South Coast (hereafter referred to as 'the Brighton'), London & South Western (the South Western) and 'the Chatham' (South Eastern & Chatham). Headcodes were only used on London suburban lines, worked by the first 1,YUs, then, as now, being fitted with the familiar bus type roller indicator blind. The longer routes, i.e. to the coast, worked by steam locos, had a slightly different arrangement, in the form of arrangements of lamps, or as in the final BR era, by removable white coloured discs, with three-figure numbers on them. It might be of interest to note that the three well known electric locos, 20001-1 ran for 20 odd years just with lamps and only in the '60s were fitted with today's familiar two character blinds.

The system in those days was not unnaturally very different from now. The common idea, right into nationalisation, was to have a single-letter headcode, (numbers only came in under the Southern Railway). In addition, there was the rather strange system of bars (or dashes) and dots. The bars or dots were printed above the appropriate route letter. There was just one dash and the maximum number of dots was two. Here are some examples:



The dots and bar system is no longer used.

There are two major exceptions to these rules - the Waterloo & City and the Isle of Wight. On the W & C, there are five sets of coaches - these are permanently lettered A to E, and on the Isle of Wight, no official headcodes are used.

The Number Headcode System (Southern Railway) (1923-1948)

This system, begun by the Southern Railway, only applied to Main Line routes. The number range was 00 to 99, which was duplicated by the railway's three sections - Western, Eastern and Central, which roughly correspond to today's Region Divisions. Here are some examples of this, the common headcode being 10:

Western Section: Waterloo - Woking via Earlsfield

Central Section:- Victoria - Brighton (express) via Redhill

Eastern Section:- Charing Cross - Bromley North via Porks Bridge.

It may also be of interest that headcode distinctions are made between express, semi-fast and slow services, here exemplified by Victoria - Brighton:

4 - Express (maximum two stops say, East Croydon or Gatwick). Headcode 4 services bypass Redhill by using the well known Quarry Line between Coulsdon and Earlswood (used by 'Brighton Belle' EMUs).

14 - Slow, via Redhill (therefore not via Quarry Line). calling at all or most intermediate stations.

24 - was a special working' via Redhill.

Headcode distinctions are also made between the various routings of services. Here is an example:

2 - Waterloo - Portsmouth Harbour via Chertsey

4 - Waterloo - Portsmouth Harbour via Bookham

80 - Waterloo - Portsmouth Harbour (non-stop express) direct (Note; this code was associated with 4-COR 'Nelsons')

06 - Waterloo - Portsmouth Harbour via East Putney

08 - Waterloo - Portsmouth Harbour (special) direct.

Before leaving the Southern Railway it must be mentioned that services using codes 11, 22, 33, 44, 55, 66, 77, 88, 99 must not be worked by 4-SUBs.

The Number Headcodes - British Railways (1948-Present Day)

As no doubt expected, there have been many changes to the SR system, headcodes have been allocated for routes electrified since 1948 (good examples being the Kent Coast scheme of the late '50s and early '60s and the Bournemouth line of the late '60s),headcodes have been altered for the existing routes electrified before nationalisation. Codes have also been introduced for routes that are still not electrified, including those worked by the well-known diesel electric 'growlers' and the equally well-known Class 33 locos, even including the routes running into Western territory - which may have been considered unthinkable in pre-1948 days!

Diesel 'growlers' usually work these services:

11 Brighton - Salisbury - Exeter

22 London Bridge/Charing Cross - Hastings

33 Cannon St. - Hastings

55 Reading - Redhill - Tonbridge (this route produced Western Region DMUs from 1979)

66 Reading - Basingstoke - Salisbury

77 London Bridge - East Grinstead/Uckfield ('Cuckoo Line')

88 Tonbridge Redhill - Reading (opposite direction to 55)

88 Portsmouth Southampton - Romsey Salisbury - Westbury

99 Brighton - Southampton - Salisbury Bristol Temple Meads

(It will be noticed that numbers divisible by 11 generally mean routes non or partially electrified)

Class 33s produce on the following:

61 Waterloo - Exeter (fast)

62 Waterloo - Exeter (semi-fast).

63 Waterloo - Exeter (slow)

89 Bristol - Portsmouth (89 should not be used on Crewe - Cardiff!)

91 Waterloo & Weymouth fast (33 shuttle - Bournemouth & Weymouth)

92 Waterloo & Weymouth fast (33 shuttle - Bournemouth & Weymouth)

Since headcode panels have been removed on most other stock allocated away from the Southern, it is therefore impossible for such locos as the 50s to be able to display a code when they are on their Waterloo - Exeter duties and as they very rarely stray onto other SR routes, it is a safe bet that you can predict and be 100% sure of its destination and route (which is more than can be said for stock elsewhere on BR!). At least in the days of 1967 when Class 47s produced on Bournemouth's, you could see a rare sight - where else could you see headcodes such as 9..1!

ECS. Codes

These usually take the form of 'zero start' numbers. Here are the full meanings:

00 Waterloo & Clapham Junction (via West London Junction)

also Bournemouth Depot - Branksome Station - Bournemouth (old Central) Station

01 St. Leonards Depot - Hastings - Ore

also London Bridge - Selhurst Depot

also Waterloo - Clapham Jcn (via Windsor Lines)

02 Charing Cross - Maidstone West

Victoria - Ramsgate

Victoria - Selhurst Depot (not via Selhurst Station)

All up trains via Clapham Jcn (up main loop)

03 Cannon St. - Dover Priory

Victoria - Stewarts Lane (via Grosvenor Bridge Jcn)

Waterloo - Wimbledon Park (via East Putney)

04 Elmers End - Hayes

Stewarts Lane - Grove Park via Nunhead

also all trains to Selhurst Depot via Selhurst Station

05 Cannon St. - Maidstone West

Holborn Viaduct - Stewarts lane (via Canterbury Rd Jcn)

London Bridge - Streatham Hill via Brockley
 all trains to SU (depot) via Norwood Jcn
 Waterloo - Farnham,
 Esher - Farnham
 06 all trains to Brighton (Lovers Walk)
 all trains to Strawberry Hill Depot
 07 London Bridge - 3treatham Hill via Tulse Hill
 Waterloo - anywhere in Portsmouth area
 08 Victoria - 3treatham Hill (via Balham)
 09 Stewarts Lane - Slade Green
 all trains to Streatham Hill not via Herne Hill
 Wimbledon Park Sidings - Clapham Jn.

Index of Number Headcodes

Codes given are present day - codes in brackets are pre-1948. Where no code is shown the code remained unchanged.

Brighton to –

Eastbourne 50
 Gatwick 4 14 24
 Hassocks 14
 London Bridge 5 15 25 (3) (8)
 London Victoria 4 14 24
 Redhill 14 24
 Seaford 42

Cannon Street to -

Ashford 5 (no previous code)
 Bromley 9
 Charing Cross 2
 Grove Park 7 9
 Hither Green 7
 Holborn Viaduct 11
 Lewisham 15
 Margate 5 19 (no previous code)
 Orpington 5 13 15 17
 Sevenoaks 17

Dorchester to -

Basingstoke 91 92 (npc)
 Christchurch change at
 Bournemouth 93
 Bournemouth 91 92)
 Eastleigh 91)
 Southampton 91 92)(npc)
 Wareham 91 92)
 Wool 91 92)
 Weymouth 91 92 1)

Maidstone East/West to -

Ashford
 London (Victoria)

Orpington to -

Ashford 47
 Battle 22
 Charing Cross 12 22
 Dover 47
 Folkestone 56 57
 Hastings 22
 Margate 19

Charing Cross to –

Ashford 8 (no previous code)
 Cannon Street 2
 Folkestone 4 (no previous code)
 Grove Park 6
 Hastings 22 (no previous code)
 Hither Green 6
 Margate (no previous code)
 Orpington 8 12 14 16 (no previous code)
 Sevenoaks 16

Eastbourne to -

Brighton 50
 London (Victoria) 50 60
 Redhill 60

Eastleigh to -

Bournemouth 91 92)
 London Waterloo 91 92)
 Portsmouth 80)(npc)
 Southampton 91 92)
 Reading 80)

Gillingham (Dorset) to -

Exeter 61 62 63)
 Salisbury 61 62 63)(npc)
 Waterloo 61 62 63)

Gillingham (Kent) to -

Ashford 5 (npc)
 London 5 52 (npc)

Poole –

all SR destinations 91 92
 (on Waterloo - Weymouth)

Portsmouth Southsea Harbour to -

Brighton 62 63
 Bristol 77 78 87 88 89 (npc)
 Cardiff 89 (npc)
 Guildford 81 82 83 84
 London Victoria
 London Waterloo 72 73 74 81 82 83 84
 Southampton 75 76 85 86 (npc)
 Salisbury 77 78 87 88 89 (npc)
 Westbury 77 78 87 88 89 (npc)

Minster 19

Victoria 46 47 56 57

Salisbury to –

Basingstoke 61 62 63 66

Bristol 77 78 87 88 89

Exeter 11 61 62 63

London Waterloo 61 62 63

Overton 61 62 63

Portsmouth 77 78 87 88 89

Reading 66

Romsey 66

Southampton 66

(npc for above routes)

Southampton East Docks

Central to -

Basingstoke 91 92 93

Bournemouth 91 92 93

Bristol 89

Eastleigh 92

Fratton 76 88

Fareham 76 88

Portsmouth 75 76 85 86

Salisbury 66

Waterloo 90 91 92 93 95

Weymouth 90 91 92

(npc for above routes)

Tonbridge to -

Ashford 7 8

Eridge 31 41

Hastings 22 23 33

London 7 8

Maidstone

Redhill 41

Tunbridge Wells 23 33

Uckfield 31 41

Waterloo (South Western main lines)

Andover 61 62 63 (npc)

Bank (City Line) no official code

Bournemouth 90 91 92 93 (npc)

Cobham 52

Eastleigh 92 93 (npc)

Exeter 61 62 63 (npc)

Gillingham (Dorset) 61 63 (npc)

Guildford 42 52 (16)

Portsmouth 81 82 83 (2 3 4 5 6 7 8 9 70 80)

Reading 34 35 36 37 38 (H)

Salisbury 61 62 63 (npc)

Shepperton 24 (S,S)

Southampton 90 91 92 93 95 (npc)

Wareham 91 92 (npc)

Weymouth 90 91 92 (npc)

Yeovil 61 62 63 (npc)

Kingston Circular - codes may not be shown by 455s
or 508s.

Selhurst to -

London Bridge

Victoria 40

St. Leonards Warrior Square/

West Marina to -

Hastings 22

London 22

(npc for the above route)

Victoria South Eastern lines

Central Division lines

Ashford 13 14 15 46 74 75

Bognor Regis 6 16 26 36 46 (40 48 90)

Brighton 4 14 24 34 44

Canterbury 38

Dover 13 14 15 46 74 75

Faversham 42 43

Gatwick 21

Gillingham (Kent)

Littlehampton 2 12 22 32 42 (50 56)

Maidstone

Margate 7 40 64 98

Tonbridge

Portsmouth 8 18 28 (20 26 28 76 78)

Orpington 46 47 56 57 70 72

Ramsgate 51

Swanley 62 (npc)

Uckfield.(npc)

Waterloo (East) to

Ashford line 8 75

London Bridge line 22 & evens to 98

Charing Cross 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32

34 36 38 40 42 44 46 98

Yeovil Pen Mill Jcn to -

Andover 61 62 63

Basingstoke 61 62 63

Exeter 61 62 63

Gillingham (Dorset) 61 62 63

London Waterloo 61 62 63

(npc for above routes)

Non - Passenger Headcodes

The Southern's two letter and letter-number system for parcels and freight trains is of relatively recent introduction, in the late 1950s with the introduction of the first electric locos (not counting CC1-3) (the E5000 class, also known as Class 71s).

1A Norwood Jcn & Waddon Marsh	1B Norwood Jcn-Wimbledon via Mitcham
1C London Bridge-Wimbledon via Brockley & Mitcham	1D Hither Green Sidings-Sheerness via Sole St
1E Eastleigh-Southampton Eastern Docks also Poole Hamworthy Goods	1F Waterloo-Woking Eastleigh-Southampton Maritime Term.
1G Hoo Jcn-Norwood-Selsdon via Pouports Jn	1H Hoo Jcn-Earley via Sidcup and Brentford
1K London Bridge-Newhaven via Quarry Line	2A Hither Green Sidings-Ashford also Norwood-Wimbledon Redhill-Earlswood Three Bridges-Horsham
2B Brighton-Ashford via Eastbourne	2E Fratton-Pompey Harbour also EH-Fawley
2C HG Sidings-Ashford via Lenham also Waddon Marsh-Fawley via Wimbledon	2H Hoo Jcn-Earley via Sidcup & Richmond
2D Ashford-Sheerness via Selling	3B Tonbridge-Tunbridge Wells West also Brighton-Newhaven
2F Waterloo-Earley via Brentford	3D Norwood-Tonbridge
2G Ashford-Allington via Tonbridge also Redhill-Woking	3E Hoo Jcn-Ore also London Bridge-Ore via Quarry line Basingstoke-Salisbury Eastleigh-Weymouth
3C Cliffe-Salfords (Via Quarry Line)	3J Northfleet Northern
3F Waterloo-Twickenham also Woking-Farnham	3K Hoo Jcn-Stewarts Lane
3G Hoo Jcn-Norwood via Redhill	4B HG Sidings-Hastings
3H Hoo Jcn-North Camp via Sidcup Norwood-Ashford	4C HG Sidings-Dover via Lenham
4A HG Sidings-Dover via Orpington also Battersea Yard-Norwood	4E Basingstoke-Ludgershall Eastleigh-Portsmouth
4D HG Sidings-Dover via Sidcup & Chatham	4G HG Sidings-Tonbridge via Sidcup
4F Waterloo Earley via Richmond Wimbledon Chessington Woking-Fratton via Guildford	4H Hoo Jcn-North Camp via Sidcup Richmond
5A HG Sidings-Dover via Bat & Ball also London Bridge-Stewarts Lane via Crystal Palace & Pouperts	4J Northfleet-Mountfield Siding
5C HG Sidings-Allington via Bat & Ball Norwood-Crawley New Yard	5B Haywards Heath-Ardingly also Clapham Jcn (West)-Stewarts Lane

PENNINE OBSERVERS NOTES

Eastern Region

We start as usual on Humberside, with news that Hull's Paragon Station is to undergo a track-layout revision. Under the £643,000 scheme, Platforms 2 & 3 will not be used, instead trains will use the centre platforms, which will be renumbered 1 to 7. The old platforms 11 to 14 are to become sidings. A further £263,000 is to be spent on 3 new, fully automated carriage washer to replace the previous plant which was in use for 20 years before being demolished. Noted at Botanic Gardens during the first week of January were the following:- 08061/168/ 248/253/391/392/567/777, 31225, 37006/046/095/096/116/14,0/151/171/216, 40060/1689 47100. Sunday maintenance work on the Hull - Bridlington line has also been in progress and the following locos have been noted 8.1.84 37054/216, 29.1.84 47076, 5.2.84 37067/071, 12.2.84 37071.

On to Lincolnshire, where automatic half-barriers have been installed at North Hykeham station. The installation was not it seems an easy task! The up Platform had to be repositioned "up" from the crossing to allow correct operation of the barriers. However to make enough room for this platform, the line had to be slewed over

which meant first rebuilding the down platform. The down home signal and crossing ground frame had also to be re-sited to allow the slewing of the line. The Lincoln Midland line has seen some "foreign" locos recently, as detailed: 5.1.84 20159/082 (TO) light engine to Lincoln, returning with a DMU; 27.1.84 40074 (KD) on an oil train on the up line; 1.2.84 47056 (BS) and 47458 (SF) on oil trains on the down line; 26.2.84 37061 (GD) on a ballast-train, propelled wrong line from Hykeham station to Lincoln. The AHB's at Doddington Road were manually operated. 27.2.84 37180 (LE) hauled an oil train on the up line. On March 1st ex-works 31435 hauled the 12.07 Newark Northgate - Cleethorpes train. Soon after 31432 hauled an empty ballast train.

And so to Sheffield, where on the 2nd January 46026 was noted in the station at the head of the York - Plymouth relief. On January 7th, 45124 was seen travelling north through Sheffield with a Maidstone - Darlington Footex, while 50089 headed south on February 19th, in charge of the 13.40 Newcastle - Poole. Its sister engine 50006 was noted outside Doncaster Works on February 21st in ex-works condition. The following day '06 returned to the Western Region at the head of the 12.30 Leeds - Cardiff. 47451 expired at Chesterfield on February 22nd while working the 07.20 Nottingham - Glasgow. 20029 + 20107 propelled the failed train to Sheffield where 45012 replaced the unfortunate "Duff".

Finally, news of the surviving 76s. On January 1st C.F.Booth's scrapyard at Rotherham contained 76002/04/43/48/50/52/55, although by February 1st, only 76002 remained intact. At Coopers Metals, in Brightside, 76031 was cut-up during February - one cab-end has been purchased for the South Yorkshire Transport Museum.

London Midland Region

An unusual working on 10th December was 40028 on a Southport - Loughborough special. On 29th December 45063 failed at Barnt Green on the 10.05 Penzance - York additional and was assisted to Birmingham by 25326. The train was taken forward from Birmingham to York by 45015 where arrival was 115 minutes late.

The following locos and units were noted on January 7th:

Stafford 08470, 47252/538, 87007, 304013/042

Wolverhampton 08466/901, 25211/256/326. 45102, 47106/262, 81012, 85031, 86208/219/ 227/259/314/328, 87019, 304029

Birmingham New St. 08928, 47029/458/503/509, 50012, 86238/243, 87016

Bescot Yard 20030/61/134/180/188/195, 25155/190/210/279, 31101/169/209/298, 40099, 45015/056, 47075/203/205/283/286/320/336/345/346 56065, 81022

Bescot Shed 08327/672/700/765/802/809/832, 20183: 25059/101/187/282/303, 31162/322, 45059/065/131, 47331/349/441/543/603, 56063

Saltley 20150/164/167, 25027/180, 31120/160/401/431, 47258/298/437/360/379/458/478/ 600, 56071.

On 17th January, three football specials ran from Liverpool to Wadsley Bridge (Sheffield) for the Sheffield Wednesday v Liverpool, Milk Cup tie, hauled by 47465, 47521, 47191. On 11th February 45111 left St. Pancras for Wadsley Bridge for the Sheffield Wednesday v Charlton Canon League Division 2 game.

Scottish Region

On 31st December 1983 40028 hauled an Edinburgh - Perth Footex for the St. Johnstone - Hearts Scottish Premier Division match, the only Class 40 on passenger duty on New Year's Eve in Great Britain.

On the 3rd of March 1984, three intrepid members visited the following sheds before lunch!!

Haymarket 08515/588/718, 20027/80/101/198/205/206/215/225/226, 26005/19, 27037/40/53, 40162, 47009/12/18/102/134/ 273/431/442/451/578/701/703/706/709/711/712.

Grangemouth 08196/347/621/630/722, 20015/114/211, 37087/124.

Eastfield 08292/343/346/348/402/727/763 20002/11/28/99/108/115/199/201, 26032,

27042/43/41/59/101/206/207/210/212, 37011/22/27/33/43/51/85/108/112/144/157/171/178/179/188/192, 47004/141/209/461/593, 97252 Ethel 3.

Motherwell 08312/319/321/437/443/561/720/723/731/882, 20100/122/124/125/127/137/138 25266, 26026, 27050, 37008/28/119/137/151/154/155/160/172/237/284, 40085, 47108/469/570.

Meanwhile seen at Edinburgh on 10th March were:

47415 1S12 08.40 York-Aberdeen, 47402 2L40 12.17 Edinburgh.-Dundee

47001 2G49 11.21 Dundee-Edin. 47711 1C91 13.06 Edinburgh-Carstairs

(portion for 1V18 13.20 Glas. Cen.-Paddington)

27055 2L42 13.17 Edin.-Dundee 47602 1N32 13.22 Edin.-Inverness

27010 2G54 12.21 Dundee-Edin. 27049 1G12 13.37 Carstairs-Edinburgh

(portion for 1S49 07.27 Nottingham-Glasgow Central.)
47102 2L44 14.17 Edinburgh.-Dundee 47009 2G62 13.21 Dundee-Edinburgh
47604 1C93 11.50 Aberdeen-Carstairs (Aberdeen-Edinburgh)
47708 1C93 11.50 Aberdeen-Carstairs (Edinburgh-Aberdeen)
(portion for 1M87 15.20 Glasgow Central.-Nottingham)
47712, 47710, 47702, 47701 Edinburgh-Glasgow-Queen St. push-pull service.

Western Region

Not a lot from the Western Region! On the 11th January a member noted the following, at Paddington, during the early part of the evening peak period:

31187 on empty stock of 17.10 to Oxford; 31248 on parcels; 47103 'Great Western' on empty stock of 17.07 to Hereford; 50004. 'St. Vincent' on 14.15 from Oxford; 50016 'Barham' on 15.15 from Oxford and 17.10 to Oxford; 50018 'Resolution' on empty stock of 17.27 to Banbury; 50020 'Revenge' on 16.47 to Newbury; 50034 'Furious' on 16.27 to Cheltenham; 50035 'Ark Royal' on empty stock of 16.27 to Cheltenham; 50037 'Illustrious' on 16.10 to Oxford; 50045 'Achilles' on empty stock of 17.13 to Twyford. On 27th February the following were noted:- 50034 on 16.47 Paddington-Newbury; 50023 on empty stock at Royal Oak; 50047 light engine in Royal Oak.

Southern Region

The following locos were noted on 11th of January on a trip between Waterloo and Haslemere: Waterloo-33111 on the 12.10 to Salisbury; Stewarts Lane-73004 at the head of a tanker train; Clapham Jn-33058 shunting parcels vans; Woking-73129/136 stabled; 09007/012 p.w. yard; Guilford-47004 at the head of an aviation-spirit tanker train;

The Chipman weed control train operates from Horsham in spring and is stabled at the Chipman Depot at Horsham when not in use. The train consists of water vans and also 4 carriages which are believed to be ex-SR EMUs.

The carriers are numbered CWT99007 (plated 'J.R.Co.), CWT99008 (plated S.R.Co. 1389 of 1930 ' WT99009 (plated S.R.Co. 1430 of 1935), CWT99010 (plated SRCO. 1432 of 1949). The 2 vans carry the numbers CWT99014 and CWT99015 (plated S.R.Co. built 1930). There is evidence of some work being done to the stock in preparation for the 1984 season. On January 24th, 33048 towed CWT99014 away towards Dorking and 33109 returned it on January 31st, while 73001 took CWT99010 away towards Three Bridges on January 30th. The Horsham Yard shunter is usually changed over at weekends, with the old loco going , to Selhurst on the Friday afternoon and the relieving loco returning on Monday morning. However during the period 3rd - 7th February things were slightly different. 09016 departed on Friday but no replacement showed up on Monday. A lot of yard work needed doing so mobile crane No. ADRS 96102 was put to work as relief shunter. Our correspondent reports that she was a sight to behold, trundling down the yard with a rake of 20 trucks in tow. Her shunting was a bit elephantine and she was replaced at lunchtime by 73134. However there was no shunter on Tuesday morning either, so poor old '102 was put to work shunting again! (09016 showed up again at 11.45 and all returned to normal). Who bets that '102 did more mileage under her own steam (well diesel!) in those two days than in the rest of her service?

Late News

Noted at Knottingley on 27th March 1984:08242, 56020/023/074(Kellingley Colliery)/082/097/106/124(Blue Circle Cement)/125/ 56126/129.

On 20th March it was reported that 31435 had been working on services between Hull and Goole and back, and Hull to Leeds and back, hauling 5 coaches on each train. The actual times of the Leeds services are not known but details of some Goole workings are:- 16.48 Hull to Goole on 19 & 20.3.84; 18.24 Goole to Hull on 19 & 20.3.84. On 10.3.84 45103 hauled the 07.01 Scarborough-Hull (4 coaches) and returned to Scarborough on the 09.03 from Hull. 46026 'Leicestershire & Derbyshire Yeomanry' visited Botanic Gardens on 8.3.84, as did 40086 on 9.3.84 and 47155 on 15.3.84.

Thanks to Messrs. Sanderson, Corroy, Baynes, Bolland, Wesley, Brackenbury, King, Skinner, Heyes, Taylor, Barsby, Booth, Dewing, Caddick, Whitlam, Gossan, Watts, Slater, Needham, Dean.

Later News

London Midland Region M. & K. Bloomer 10th. March '84

Stoke Station: 47 281, 286, 324, 85015

Stoke Shed: 25 059, 218, 282

Crewe Diesel Depot: 08 088, 220, 329 395 585, 739, 907, 20 162, 25 0549 124 132, 135 136, 40 106 (Green-un) 45 113, 47 073, 454, 513, 555 557 577, 85 002, 86 008, 319, 87 006, 017, 032,

Crewe Station: 08 927 (Pilot) 33 009, 017, 45 054, 47 482, 501, 543, 50 018 (Light engine - running through), 81 005 007 015 020, 85 019, 86 039, 206 214 215 223, 235, 237 240 242, 243, 244 248 257, 312 315, 323, 87 001 003, 034 310 054, 93334-Motorail van, 977 045,

Salop Junction Signal Box line 977 139 142.

Crewe Works:

Reception Sidings: 20 071(remains of), 072 131 142, 190 197, 37 084, 133 138, 140 40 073 107, 131, 150, 191, 47 063, 077, 098, 449, 451, 542, 590(collision damage) 704, 81 001, 85 033,

Scrap Line: 40 006, 008, 023, 065, 101, 118, 139, ADB 968 016.

Electric Depot Yard: 08 468(Pilot), 82 001, 002(shell), 83 006,.011 84 004 005, 303 060, 395 646, 675, 685, 975 957, 977 034, 035.

Dismantling Shop: 40 030(outside under bridge) 40 027, 061(both being out), 968 014(cab panels sighted)

Paint Shop: 86 037, 86 217, 87 021.

Electric Repair Shop: 37 156, 47 110 81 016, 85 027.

Test Area: 20 005, 041, 070, 094, 129(ex works), 132, 37 088, 107 191, 221, 239, 263, 264(in new livery) 294, 40 013, 020, 049, 084, 153, 183, 188, 45 053, 142, 144(ex works), 47 080, 111, 166, 285, 299(The Jinx) minus both cabs, if it comes out of works again, it won't have a number, 329, 333, 457, 467(ex works with Snow Ploughs), 470, 509(ex works), 528, 568(ex works), 608(ex works - renumbered). 56 130(complete-under test), 81 019(ex works), 84 008.

Erecting-Repair Shop: 08 382(Works Pilot), 20 016, 026, 055, 065, 113, 133, 140 151, 160 182, 37 009, 254, 40 091, 47 096, 163, 193, 229, 237, 241, 282, 328, 343, 352, 429, 436, 527, 539 579 609 (renumbered from 47 072), 707. 81 002, 004, 85 007, 018 033, 86 010 032, 239, 246, 261, 87 101.

New Locos. 56 131-under test (still in primer), 56 132 Power unit installed. 56 133/4/5 sides and cab superstructures attached to frames.

Coaching Stock passing through Crewe Station: 317 which are listed below in numerical sequence.

(Sorry, the typewriter ribbon has broken:)