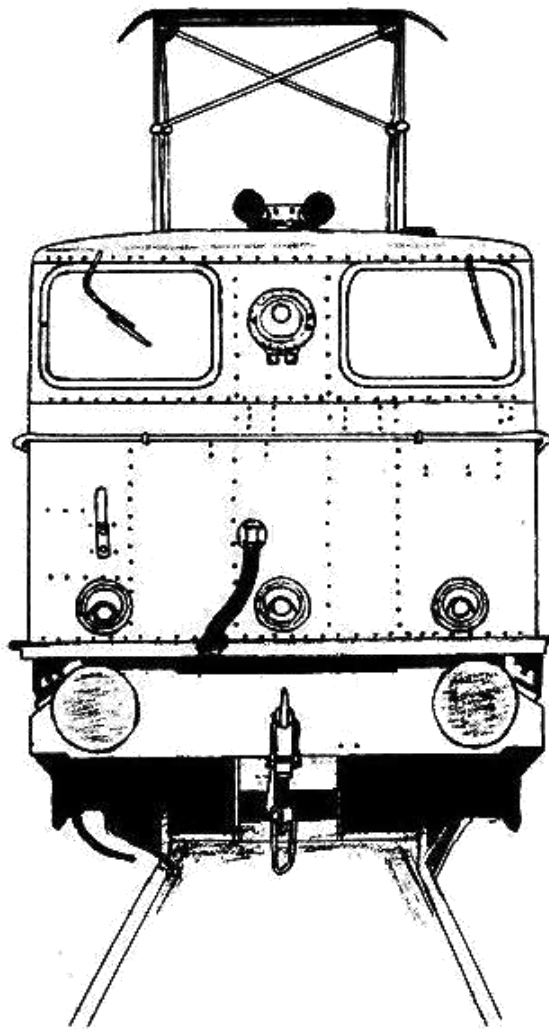


# TRANS PENNINE

MAGAZINE OF THE PENNINE RAILWAY SOCIETY

**1974**



**1984**

PENNINE RAILWAY SOCIETY 10<sup>TH</sup> ANNIVERSARY YEAR.

**The Magazine of the Pennine Railway Society**

**No.48 June 1984**

## **EDITOR'S NOTES**

Welcome to the summer 1984 edition of Trans Pennine. The committee is becoming increasingly concerned about the number of trips which have had to be cancelled due to lack of support from the members. This concern is echoed in a timely and pertinent letter from Mike Bloomer and which is printed inside. Your letters, suggestions and ideas on the subject would be very welcome.

On a brighter note several of the 10th Anniversary events have now been organised as follows

July 4th - Keighley and Worth Valley Railway - 'The Pennine Independence' charter DMU. Cost £2.50  
further details from Robin Skinner

July 28th - Doncaster BREL Works Open Day Pennine stall.

July 29th - Sandtoft Transport Gathering Pennine stall.

Sept.10th - 15th Doncaster Central Library photographic exhibition

Sept.10th - 22nd Midland Bank, Darnall, Sheffield photographic exhibition

Sept.15th York BREL Works Open Day - Pennine stall (still provisional)

Oct.6th - 7th Model Railway Exhibition, Old Grammar School, Doncaster photographic exhibition

Oct.6th - 27th Swinton Library photographic exhibition

Oct.14th - Severn Valley Railway. Visit to the line and lunch on the Pullman Diner train. (Full details have yet to be finalised for this trip).

Any member able to supply items for the stall is asked to contact Linda Bladen and anyone who could loan photographs of railways in South Yorkshire (any era) for the exhibitions, is asked to contact either Robin Skinner or David Bladen. The committee is also hoping to produce a broadsheet and press releases for distribution during the above events. The aim of these is to tell the public about the Society and in the case of the press releases to inform the local media about the exhibitions etc.

And finally, a plea! The next edition of Trans Pennine is due out in September and with your help I would like to make it a 'bumper Issue'. However, for the first two weeks of that month Linda and I will be on holiday so we would therefore appreciate it if any articles and other contributions could be sent to us as soon as possible. That way we can get the next magazine started quickly without having to worry about coping with the mountain (!) of mail awaiting our return.

David Bladen

### **The Great Pennine Slide Contest 1984**

This glittering photographic extravaganza will be held on the 2nd October at the Corporation Brewery Taps, Doncaster commencing 8pm. Jack Davis has kindly agreed to be the judge again. Up to 4 slides may be entered and as usual there will be cash prizes and trophies for the winners. Full details will be published in the September magazine.

### **Commemorative Pint Pots**

To commemorate our 10th Anniversary why not treat yourself to an individually engraved pint or half-pint glass, with the Pennine emblem on one side and your own initials on the other. Prices are £2.50 for the pint and £2.00 for the half-pint. Details from Linda Bladen.

## **LETTERS TO THE COMMITTEE**

Dear Robin,

I am very disturbed at yet another cancelled trip because of poor support by members. In this 'Our' 10th Anniversary Year, it seems unbelievable that three trips have been cancelled in the first six months, i.e. Crewe Works/ Liverpool area, Darlington and Gateshead and now London area/Southern Region which is an area that many have asked for repeatedly over the past 2/3 years, where has all the enthusiasm gone?

Whilst I appreciate the difficulties in planning visits several months in advance and the ever increasing restrictions placed on the Society by British Rail as to which installations allow visits to take place, I wonder

if there are other underlying reasons as to why the membership has shown a marked disinterest in the trips offered.

Unfortunately, I am not in a position to comment on the 'social' side of the Club's activities, for Kevin and I to attend a meeting at the 'Taps' would entail a 100 mile round trip and this after being at work all day. We would like to attend meetings and enjoy the other half of the Society's activities which distance has prevented. The visits to Works, Depots and places of common interest in the field of transportation is vital to the survival of the 'Pennine', but if the lack of support is allowed to continue unchecked, I have very great doubts as to its future.

I would ask you therefore, to discuss this situation at the next ordinary committee meeting as a matter of urgency and question the Membership as to the decline in this year in particular - 'Our 10th'. I feel the committee should not go it alone, a questionnaire to the members if need be, asking why they have not supported the trips on offer. One doesn't have to think too far back to when certain visits had to be allocated because the response was so great. Surely, we haven't saturated every part of the network and everyone has seen everything. Positive suggestions should be sought as to where members would support their Society through visits. It has been proposed that with the ever increasing cost of travel, that other alternative forms of transport be considered even coach travel. I know that goes against the policy of the Society, but perhaps just one or two trips during the year, I'm not suggesting that it would always work out cheaper than all the 'Persils' and Rail Cards but it would enable a greater saturation of a particular area, worming out those locos that BR try to hide away in some remote colliery or dockland and lets be honest about it, those are the ones, that rarely escape their confines, that some members need to complete classes.

Rail/coach trips have proved very successful in the past; Scotland and Wales in particular were well supported. Surely, if there is a remote possibility of visiting twice as many installations in, say, Scotland or Wales by the use of a small coach than would be possible by just Rail travel, even if permits were not issued to certain places, we all know that it is well worth taking the risk of turning up and asking for permission, and therefore well worth the extra cost. Again, I sympathise with you in your difficulties with all the 'Red Tape' Health and Safety regulation restrictions and BR limitations on permits, but could we ring the changes in Scotland next time, to take in Aberdeen, Dundee, Inverness, even give Dunfermline a try, you never know, it wouldn't be the first time I've got round, Grangemouth and Polmadie too could be included on the way back to Central. What about a weekend trip? Let's get some ideas from the Members whilst we still have someone who is interested in the future of The Pennine Railway Society.

If you feel that this letter of concern can enthuse others to come forward with their ideas, I have no objection whatsoever in it being published in the next magazine.

Kind regards and best wishes Mike Bloomer

## **MOTIVE POWER CHANGES**

### **LOCOMOTIVES RE-ALLOCATED**

#### **Eastern Region**

08258/528 - CA; 08583 - YC, 08578/587/802,37132 – GD, 03084,08228/869 - NR., 08593,31186,47275/570 - SF; 20021/056/057/059/103/210,31200/207/245/295/440/441-446, 47371/372 - IM; 31263/264/272 - MR; 31308 - TE; 03059 - CR; 08877 - FH; 56079 - TI; 08885 - BG;

#### **Western Region**

08523 - SW; 08606,47462/473/477/482/497 - OC; 08491, 50027-29 - LA; 37269/270/295/296, 47134/150/248/252/476/556/557/558/559/560/564/565/567/575/607/612 - CF; 08191 - LE; 08461 - GL; 08338 - MG, 47079/086/088/089/157/257/258,56048/049 - BR;

#### **London Midland Region**

08768,31107/112/113/119/130/131/138/143/144/147/178/198/217/238/301/302/311 - CW; 08447,25278/307/309 – KD; 08613/670 - WN; 08472/585,25173/175/181/182/189/193/210/213/237/250/251/265/266 - CD; 08297/463/511/597/656/814 - DY; 08633 - CH; 08846 - AN; 25095/145/154,31124,47326/330 - BS; 08474 - BY; 25313/316/321/324 - LO; 08329/382 - LR; 08899,20181/198/199/226/227,31101/189,45010/015//017,47188,56042 - TO

#### **Scottish Region**

08731,20127/137 - ML; 26036,47118/464 – IS; 08733 - AY; 08722 - DT; 20066/076/154 -HA; 20009/028/064,37150/152,47470 - ED;

## **Southern Region**

09001 - EH;

### **Departmental**

97401/402 (RTC)

### **Locomotives Withdrawn**

03180, 08113/123/148/183/214/238/256/259/262/263/346/350/351/359/370,

25049/117/152/221/228/257/277/289/322/327, 26044, 27016, 40022/029/034/063/074/085/124/126/133/167, 46016/017/032/044, 97202/803.

### **New Locomotives**

56130/131 (GD) 58012-14 (TO)

### **Slow Speed Control Fitted**

20019/103/106/133/181/192/193/213

### **Slow Speed Control Removed**

47293/295/611

### **Boiler Reinstated**

31417, 47018/279, 37264

### **Boiler Removed**

26042, 31320/439/440/441/442/443/446/447, 47607/610/613/614

### **Boiler Isolated**

31107/113/185/200/202/323, 37268, 46014, 47054/552, 97402;

### **Buckeye Fitted**

08748

### **Dual Braked**

08570/584/587/591/597/603/604/609/612/615/617/619/622/628/638/693/710/712/735/792/801/802/815/866,

20005/016/019/023/028/041/045/049/070/072/081/085/103/105/106/113/130-133/140/142/143/151/160/166/182/190/193/194/196/197/209, 26042, 37066/214/229/230/239;

### **Stored Unserviceable**

08392 (BG), 08425 (DT), 08605/614/681/685/783 (DY), 08635 (TS), 08692/699 (LR), 08697 (TO), 08817 (SB), 27002 (IS), 27019 (ED).

### **Reinstated**

08587(LE),08591/693,20045/049/085/108(ED), 08597/604(TS),08603(BS), 08609/612/617(WN), 08615/628(AN), 08619(LR), 08622 (DY), 08638(CA), 08712(DT), 08735(ML), 08866(DR) 20016/087/140/142/151/166/182/194/196(TO) 20019/105/106/130-133(TI),20103(IM) 97707/08(GW).

### **Stored Serviceable**

08667(BY), 97709/10 (HE).

### **Locomotives cut-up**

ZF – 03086, 08069/091/104/107/129/163/197/270/273/300/311/355/376/432,

40003/007/019/077/097/034/124/126/133/172/198.

ZL - 08112/125/128/149/178/189/290, 25079/106/167/168/184/240/243, 40109/113/159, 46051.

ZC - 20003/017, 40027/030/061/103/138/180/182.

Coopers, Sheffield - 76031.

### **Renumbered**

31137 to 31444, 31151 to 31436, 31177 to 31443, 31179 to 31435, 31204 to 31440, 31220 to 31441, 31251 to 31442, 31239 to 31439, 31300 to 31445, 31316 to 31446, 31295 to 31447.

47138 to 47607, 47262 to 47608, 47072 to 47609, 47163 to 47610, 47166 to 47611, 47080 to 47612, 47077 to 47613, 47141 to 47614, 47252 to 47615, 47248 to 47616.

### **Named**

37229 'The Cardiff Rod Mill'

56133 'Crewe Locomotive Works'

86245 Dudley 'Castle'

86258 'Talyllyn'

### **HST's**

43049 'Neville Hill'

43092 'Highland Chieftain'

43157 'Yorkshire Evening Post'

43095 'Heaton'  
43047 'Rotherham Enterprise'  
43053 County of Humberside'  
43057 Bounds Green'  
43100 'Craigentenny'  
43162 'Borough of Stevenage'  
**Renamed**  
47408 'Finsbury Park'  
50007 'Sir Edward Elgar'  
86328 'Aldaniti'

## **DIESEL MULTIPLE UNITS**

### **Reallocated**

#### **Eastern Region**

51252, 53603/612, 54198/205 (BG); 51259, 54434 (LN); 51207, 54405 (CA); 53207, 54088 (NL);

#### **London Midland Region**

51563/918, 52041/046, 53436/697/930/939, 54495 (NH); 53323/870/923 (TS), 53237/309/316/320/334/338/926, 59091 (CH); 59121/126/526 (DY); 53453/455/477/479/492/501/520/529 (CW); 53594/98 (BX); 55006 (LO);

#### **Scottish Region**

53473, 53525, 59559 (AY);

#### **Western Region**

59282 (RG); 59561 (CF);

### **Condemned**

51261/806/954/957/961/965, 52009/014/032/099/087/105, 53434/435/458/551/561/571/595/683/752/814/836/889, 54059/135/186, 55007, 59043/235/237/256/258/259/279/281/293/294/347/787/788/819/826/840.

### **Stored Serviceable**

59031 (LA)

### **Stored Unserviceable**

52003/017 (AY); 53497/502 (BX); 59799 (AY); 59228 (BX);

### **Reinstated**

53452/461/505/510, 59225 (AY); 59219 (BX); 59564 (ED); 59602 (TS);

### **New**

55503-07/10/14/23-28/30/34 (NL)

### **Departmental**

55522 (RTC); 977223 (ex 55007) (HA);

### **Refurbished**

51500/12, 52077. 54340/345, 59473/83, 59536, 59602/29/38/43/48;

## **ELECTRIC MULTIPLE UNITS**

### **Reallocated**

#### **Eastern Region**

302212/214/221/223/224/229, 308151/313/315/453/454/455 (CC); 302219/229 (IL); 313034/039 (HE)

#### **Scottish Region**

303077 (GW);

#### **London Midland Region**

303078 (CE); 508007/11/35/38 (BD);

#### **Southern Region**

1267/68 ,2208-10, 2305-07, 7056/58 (BI); 3034/35 (BM); 3170/71, 411621 (RE); 5001/02, 5101/02/04-09 (SG); 5110-12/14/15 (SU); 501 (EH);

### **Condemned**

6108/51/54, 28374/80, 28675/81/84, 29135/137/274/280/283/705/711/714/825/845, 59408.

**New**

5858-63 (WD);

**Reinstated**

303024/030/045 (HY);

**Stored Serviceable**

303011 (HY);

**Stored Unserviceable**

311106 (GW);

**Renumbered**

308317 to 308991,

318 to 992,

319 to 993,

320 to 994,

321 to 995,

5668 to 6310

5652 to 6313,

5659 to 6311

5680 to 6314,

5473 to 6312

5684 to 6315

**Refurbished**

308143/150

**NYMR NOTES**

by **BOB PEACH**

**NYMR Friday April 27th**

D9529 works 10.20 Pickering-Grosmont.

45428 Eric Treacy 10.50 Grosmont-Pickering but fails at New Bridge on return.

55019 goes light engine on trial Grosmont-Goathland and return.

55019 goes light engine to Goathland in anticipation of running to Pickering to bring 45428 back. Not needed so loco returns to Grosmont.

12.50 Grosmont-Pickering cancelled.

80135/55009/62 sent in convoy from Grosmont to Goathland en route to Pickering for tomorrow.

55019 works 14.08 ECS trial Grosmont-Goathland, 14.22 return. At Goathland 3 light engines in down platform so Deltic cannot run round. Instead it propels stock back to Grosmont.

D9529 works 14.50 Grosmont-Pickering but fails at Goathland, so 55019 sent from Grosmont to take over.

45428 crosses 55019 on above at Goathland after being 'fixed'.

55019 works 16.20 Pickering-Grosmont to Goathland and swaps with 45428 which has brought in 16.50 ex-Grosmont. Steam then returns to Grosmont and 55 to Pickering.

**Diesel Day Saturday 28th April**

55019 works a fitted freight Pickering-Grosmont.

Other locos working include repainted 55009 and repainted D82 and not repainted D7029, D8568, D9529 (now 'fixed'), 55019, class 11 shunter being station pilot. 80135 and No.62 being on show at New Bridge Yard where during the day the yard was visited by 3 (three!!) people.

K1 No.2005 has been repainted and renumbered as 62005 in BR black livery. This is understood to be because the loco's boiler is due for lifting at the end of the season.

Standard 4MT No.80135 and 0-6-OT No.62 have been returned to service and 0-6-0 6619 should be finished towards the end of the season.

SR S14 850 Green King has had work done on it at long last. As at April 28th all boiler fittings had been removed in anticipation of a boiler lift.

**THE STATE OF THE MSW LATE APRIL 1984**

by **CHRIS CORROY**

The following notes cover developments concerning the former Sheffield-Manchester-Wath electrified system during the period early October 1983 to late April 1984.

## **Class 76 locomotives**

This period has seen the demise of the Class 76s;

76031 had remained intact at the premises of Cooper's Metals, Brightside, Sheffield since its arrival from Reddish in March 1983. The firm had stated that they intended to retain it for possible preservation, but it was suddenly broken up in early February 1984. This was unexpected in that the locomotive had survived its role in a simulated rail accident held in the scrapyards on 6th November 1983. South Yorkshire's emergency services staged a mock disaster by arranging to overturn and set ablaze a coach near to 76031 as part of a training programme. The South Yorkshire Transport Collection Group expressed an interest in the locomotive shortly after the simulated accident incident, but by mid-December 1983 there was an indication that 76031 had only a limited future with Coopers as the January '84 issue of 'Rail Enthusiast' included in its news section a reference to preservation bids being invited for it, with a decision about it depending upon interest from outside parties. Cutting up began about 26th/27th January 1984-and by 31st Jan. almost half the main body section had gone. By 2nd Feb. only the two cab-ends remained on the bogies and by the 7th Feb. the South Yorkshire Transport Collection Group (NB the correct title of the organisation is not known -it is also referred to as the Sheffield or South Yorkshire Transport Museum) agreed to purchase one of the cabs. Between 6th and 11th Feb. the locomotive was finally broken up, with its cabs being dumped on the floor. On 18th Feb. the remaining cab was collected by the Group and despite being dropped twice during the operation it arrived intact at the Group's premises at Newton Chambers Industrial Estate, Chapeltown. It is intended that it will be restored over the next year and eventually displayed at the Kelham. Island Industrial Museum, Sheffield.

76002/04/43/48/50/52/55 - These long withdrawn members of the class were finally sold to the breaker, C F Booth Ltd., Rotherham in 1983 after a long delay due to the problem of disposal posed by their blue asbestos lined cabs. This was eventually solved by Booths sub-contracting this aspect of the work to a specialist firm. They were moved to Rotherham as follows:

24th November 1983 - 76002/48/50/43 hauled from Ashburys to Sheffield by 25221. It is believed that the final leg of the journey was undertaken by 37013.

1st December 1983 - 76052/55/04 hauled by 40044 (04 and 55 detached at Earles with hot boxes).

22nd December 1983 - 76052/55/04 hauled by 47086 'Colossus' from Earles to Rotherham.

The seven locomotives were stored outside the yard at Booths until mid January 1984. It is believed that 76004/55/52 were moved into the cutting area on or before 22nd January. Disposal of the locomotives was logged as follows:

29th January - 76004/55 - cabs only. 76043 - intact in cutting area. 76002/48/50 still in holding sidings.

31st January - 76002 - intact in holding sidings. 76043/50 - intact in cutting area 76048 - most of body gone, one cab remains on bogies.

2nd February - 76002 - intact in holding sidings. 76050 - intact in cutting area. 76043 - cab-ends remain on bogies but most of body gone.

6th February 76002/50 - intact in cutting area. 76043 - cab-ends remain on bogies

11th February 76002 - body completely removed from bogies and cab-ends gone.

76050 - two cab-ends remain on bogies, but almost all body gone.

17th February 76050 - one cab-end remains on bogies.

25th February ----

Therefore, the only complete survivor of the class is 26020 now at the National Railway Museum in York. It was moved from Dinting in November (?)1983. In addition the cab end of 76039 has been on display at the Liverpool Road Transport Museum, Manchester since 1983.

## **Class 506 EMU's**

The Class 506 EMUs continue to operate the Manchester-Glossop-Hadfield commuter service, although work to prepare for conversion to 25KV AC power is nearing completion and the Class 506 units are expected to be withdrawn during 1984 when the actual conversion takes place. Meanwhile, DMUs are in use from time to time, as reduced maintenance means that there is often a shortage of units available for service. The situation was particularly critical in mid-December 1983 and Liverpool area DMUs were employed. On 18th February the power was switched off for maintenance and Buxton area Class 104 DMU's were used.

It is reported that on 5th November 1983 a transformer exploded inside the Longsight depot and destroyed or badly damaged most of Unit 6. However, 59406 was obviously relatively little affected as by 28th

December it was linked with 59508+59608 (which carry all-blue livery, whereas 59406 has a white and blue livery) 59408 has since remained out of use at Longsight.

Other sets were mixed in late 1983/early 1984 in order to maintain services, but there continued to be problems as is instanced by the failure of Unit (846) at Godley on 4th February 1984. 47137 was required to propel the train to Guide Bridge. In late April most sets were working in correct numerical formation, although DMUs continue to appear at peak periods e.g. Class 104 M78851+ M78601 worked the 16.45 hours ex-Manchester Piccadilly on 24th April. No doubt, Class 506 units will decrease in availability during their final months and presumably further withdrawals will take place during the next few months (conversion is reported to be planned for 9th December 1984).

### **Dismantling of the MSW**

Manchester Piccadilly - the Class 506 units now tend to use only Platform 4 for operations.

Ardwick - track lifting has been completed in the eastern section of the yard. The western part remains largely intact, although disused.

Ashburys - sidings still in use, with a high proportion of Speedlink traffic. There is also a quantity of condemned coaching stock stored.

Gorton - goods lines. still in use, but by mid April 1984 the first few yards of the lines to Reddish depot had been de-wired.

Reddish Depot - although closed since May 1983 security measures are in operation to protect it. It is reported that the depot has been earmarked for use as the maintenance depot for the Greater Manchester PTE's proposed Light Rapid Transit scheme's vehicles.

Fairfield - the extent of the track lifting between Fairfield station and the Hyde Road junction to Reddish depot is not known.

Guide Bridge - the main lines continue to be used, but the downside of the station is to be sold for light industrial use. There has been re-laying of track through the platforms latterly used as goods lines with a view to re-use as the main line.

Guide Bridge Holding Sidings - remain in use, with Class 506 units stored during off-peak periods. Class 56,47,45,40,37,31,25 locomotives often in evidence. Down loop from Hyde Junction remains in use.

Dewsnap Sidings - the track remains largely intact in the disused yard.

Godley - Brookfield box demolished by early March 1984, however the tracks and stanchions on the branch to Woodley junction are still intact. The down sidings and loops towards Hattersley are still intact, but the eastern end of the lines of the up sidings have been lifted.

Hattersley - the lines to the east of the station which serve Broadbottom, Dinting, Glossop and Hadfield remain under threat of eventual closure with the uncertainty of continued funding by Derbyshire County Council and the Greater Manchester PTE (which will be abolished under Government proposals to scrap the Metropolitan County Councils in 1986).

Mottram Yard - the stanchions and tracks remain largely as they were in 1981, although there may have been some track lifting in recent months in the eastern part of the yard.

Dinting - the up main line through the station (which had been damaged and out of use since the accident in March 1981) was lifted from the eastern end of Dinting viaduct through towards Hadfield, together with the Hadfield up-loop from mid November until early December 1983. The former 'down main' line through the station remains in use for morning and afternoon peak periods by the Class 506 units.

Hadfield-Valehouse - It is believed that there has not been a track lifting train to the east of Hadfield since mid-November 1983. The up line on this section was lifted and cut into 60' lengths in Autumn 1983 and still awaits collection.

Valehouse - box demolished by early March 1984. It was burnt by BR around the end of February 1984.

Valehouse-Woodhead - there has been no further track lifting since the summer of 1983. Stanchions remain intact.

Torside - box demolished in early March 1984. By 9th March 1984 only the wooden frame of the box's interior remained, with a mass of wires, but by 27th March the entire structure had gone. The crossing barriers, lights etc. had been removed by 9th March but the nearby signals remain intact.

Woodhead - box completely demolished by mid-April 1984. On 19th April the stone buildings on the down platform were being carefully demolished (possibly this work is in conjunction with the renovation of the nearby cottages).

Woodhead Tunnel - the tunnel with the down line still intact though it provides an occasional topic for the local press on both sides of the Pennines. The main issue being the proposal for a new road utilising the tunnel



against the calls to preserve or re-open the Woodhead rail link. The report published in 1983 by Professor Hall for the Joint Centre for Road Development Studies (University of Reading and the College of Estate Management) with funding by the Rees Jeffreys Road Fund and the Department of Transport had considered it technically possible to make the tunnel and its approaches into a new 14 miles of link road from the Penistone area to the Glossop area. At its meeting held on 30th November 1983, Sheffield City Council objected to the proposal on the grounds of high costs of conversion, doubtful environmental benefits and the potential dangers of tunnel conversion. The Council also asked for a similar cost/benefit study to be undertaken with a view to re-electrification of the line. On 20th January 1984, Sheffield. M.P. Martin Flannery was reported as calling for a feasibility study into the modernisation of the Woodhead rail route. On 29th February 1984, 'The Manchester Evening News' reported that Transport Secretary, Mrs Lynda Chalker had vetoed the plan to convert the tunnel into a road, yet on 6th March 1984 the Conservative M.P. for Sheffield Hallam, Sir John Osborn was reported by the 'Sheffield Star' as urging the Government to convert the rail link into a road. It is believed that this arose in response to comment about damage to the Snake Pass road by bad weather. On 26th March 1984 the Transport 2000 pressure group were reported as having called for an electrified Manchester-Sheffield rail link with new stations in the Sheffield area including Wortley.

Dunford-Penistone - the up line has been lifted from the boundary of the Midland Region within the Woodhead tunnel (where Midland Region track lifting had commenced in 1982) through Dunford, Bullhouse, Thurlstone to Penistone Goods. The down line and sidings have remained intact as the latter are worthless in terms of re- use elsewhere and the down line's existence is part of the agreement between BR and the unions to retain the integrity of the rail link at this stage. Details of track- lifting are as follows:

24th August 1983 - 31207 worked the first train to Dunford Bridge since the closure of the line. The train comprised a brake and a couple of wagons and were to collect cable. The intention was to work the train via Deepcar, but the driver's route knowledge eventually necessitated operation to Penistone via Barnsley later in the day. It is believed that the wagons were brought back from Dunford about a month later.

26th October 1983 - 20056 operated from Tinsley via Barnsley to Penistone, from where it propelled two 'well-troll' wagons (departing at 10.20) along the up line to Dunford West box (arriving at 11.18). The wagons were detached (to be filled with cable) and the loco returned to Penistone and Tinsley with its brake van.

7th,8th,9th,10th November 1983 - a DMU was used for 'route learning' purposes between Tinsley and Dunford via Deepcar, one trip per day. Crews needed to learn the route as route knowledge is deemed to have lapsed if a man has not covered a line during the previous six months.. This exercise was to prepare crews of engineers trains for the start of track lifting at Dunford Bridge.

14th November 1983 - track lifting commenced at Dunford.

16<sup>th</sup> November 1983 - 20022+20059 in use by engineers on Dunford-Penistone section.

25th November 1983 - 20154 and 20210+20056 used on track lifting trains.

6th December 1983 - 20023+20163 reported in use.

17th December 1983 - lifting of the up line has reached Dunford Fast.

28th December 1983 - up line lifted to the vicinity of Dunford East sub- station.

3rd January 1984 - work re-commenced after Christmas break with 20145/154+064.

20th January 1984 - 20128+20060, 20032 reported in use.

24th January 1984 - bad weather necessitates a halt to the track lifting activities in the Haylehead/Bullhouse area. The Electric Traction Engineer continues some work during the following weeks.

14th February 1984 - track lifting recommences.

24th February 1984 - lifting work approaching Thurlstone.

9th March 1984 - lifting is well to the east of the Thurlstone box. The agreement on track lifting at this stage between BR and the unions is to Penistone Goods.

30th March 1984 - up line lifted to Penistone Goods. 20032, 20029+20098 used by engineers on track lifting trains.

Other comments on this section of the line are as follows:

Dunford Bridge - in April 1984 the down line, all sidings station buildings and box (partially vandalised) remain. All stanchions are intact.

Dunford Fast box - believed to have been demolished by March 1984.

Haylehead - the area around the line in this vicinity is referred to for possible use in a plan for mineral extraction published in early 1984 by the South Yorkshire County Council.

Shore Hall - the warning signs for the road crossing of the line remained intact in early March 1984.

Penistone Goods - the South Yorkshire Railway Preservation Society moved its seven locomotives, coach etc. from Penistone Goods Yard to Newton Chambers, Chapeltown (by road) in late November 1983.

Penistone - there has been no change in the position of the tracks, stanchions or buildings around Penistone station in recent months. The future of the Huddersfield-Barnsley-Sheffield passenger service remains uncertain despite South Yorkshire County Council providing funding for the Penistone - Barnsley-Sheffield section for another year from May 1984. The West Yorkshire County Council will not decide on whether or not to continue its financial support for the Huddersfield-Denby Dale section until June 1984.

NB The up line between Penistone Goods and Huddersfield junction is to remain intact for the immediate future.

Barnsley Junction - lifting of the former up main line eastwards from the 'remodelled' Barnsley junction (the re-laid single line brought into use in May 1983 for the Penistone-Barnsley-Sheffield service) commenced in early April 1984 following agreement between BR and the unions to lift the up line from Penistone to Deepcar. By 19th April work was adjacent to the derelict Barnsley junction box, with lifting of sleepers taking place. 20096+20030 were hauling the engineers train.

Blackmoor-Thurgoland - track lifting proceeded past the derelict Blackmoor Crossing box towards Thurgoland tunnel in the latter part of April 1984. The following were noted in use:- 20030+096, 20094+061, 08389/208.

Stocksbridge by-pass - on 5th November 1983 the local Sheffield press reported that the Dept. of Transport had approved in principle the by-pass proposals. An aspect of the planned road was to utilise a railway cutting to the west of Deepcar station rather than to construct a bridge over the railway line. However, on 28th March 'The Star' of Sheffield reported the surprising news that the Dept. of Transport had rejected the plan to fill the cutting and despite additional costs a bridge was to be constructed over the railway at Plank Gate, to the west of Deepcar.

Deepcar - a few trains each day still operate from Tinsley to BSC. Stocksbridge and a class 08 shunter is still employed as a pilot in Deepcar Yard. However, the construction of the Stocksbridge by-pass will raise a query as to the long-term future of the rail link to Deepcar, as the Dept. of Transport see the new road as giving the steel works a much improved road access.

Oughtibridge - the box was demolished in early January 1984.

Wadsley Bridge - the station continues to be re-opened for football specials for Sheffield Wednesday matches. The box is opened as required. Trains use the down platform only as the up platform and buildings were damaged by fire during the summer of 1983. During the past few months the following trains have operated to Wadsley Bridge:- 29/10/83 47091 - Huddersfield; 5/11/83 DMU - Barnsley; 19/11/83 46047. 47422 - Newcastle; 27/12/83 46045 - Middlesbrough; 7/1/84 two 8 car DMU's - Barnsley (FA Cup); 17/1/84 47465/191/521 - Liverpool (FA Cup); 11/2/84 45111 'Grenadier Guardsman' - St Pancras (Charlton Athletic); 10/4/84 45107 - Derby; 21/4/84 31142+31208 - Cleethorpes (Grimsby Town); 28/4/84 45116 St Pancras (Crystal Palace).

Barnsley junction-Sheffield Victoria - from the eastern end of the 'remodelled' area around Barnsley junction through Thurgoland, Deepcar, Oughtibridge, Wadsley Bridge, Neepsend, Bridgehouses to the Wicker Arches at the western end of Sheffield Victoria the stanchions are intact.

Sheffield Victoria - No.3 box closed with effect from 5th November 1983 and the former main lines through the station (between platforms 3 and 4) were taken out of use from the western end of the station through to Nunnery junction. Therefore all trains working to the west of Nunnery have to use the goods lines to the rear of platform 5. These lines from Woodburn have been renamed 'Stocksbridge up' and 'Stocksbridge down'. The signal for the down line at the western end of platform 3 was removed within a few days and the box has since become vandalised. The remaining derelict buildings on the station have largely been untouched, except for occasional vandalism and some demolition at the eastern end of platforms 4/5 in connection with the removal of stanchions. Work on removing stanchions had been progressing slowly eastwards from Nunnery during late 1983 and early 1984. On 12th February stanchions were cleared to the west of Sheffield Victoria No 4 box and involved demolition of the structures intact at the eastern end of platforms 4/5. On 19th February the stanchions through the remainder of the station to No.3 box were cleared, but this work did not necessitate any demolition of the station. No.4 box remains open, although its only use is to control the occasional movements into Nunnery Carriage sidings.

Nunnery - Although officially closed on 5th February 1984, Nunnery Carriage sidings continue to be used to store condemned coaching stock. Prior to closure, the sidings were gradually run down with the loss of its pilot in September 1983 and then work of staff within the sidings was confined to one shift. Work on removing stanchions in this area proceeded westwards from Woodburn as follows:

Early October 1983 - stanchions intact from eastern end of sidings over the carriage sidings and adjacent goods and main lines.

Late October 1983 - most of stanchions over goods lines adjacent to the sidings had been removed.

Early December 1983 - stanchions cleared over main lines to a point approx. halfway along the sidings.

Late December 1983 - on main line most stanchions removed for approx. 100 yards to the west of the junction to the Midland line towards Sheffield Victoria. A few remain over the western parts of the carriage sidings with the occasional one remaining over the main lines.

Late January 1984 - little work during past month.

Mid-February 1984 - work undertaken to clear the remaining stanchions at Nunnery and through Sheffield Victoria.

Woodburn Junction - only one stanchion (immediately to the east of the junction) remains. Most lines in this vicinity remain in use.

Woodburn-Tinsley - the final batch of stanchions to survive on this section (from Broughton Lane to Woodburn) were removed during November 1983. Several of the football specials to Wadsley Bridge during the 1983 -84 season have worked over parts of this section. An interesting passenger working was provided by an enthusiast's charter from Birmingham to Doncaster on 18th February 1984. 40033 hauled the train via Nunnery Main Line junction, Woodburn, Shepcote Lane (where it was joined by Tinsley shunter 13001), Treeton North junction (where 13001 was detached). NB On Tuesdays and Thursdays a train from the Woodhead days, the Ditton Broughton Lane BOC still operates. It is now hauled by a class 40 + class 25 via the Hope Valley.

Darnall West junction - the stanchions in this section of the 'Darnall Triangle' to Attercliffe junction were removed during October 1983.

Darnall-Orgreave - no changes to this section during recent months i.e. stanchions intact from the Prince of Wales Road bridge immediately to the east of Darnall station through to Orgreave (and to the end of the system at Woodhouse). Up-loop is out of use eastwards from Darnall station. Down-loop lifted from Darnall station to Orgreave.

Orgreave - colliery sidings box remains open, sidings remain intact but out of use. The down goods line has been lifted further eastwards recently. In early April '84 there was a press report that the NCB. is seeking a government grant to build a rapid coal loading centre on rail lines at the former Orgreave Colliery site. It is proposed that coal will be moved underground from Treeton Colliery to the new centre for loading on to trains for steelworks at Immingham and Scunthorpe. This will reduce the amount of lorries currently in use. However, the rail link will be to the Midland line at Treeton not to the former Great Central link.

Rotherwood - during February 1984 work commenced on lifting the up sidings and the majority of lines had been lifted by early March 1984. By late April 1984 only a single inner road remained (disused) with all sleepers gone. Stanchions over the up sidings had been removed by 1983 but those over the lifted down sidings remain. Rotherwood box remains intact but derelict. Former Woodhead traffic still passing through this site are the Ollerton-Garston coal export trains comprising sets of HBA wagons, but now mostly hauled by class 56 locos via Sheffield Midland and the Hope Valley.

Woodhouse - stanchions remain intact to the end of the former electrified system.

### **The Wath Branch**

Penistone-Silkstone - the single line between Penistone, Huddersfield junction and West Silkstone junction is now used by the Huddersfield-Penistone-Barnsley-Sheffield service.

West Silkstone-Wombwell Main - most signs of the railway through Worsborough have been removed:- all lines lifted by 1982, including Wombwell exchange sidings, all boxes razed including Worsborough Bridge which had been demolished by 1983, and all ballast removed. There is now talk of using the Worsborough Bank as a cycle track.

Aldam - no longer exists as a junction, with the line from Darfield Main running to Dovecliffe. The line between Darfield Main and Stairfoot was singled by late '83.

Elsecar junction - box remains open, with trains operating to Barrow and Dodworth collieries daily.

There is also use of the junction by trains to Cortonwood and a nearby engineer's tip.

Wath Yard - most of the track at the Elsecar end, 'A' and 'B' humps lifted by late '83.

Wath - no locomotives have been kept here since the closure of the diesel depot and most of the administrative offices in May 1983. The TOPS office remained open until complete closure of the administrative block on 12th March 1984.

## PENNINE QUIZ NO. 38

by PAUL SLATER

This preserved-railway quiz comes courtesy of Paul Slater. Entries should be with the editor by July 31st 1984 and as usual the prizes are 1st :£5; 2nd: £3; 3rd: £2.

1. In which year did the Great Central Railway begin regular passenger services between Loughborough and Rothley?
2. Which preserved railway featured in the film 'Octopussy'?
3. Which preserved railway operates a London Midland Region 2-6-4T in Caledonian blue livery?
4. Name the Bluebell Railway's class E4 0-6-2T
5. On which railway is Clogwyn station?
6. Name the junction where the former Rugby and Northampton lines converge at the western extremity of the Nene Valley Railway
7. Where was the original northern terminus of the Dart Valley Railway?
8. Name the Bulleid Light Pacific being restored on the Great Central Railway
9. Which preserved railway featured briefly in the film 'I'll never forget what's-his-name' ?
10. In which year did the Midland Railway Trust begin regular passenger services?
11. Name the Western Region 4-6-0 being restored by the Peak Railway Society
12. On which railway is Aberffwd station?
13. On which railway is Gilfach Ddu station?
14. Name the Bulleid Light Pacific being restored on the Nene Valley Railway
15. On which railway did class N2 0-6-2T no. 4744 work previous to working on the Great Central Railway?
16. Name three preserved 'Jubilee' class 4-6-0s
17. Name two class 52 diesels on the Severn Valley Railway
18. Which preserved railway is crossed by a public footpath known as the Lyke Wake Walk?
19. On which railway is Abergynolwyn station?
20. What is the name now carried by the former British Railways locomotive no. 822 and which line does it work on?
21. On which railway is Pages Park station?
22. Which pre-Grouping company operated the line which is now the North Norfolk Railway?
23. At which station on the West Somerset Railway does the Somerset & Dorset Railway Society have a museum?
24. On which railway is Shackerstone station?
25. Which miniature railway has two 4-4-2s named 'John of Gaunt' and 'Blanche of Lancaster'?

## PENNINE QUIZ NO.37

There were just three entries for the last quiz!! The winners (and entrants!) are:-

1st Malcolm Bell Osset, Wakefield.

2nd S R Earl Rothwell, Leeds.

3rd S R Smith Hackenthorpe, Sheffield.

Congratulations to them and here are the answers:~

1. D255 (40055); 2. D1938 (47258); 3. Paddington-Birmingham; 4. Between 3rd and 20th April 1978;
5. 45101 (D96); 6. 76050 (E26050); 7. D7033; 8. E3304; 9. Rolleston; 10. Between Port Talbot and Neath;
11. D6700 (37119); 12. Glasgow-Edinburgh; 13. 45039; 14. Metropolitan Vickers at Bowesfield Works, Stockton-on-Tees; 15. Between Chipping Sodbury and Hullavington on the Swindon-Bristol Parkway line;
16. 8' 8"; 17. 7/12/60; 18. D8586-87; 19. Glasgow-St. Rollox; 20. 5th December 1964 at Leuchars; 21. Crewe;
- 22: 1965; 23. 47155; 24. D3042; 25. Saxmundham.

## OVER THE HILLS AND FAR AWAY

by MALCOLM BELL

The 'Eastern Highlands' rail tour was organised by the Railway Enthusiasts Society Ltd. and left St. Pancras at 18.54 on Friday the 20th April, to visit Aberdeen and Inverness before returning to St Pancras, 1260.28 miles later, at 03.20 on the 22nd, assuming it wasn't delayed.

The route of the tour took in Bedford, Leicester, Derby, Sheffield, Wakefield, Leeds, York then the ECML. to Aberdeen. From Aberdeen across to Inverness, then via Pitlochry and Perth to Mossend Yard, on to Carlisle and home via the old Midland main line over Ais Gill to Leeds and St Pancras.

Weighed down with sufficient goodies to last, without resorting to a trip to the buffet car, we arrived at Wakefield Westgate on the Friday night in good time for the 23.47 departure. We joined several people similarly loaded up in the waiting room, but which train the two young men caught who were dressed in short sleeved shirts and straw hats we never found out as they were fast asleep on the floor.

As the arrival time approached a cheery looking rail person opened the door, smiled, then announced 'its 54 minutes late at Derby', sniggered and walked away. Eventually 55 minutes late our train arrived with 40028 at the head and 13 coaches, including restaurant and buffet car totalling 461 tons (or so the guard said). We were told the train had left St. Pancras on time with 25042+25057, but near St. Albans 25057 caught fire. After extinguishing the flames 31118 was called to assist the whole train to Derby, where 40028 was scheduled to take over.

Picking up at Leeds, York and Darlington we arrived at Newcastle still 54 minutes late at 03.05, 40028 may not have made up any time but its train heating boiler was working a treat, and was it needed! After passing York depot, numbers illuminated by courtesy of about two dozen torches, there was nothing to be seen until Darlington, then Newcastle, but this did not deter the hardy few who were muffled up to the eye brows, heads, shoulders and sometimes chests out the window listening to 40028 gallop over the Plain of York. Fortunately, our stock was Mk1 compartment type so being in the leading coach we could see the open corridor windows without feeling the chill night air.

47009 took over at Newcastle and although it was supposed to have a steam heating boiler, we felt no evidence of it. However all its energies must have been used to pull the train as we arrived with the dawn at Edinburgh Waverley only 45 minutes late after a spirited run from Newcastle.

From Edinburgh we had the company of 26008+26021 at the front end and a new sound to listen to. Being late did have its own reward as we passed Haymarket and onto the Forth bridge in daylight. We should have been routed via Dunfermline, Cowdenbeath and Thornton junction but the Scottish region sent us straight up the main line through Kinghorn, no doubt to make up a little bit more time - this was no consolation for the 'line bashers' and those looking for Scottish class 20s aboard the train.

Over Scotland's other bridge and into Dundee for a crew change then on to Aberdeen, to Inverness. We arrived 42 minutes late in Aberdeen, and in view of our route to Inverness being single tracked, the visit to Aberdeen depot was very swift and our train left only 2 minutes late. The visit to Aberdeen depot was a case of - out of the station onto one of several buses waiting, ten minutes looking round the depot, back on the bus and return to the station. Miraculously no one was left behind.

A photo stop had been arranged at Huntly and although written and verbal warnings had been given that an Inverness-Aberdeen train would cross us here, several people wandered onto the line taking photographs. It took much shouting by the train stewards to get everybody back on the platform just in time to see 47209 pass through where they had been standing only a few seconds before. By now it had turned into a beautiful day and with the sun shining down most benevolently, we came to a stand in Inverness station just 5 minutes late at 11.55.

A well organised tour of the depot followed by a little free time in Inverness saw us all back in our seats ready for the off at 13.30, right on time.

Rumour had it that 3 x 26s had been requested for the next section to Perth, in view of the train weight, but after some wheeling behind the scenes, 26035+26040 headed south out of Inverness. The climb up to Slochd summit was a slow struggle, but the sound was superb, then from the summit a rapid acceleration down and through Aviemore brought brief relief to the 26s. Soon however we were again fighting the gradient, this time up to Druimuachdar summit. For me these next few miles were the highlight of the journey, well worth the travelling time, missing a night's sleep and a diet of sandwiches and sandwiches followed by more sandwiches. The cacophony of sound as the 26s toiled up to the summit and the black and brown earth and stone in stark contrast to the lingering winter snow, which at times almost touched our ribbon of steel, were a sight and sound I will long remember. As we descended the small streams of the summer months had been

turned to raging torrents by the melting snows and seemed to be trying to carry before them anything which dared to stand in their path.

All too soon we left these high places and coasted downhill to Blair Atholl, the heavy train and the gradients had left us 28 minutes late over these 82 miles. But now with a helpful road, a little recovery time and passing straight through Pitlochry (we were due to wait here to cross a northbound train), we arrived at Perth only 15 minutes late.

We watched the 26s leave and welcomed 47206 onto our train. At least some of us did, those who had hoped for the pair of 20s (20009+20042 so the rumour had it) that were advertised for the next section were something less than pleased. We were asked to board quickly by the driver as we were late and he didn't want to be - its funny I thought the pubs opened all day in Scotland. He then went on to prove his point by running his 47 like the wind to Mossend Yd. and changing a 9 minute late departure from Perth into 2 minutes early arrival, including a prolonged check just before Coatbridge junction.

At Mossend Yard diesel gave way to electric in the form of 81003 at the front and away we went again, on time. After a brief halt at Motherwell to set down those passengers who were joining the RES Ltd. weekend tour of this area of Scotland, we prepared for the climb to Beattock. Really we shouldn't have bothered because if it wasn't for the sign telling you where you are, you wouldn't know you had climbed one of British Railway's most demanding sections (especially in steam days). Our 81 made such light work of the climb that by the summit it had pulled back 2 minutes of our 3½ minutes lateness at Carstairs. Once over the top and down the other side our driver showed that although it says '90mph maximum' inside his cab you shouldn't believe everything you read (this article excepted!). Thanks to his enthusiasm we were 4 minutes early into Carlisle and there to greet us was our 40 from what now seemed days ago - 40028.

With a Leeds crew in charge (no need for the crew change at Skipton now) we left on the last lap of our own journey. Unfortunately during the day something must have happened to the heating boiler for it was now beginning to cool down with no sign of heat. Taking consolation in the fact that we were 40 hauled we ignored the temperature and took in the wild beauty of the Settle-Carlisle line by twilight. The climb to Ais Gill saw our 40 at full power most of the way, but yet we lost 3½ minutes, some of this was regained crossing the relatively flat top of Blea Moor then downhill all the way home. We obeyed the speed restriction in force over Ribbleshead viaduct and signed our names on the petition sheet to try to keep this much loved line open, then we were down to Settle junction, after being brought to a dead stand to allow a DMU from Morecambe to precede us. Thanks to 11 minutes of recovery time we were now 7 minutes early at Settle. The run in from here to Leeds was a disappointing end to our journey. We were checked and almost brought to a stand at every station into Leeds - obviously the DMU was on an all stopper! Despite our gains at Settle and 2 minutes saved through not having to stop for a crew change at Skipton we were just 1 minute late at Leeds. In fairness for a trip starting off 54 minutes late this was really an unexpected arrival time and we were all highly satisfied. We watched the 40 run round its train, pause for a while and then with a twinkling green light 40028 whistled away into the night, for Derby, and the train full of tired, but generally happy, passengers onto St. Pancras.

#### LIST OF LOCOS SEEN EN ROUTE

Leeds 31404, 08497, 37095, 46035

York station and depot 08583/369/064, 47533/196/407, 45112/121, 20145, 37238

Darlington depot 31282, 08774/200

Newcastle 47467, 03063

Craigentenny 47709, 08881

Edinburgh Waverley 08718/564

Haymarket 20080/215/027/101, 26040/001, 27042/040/012, 40162, 47523

Dundee station and depot 08753, 26028, 27023, 37199, 47107/562

Aberdeen station 08680/728, 40058, 47531/064/412/589

Aberdeen depot 08827/828/719/855, 20211, 47274/064/444/531/483/526

Huntly 47209

Forres 47460

Inverness station and depot 08568/717, 26044/041/036/035/040/024, 27021/066/041/101, 37017/260, 47463/120/361/118/207/604/469/431/274

Blair Atholl 47464

Perth 08490/428/424, 26043, 27058/033/048/054/045, 37077/006/036/079, 47593/206/526/173

Mossend Yard 81017/003, 85026/011/022/026, 86001/826, 87010

Motherwell 08321/319/326, 20009/064/111/119, 26037, 37094/117/012, 47019/561/350  
Carstairs 20125/126/179/106/100/112/115/175, 47701/503, 86206/235/210  
Carlisle depot 08601, 25157/327, 26032, 27029/062/030, 31427, 47481/299, 85016/017 86327/034/231,  
87004/014  
Carlisle station 08844/911/447, 27056, 40028, 45150, 86228.

## **SOUTH YORKSHIRE RAILWAYS 1970-1984**

by **ROBIN SKINNER**

### **PART III 1972**

The May 1972 timetable changes offered some hope for the future with Sheffield gaining better services to London St. Pancras. The 'Master Cutler' was accelerated to do the journey in 2 hours 30 minutes with a 07.23 departure from Sheffield, calling at Leicester only and arriving in London St. Pancras at 09.53. In the other direction, the train left St. Pancras at 17.50 called at Leicester and arrived in Sheffield at 20.20.

The Train Catering Division of British Transport Hotels (not yet called Travellers Fare) announced that they would be serving 'bangers and mash' for 20p (2 pork sausages and a portion of English mashed potatoes) on their Midland main line services at the weekend, to compensate for the withdrawal of the full meals service on certain trains.

Also on the main line the overnight sleeper service from Euston to Glasgow via Northampton, Nottingham, Sheffield, Leeds and Settle was diverted to start from St. Pancras at 21.30 again, but continuing to terminate at Nottingham on the up from Glasgow.

North East, South West services were rescheduled to give maximum benefits to cross platform connections at Birmingham New Street. This policy has just been abandoned in principle with the new 1984 NE/SW timetable, which has brought about the biggest number of changes ever, on this route.

Still with North East, South West services, during 1972 the BRB were having talks with the National Coal Board regarding the future routing of Sheffield-Leeds/York Inter City services in the light of mining subsidence. Since the early 1960s York bound NE/SW services in Yorkshire had used the S & K route from Wath Road junction through Pontefract to York. The Leeds trains followed this route to Moorthorpe then joined the West Riding main line, from Doncaster to Leeds, at South Kirby. They then called at Wakefield Westgate and Leeds City. The agreement reached was that Sheffield-York Inter City services would be diverted onto the original Midland route via Cudworth and Normanton, then through Castleford, to rejoin the S & K at Burton Salmon. Leeds services would diverge at Altofts and follow the old Midland route through Woodlesford into Leeds. However it was commercially desirable for some trains to still call at Wakefield Westgate. These trains left the route at Oakenshaw Junction and continued via Wakefield Kirkgate up into Wakefield Westgate and then main line to Leeds City. It is ironic to think that this agreement was meant to be long term, when you think of what happened on May 14th 1984 to these services! (12 Years is a long time). As far as local services in the West Riding of Yorkshire were concerned BR announced a major campaign to promote them, by giving services route-names, some examples of which are still actively in use today and adopted to a certain extent by South and West Yorkshire PTE's:

- Don Valley - Sheffield-Doncaster
- Hallam - Sheffield-Barnsley-Leeds
- Three Rivers - Doncaster-Leeds
- Dearne Valley Sheffield-Pontefract-York
- Penistone - Sheffield-Penistone-Huddersfield
- York Vale - Doncaster-Selby-York.

On January 18th 1972, Mr J Peyton Minister for Transport announced the following grant aid for services in this area, the maximum period this time was reduced to two years with the coming of the Passenger Transport executives: Doncaster-Sheffield £183,000; Huddersfield-Clayton West/Sheffield £239,000; Hull-Doncaster £295,000; Leeds-Barnsley-Sheffield £354,000; Leeds-Doncaster £122,000; York-Sheffield £121,000; New Mills-Sheffield £111,000.

Over on the East Coast Main Line the following services received names: 12.00 Kings Cross-Aberdeen and 10.35 return 'The Aberdonian'; 16.00 Kings Cross-Edinburgh and 16.00 return 'The Talisman'; 08.40 Leeds-Edinburgh and 17.10 return 'The North Briton'. Along with these services 'The Flying Scotsman', 'Yorkshire Pullman', 'Tyne- Tees Pullman' and 'Hull Pullman' all received special motifs which were displayed on special

window labels. The guards too wore special badges. These motifs still exist today, on those of the above which still run and on the Executive services.

It is very interesting to compare the present day Sheffield to Doncaster service with that introduced with the new timetable of 1st May 1972. Here is a brief summary of the 1972 service (weekdays only).

#### From Sheffield:

0620 Rotherham (0630) Mexborough (0643) Conisbrough (0648) Doncaster (0700)  
0730 (runs Saturdays only 17/6 to 2/9) Rotherham (0739) Mexborough (0758) Conisbrough (0804) Doncaster (0815) to Cleethorpes arrive (0956)  
0735 (runs Saturdays only 10/6 to 9/9) Rotherham (0744) Mexborough (0804) Conisbrough (0810) Doncaster (0821) to Scarborough via Goole arrive (1112)  
0752 Rotherham (0802) Mexborough (0814) Conisbrough (0819) Doncaster (0831)  
0907 (runs Saturdays excepted) Rotherham (0917) Mexborough (0929) Doncaster (0945)  
0938 Rotherham (0948) Mexborough (1000) Conisbrough (1005) Doncaster (1017) to Hull Paragon arrive (1128)  
1042 (runs Saturdays only 27/5 to 2/9) Rotherham (1050) Doncaster (1121) to Scarborough via Goole arrive (1359)  
1133 Rotherham 1143 Mexborough 1155, Doncaster (1211) to Hull Paragon (1311)  
1234 Rotherham { 1244~ Mexborough { 1256 Conisbrough (1301) Doncaster (1315)  
1343 Rotherham (1353) Mexborough (1405) Conisbrough (1410) Doncaster (1422) to Hull Paragon arrive (1538)  
1428 Rotherham (1438) Mexborough (1450) Doncaster (1506)  
1538 Rotherham (1548) Mexborough (1600) Doncaster (1616) to Hull Paragon (1722)  
---- Rotherham (1621) Mexborough (1637) Doncaster (1652) to Hull Paragon (1803) (ran 10/6 to 23/9 from Paignton dep. 1030 and ran old road avoiding Sheffield)  
1638 Rotherham (1648) Mexborough (1700) Conisbrough (1705) Doncaster (1717) to Hull (1825)  
1722 Rotherham (1732) Mexborough (1744) Conisbrough (1749) Doncaster (1801)  
1751 Attercliffe Road (1754) Rotherham. (1802) Mexborough (1815) Conisbrough (1820) Doncaster (1832) to Hull Paragon (1949)  
1833 Rotherham (1843) Mexborough (1855) Conisbrough (1900) Doncaster (1912)  
1943 Rotherham 1953 Mexborough (2005) Doncaster (2021)  
2033 Rotherham 2043 Mexborough ~2055) Doncaster (2111)  
2220 Rotherham 22301 Mexborough (2243) Doncaster (2259)

#### From Doncaster:

0005 Mexborough. (0028) Rotherham (0043) (runs Saturdays only 1015 to 2/9 from Hull to Paignton running old road avoiding Sheffield)  
0625 Conisbrough (06~5) Mexborough (0642) Rotherham (0655) Sheffield (0707)  
0743 from Hull (0615) Conisbrough (0752) Mexborough (0757) Rotherham (0808) Attercliffe Road (0817) Sheffield (0820)  
0838 Conisbrough (0847) Mexborough (0852) Rotherham (0904) Sheffield (0919)  
0937 from Hull 0830) Mexborough (0950) Rotherham (1002) Sheffield (1016)  
1040 from Hull {0932) Conisbrough (1049) Mexborough (1054) Rotherham (1106) Sheffield (1118)  
1129 (runs Saturdays only 27/5 to 9/9) from Cleethorpes (0944) Mexborough (1142) Rotherham. (1154) Sheffield (1208)  
1136 from Hull (1030) Conisbrough (1145) Mexborough (1150) Rotherham (1203) Sheffield (1215)  
1314 (runs Saturdays only 17/5 to 2/9) from Cleethorpes (1140) Conisbrough (1325) Mexborough (1332) Rotherham (1347) Sheffield (1405)  
1339 from Cleethorpes (1150) Conisbrough (1348) Mexborough (1353) Rotherham (14,05) Sheffield (1417)  
1426 Mexborough (1440) Rotherham. (1452) Sheffield (1506)  
1521 (runs Saturdays only 10/6 to 9/9) from Scarborough (1300) Conisbrough (1532) Mexborough (1538) Rotherham (1552) Sheffield (1605)  
1529 from Hull 1420) Mexborough (1\_542) Rotherham (1554~ Sheffield (1605)  
1701 from Hull 1552 Conisbrough (1710) Mexborough (1718) Rotherham (1731) Sheffield (1745)  
1746 from Hull (1630~ Conisbrough (1755) Mexborough (1801) Rotherham (1814) Sheffield (1826)  
1916 Conisbrough (1925) Mexborough (1931) Rotherham (1944) Sheffield (1956)



2025 from Hull 913) Conisbrough (2034) Mexborough (2042) Rotherham (2057) Sheffield {21109)  
2215 from Cleethorpes (2000) Mexborough (2229) Rotherham (2246) Sheffield (2258).

Last but not least we cannot leave 1972 without mentioning the Woodhead route and the Miner's Strike. Between 14th February and 28th February, class 76 locomotives were put into store and diesel locomotives used over Woodhead to conserve electricity. Class 40s and 47s off D08, D09 and D10 area depots were the most popular classes used along with Tinsley 47s. Tinsley also provided class 20s in multiple to act as bankers for the heavier trains.

As a result of the miners strike and power cuts class 47s no. 1900+ 1884 were used as generators at Sheffield Midland to provide power during cuts.

Dark days! Black nights!

## **PROPER TRAINS AND PROPER SIGNALS**

**By 50018**

Despite being thought a total lunatic by all normal people and by a good percentage of bashers as well, I always think there is something special in arriving somewhere off an overnight train, feeling fresh, totally alert and ready for action, especially if that somewhere happens to be between Taunton and Newton Abbot, my favourite stretch of line, outside Scotland. So it was on Saturday 2nd June that I once again experienced that unforgettable feeling of excitement that you get when disembarking from a train at 05.42 in the morning. The train in question was the 22.37 Bradford-Paignton with which I parted company at Exeter. A cloudless sky and a closed buffet encouraged some early photography, so with camera at the ready I sought my first 'snap of the day'. Now St. Davids station to me has a magic of its own; those magnificent signal boxes and gantries which stand like sentries guarding each end of the station almost make me still expect a Warship or Western to sidle in on a Penzance express. After taking a photo of the west signal box I consulted the timetable and discovered the 01.40 ex. Waterloo was due, so with the sun behind me and the west box as a fine backdrop, I awaited its arrival, with a class 33 or Hoover at the front. Now I know that ETH Duffs get everywhere, and no more so than Exeter, but for 47606 to turn up from Waterloo is a bit much! So, with camera rapidly returning to the innards of my bag I hoped that it was not a sign of things to come. Now you may be forgiven for thinking that at such an unearthly hour there would be nothing happening except the grass growing, but, dear reader, how wrong can you be. Two or three minutes later saw a parcels arrive behind 47379 and the 22.10 Edinburgh-Paignton behind 45064. Shortly afterwards, the 06.26 ex-Newton Abbot, surely a DMU, was due so I again took up position at the west end with camera in hand. In rolled the above mentioned 06.26 but with 50044 not a DMU. Disaster! Catastrophe! A required Hoover on a terminating train and I would be heading for Taunton in two hours. 50044 no doubt wasn't!! Feverish turning of the timetable pages revealed 50044 would work the 08.13 Waterloo service which connected at Central with the 06.11 Salisbury-Exeter. So a ticket was bought for the longest journey on BR and when the 06.11 proved to be another Hoover this meant 7½p of Hoover haulage was had each way. Return fare with journey card being 15p meant also the most expensive journey on BR! The overnight Newcastle-Paignton, unexplainably 90 mins. late arrived behind 45104 and with 33205 arriving on a parcels and then working the 08.15 to Barnstaple it was soon time to catch the required train to Taunton. I'd decided to visit Taunton for photographs to complete the Taunton-Teignmouth section, (with the exception of Tiverton Jcn.). Hopefully a visit to Newton Abbot will be forthcoming later in the year. Leaving the 08.55 Paignton-Paddington with 50027 at Taunton, I tried two or three different spots for photos. Holiday trains arrived, departed and passed at frequent intervals all day and a steady procession of Hoovers, Duffs and Peaks ensued. Apart from Dawlish and Teignmouth, surely there can't be any better place to be on a summer Saturday than Taunton; proper trains and proper signals. Table B5 on a Saturday definitely caters for the railway photographer.

But all too soon the journey homeward had to be contemplated and it started with the 11.25 Penzance-Manchester to Bristol with 50043, followed by the 16.08 Paignton-Liverpool to Birmingham with 47245 and completed with the 16.45 Paignton-Leeds with 45102 to Chesterfield.

Highlights of a most rewarding day were surely 37075 working the 20.25 Newcastle-Newquay as far as Plymouth, 31273/259 on the 09.33 Penzance-Paddington from Taunton in place of 50048, and surely to top the lot, 37059 which worked the 17.20 Bristol-Taunton.

So the end had come to a near perfect day, spoilt only by the sign of things to come – a completed power box and colour lights in position at Exeter. Progress or not, surely the day when Exeter loses its lower quadrant signals will not pass without more than a tinge of sadness.

Newton Abbot next stop!

A complete list of workings is as follows:

37075 20.30 Newcastle-Newquay  
 47016 22.37 Bradford-Paignton to Bristol  
 45143 22.37 Bradford-Paignton Bristol-Paignton

**Exeter**

47606 01.40 Ex-Waterloo  
 47349 Westbound parcels  
 50044 06.26 Ex-Newton Abbot 08.13 Waterloo  
 47291 Northbound parcels  
 45064 22.10 Edinburgh-Paignton  
 45104 22.35 Newcastle-Paignton  
 33205 08.15 Barnstaple  
 50006 06.11 Salisbury-Exeter  
 45050 23.25 Glasgow-Paignton  
 33029 08.25 Ex-Barnstaple  
 50037 07.00 Oxford-Paignton  
 50027 08.55 Paignton-Paddington

**Taunton**

50025 08.00 Paddington-Paignton  
 47603 09.08 Cardiff-Penzance  
 45143 09.24 Paignton-Birmingham  
 47607 07.17 Derby-Penzance  
 45104 09.10 Paignton-Newcastle  
 47518 09.45 Paignton-Paddington  
 45130 10.00 Paignton-Liverpool  
 47589 09.15 Paddington-Paignton  
 50016 09.40 Penzance-Glasgow  
 45064 10.20 Paignton-Glasgow  
 50035 09.40 Paddington-Penzance  
 50030 09.45 Paddington-Newquay  
 47473 10.45 Paignton-Paddington  
 45107 07.59 Nottingham-Paignton  
 50005 10.18 Paddington-Paignton  
 50049 08.55 Newquay-Manchester  
 47245 08.20 Liverpool-Paignton  
 47423 08.53 Penzance-Newcastle  
 47512 09.10 Penzance-Leeds  
 45050 11.28 Paignton-Manchester  
 50046 11.15 Paddington-Paignton  
 50037 11.45 Paignton-Paddington  
 50048 09.32 Penzance-Paddington to Taunton  
 31273/259 From Taunton  
 50031 09.36 Liverpool-Penzance  
 50045 10.00 Penzance-Liverpool  
 46037 10.04 Newquay-Newcastle  
 45147 08.21 Bradford-Paignton  
 50025 12.56 Paignton-Paddington  
 45111 09.21 Leeds-Penzance  
 46035 10.35 Penzance-Leeds

**Bristol**

47492 15.25 WSM-Glasgow  
 33058 16.10 Portsmouth  
 33020 16.20 Weymouth  
 47427 14.10 Paignton-Swansea  
 33018 14.10 Portsmouth-Cardiff to Bristol  
 33005 From Bristol  
 50016 13.11 Manchester-Paignton  
 33027 16.14 Cardiff-Brighton to Bristol  
 33101 From Bristol  
 45106 15.04 Paignton-Nottingham  
 50049 07.30 Aberdeen/Glasgow-Penzance  
 37059 17.20 Taunton  
 47353 Northbound parcels  
 50046 15.35 Paignton-Oxford  
 33050 15.10 Portsmouth-WSM

**Birmingham**

45102 16.45 Paignton-Leeds

50015	12.18	Paddington-Paignton
47500	11.05	Penzance-Paddington
50034	11.34	Newquay-Paddington
50043	11.25	Penzance-Manchester
50039	13.18	Paddington-Paignton

## **PENNINE TRIPS REPORTS**

### **London Area 31/3/84**

Stratford - 08261/393/408/409/422/521/546/593/689/715/724/810/833/957/958,  
 31105/109/125/173/191/223/224/255/263/284/320, 37001/019/041/049/053/057/064/073/103/116, 46018,  
 47006/007/115/162/279/438/472/486/570/571/572/573/576/582/585, 56006.  
 Cricklewood - 08474/613/768/902/908, 25060/075/144/153/219/226/239/282, 31256, 45101/106/116/142,  
 47015/189/239/317, 56068.  
 Willesden - 08201/381/511/535/573/784/903/904/905, 83012, 85005/006/037, 86003,  
 86207/209/210/235/240/241/253/259/260/321/327, 87001/005/007/012/035.  
 Old Oak Common - 08486/580/651/944/947, 31117/121/135/144/304,  
 47074/118/140/258/466/484/507/532/549/565/575/597, 50013/15/21/22/26/30/31/38/43.

### **Doncaster Works 20/5/84**

Pilot 08607  
 Paint Shop 08703, 50001  
 4 Bay 08802/866, 31292/300/316/412/416, 50037/41/47  
 2 Bay 31137(444) 31295/414, 37133, 50022, 58015/16 (under construction)  
 Dismantling Shop 08857, 31148, 50024  
 Yard 08199/275/605/783/817/879, 20050, 40069/80/141, 55016, 56004/79, 58008  
 Scrap 08381, 40093/96/167/197\* (\*partly dismantled)  
 DMU 3473/3037/1196/4019/3635/1545/3525/3599/1926/4272/3022/1570/1207/4405/4199/  
 1193/3605/4356/1200/3610/4201/3645/3468/3516/3644/3494/1555/9559/1919/4336/3296/  
 1443/3155/4372/4026/9247/9381/4394  
 DMU Pilot 08876.

## **DELTIC OPERATING DAYS**

**COURTESY OF BOB PEACH**

### 1. NYMR - 55009 and 55019

August 11th  
 August 12th  
 September 29th (Diesel Day)  
 NYMR Steam Gala Day on Sunday 30th September.

### 2. NVR - D9000 (55022)

July 14th  
 July 15th  
 August 18th  
 August 19th  
 October 7th  
 NVR services will run from Wansford to Orton Mere, then return to Wansford via Yarwell Mill.

## **OBSERVERS NOTES**

### **Eastern Region**

Some steam news to start with. On 24th March 'Black 5' 5305 failed at Bridlington whilst at the head of the 'North Yorkshireman' which was due to run from Hull to Scarborough, York and Leeds then back to York and Hull. The failure was due to a hot bearing. After a delay the Black 5 reached York, where 777 'Sir Lamiel' took over. Other recent sightings on Humberside have been as follows: 12/4 08885 arrived at Botanic Gardens after reallocation from Allerton; 18/4 Midland DMU set 54259+53941 worked the 17.25 Hull-Beverley; 3/5 to 5/5

47096/419/474 worked Rugby League specials to London KX from Hull; 15/5 40122/D200 worked light engine from Hull to Bridlington and back; 16/5 58003 paid what is most probably the first visit of a class 58 to the Hull-Bridlington line; 20/5 47609 on a PW train on the Hull-Bridlington line along with 31175 and 37179; 26/5 45147 worked the Scarborough-Nottingham service and had to make a special stop at Cottingham to drop off a passenger who had caught the wrong train! 27/5 47412 failed at Cottingham due to a brake seizure, whilst working a Manchester to Bridlington excursion. After 1½ hours 47316 arrived from Bridlington to assist. Noted at Stratford on April 8th were 08261/408/409/422/520/521/593/689/715/724/810/833/957/958, 31109/125/173/185/199/218/224/225/263/278/437, 37001/019/044/053/073/088 46018, 47010/019/041/052/097/112/114/115/158/162/190/284/286/421/438/458/472/487/569/570/574/576/580/581/582/584/596, 56006. At Ripple Lane on the same day were 31173/224, 37057/065/103/116/128, 47006/159/284/291.

Noted at Thornaby on the 23rd April were 08004/085/150/211/502/608/770/867, 31132/134/135/152/178/222/230/266/305/306/324/327, 37005/013/045/059/062/063/069/072/073/082/087/105/115/120/153/168/170/212/288, 56007/085/112/114/116. On Friday 11th of May the 13.28 Paignton-Sheffield arrived in Sheffield over an hour late with the 'Lickey Bankers' 37158+37256 towing HST E43090/064. At Barrow Hill on the 13th May were 08033/141/492/509/871, 20032/54, 56019/20/93/94/118/122.

May 14th saw the introduction of the new timetable and also loco hauled services across the Pennines. The following workings were noted:

0542 Hull-Mcr 31425	0941 Mcr-Hull 31406	1638 Mcr-Yk 31427
0700 Sheff-Mcr 31406	1010 Hull-Sheff 37173	1141 Mcr-Hull 31401
0743 Hull-Sheff 31126	1210 Hull-Mcr 31427	1601 Hull-Mcr 31401
1548 Sheff-Mcr 31126	1350 Sheff-Clee 31425	1730 Clee-Sheff 31425
0718 Mcr-Hull 31427	1030 York-Hull 31437	1041 Mcr-Sheff 31425
0737 Clee-Mcr 31441	1541 Mcr-Hull 31405	
0841 Mcr-Clee 31442	1513 Hull-Mcr 31406	

Other sightings were:-

47519 0922 Newcastle-Penzance	47437 1355 Cardiff-Hull
47437 0650 Paddington-Hull	47600 1355 Cardiff-Leeds
45130 0645 York-Portsmouth	43007/128 0700 Plymouth-Newcastle
45146 0705 Cardiff-Newcastle	43036/037 1200 Newcastle-Cardiff
47485 0829 Leeds-Cardiff	31208 1222 Leeds-Sheffield
47437 1322 Hull-Brighton	31208 1710 Sheffield-Nottingham.

A member visiting the North East area on the 18th of May saw the following:

Low Fell Yard: 08671

Gateshead Depot: 31145/270, 03066, 37009/007, 45132, 47401/2/19/25/522, 08274/587/ 577/255

Withdrawn 08's 08148/371/214/008/263/370/147

Felling: 08176

Jarrow Yard: 08512

Sunderland: 08170/254/544, 37024/168, 47296, 56076 (Blyth Power)

Thornaby Yard: 08085/383.

Noted at Chesterfield on Saturday 26th May were 45014/31127 double -heading a freight, presumably there was a fault with the 31 although its engine was ticking over. 45042 worked the 05.30 Bradford-Weymouth, 37036 the 08.05 Scarborough, 47483 the 07.27 Nottingham-Glasgow/Edinburgh and 47532 the 06.45 York-Portsmouth.

On the 29th May two York-Plymouth relief trains were worked by class 46s. The 10.30 ex-York had 46026 at the head, while the 14.20 ex-York had 46031 at the front. The 15.21 Bristol-Leeds relief was headed by 37225.

Noted at Healey Mills on 31st May were:

08773/269/385/659/371/142/172/308/354, 56106/098/078/112/012/129, 31234/238/168,

37212/040/005/249/031/071/080/283/083, 47016/329/212/258, 40082 plus withdrawn 25214,

40148/025/187/094/087/025. 25154 was an unusual sight at the head of the 18.10 York-Birmingham relief on the 1st June. On the 2nd June 40091 hauled the 07.49 Sheffield-Blackpool, 37040 the 08.05 Sheffield-Scarborough. Also on the 2nd 20148+20210 headed the 15.20 Scarborough-Glasgow as far as York where 47209 took over and:46037 hauled the 10.04 Newquay-Newcastle. On the 9th of June 45123 failed north of Hull on the 14.10 Scarborough-Nottingham. 37202 came to the rescue and hauled the train (and dead 45123)

throughout. Departure from Sheffield was 190 minutes late! On June 12th the 08.48 Leicester-Skegness was hauled by 20168+20178.

### **Western Region**

Noted at Old Oak Common on the 8th of April were the following:

08480/798/906/936/946, 31117/121/122/273, 47014/033/053/256/447/466/484/497, 50022/024/031/038/049, 43036. 50001 was noted passing the depot at the head of the 16.25 Paddington-Cheltenham. Paddington was not the place to be however, if you wanted a 50 on an outbound train on May 12th. Although 50026 entered on the 11.15 ex-Oxford, ETH 47s ruled OK! 47525 headed the 13.07 to Liverpool, 47490 headed the 13.01 to Oxford, 47509 headed the 14.55 to Oxford and 47515 the 15.15 to Oxford. To make matters worse 50023 came in on a parcels and 50026 took the empty vans out! The only bright spot was 50042 arriving on an eleven coach additional from Penzance consisting of Mk 1 stock. Noted at Oxford on the 26th May were 31165 on the 10.50 ex-Paddington and 47086 on the 08.55 Weymouth-Bradford whilst at Banbury 47136 headed the 10.25 Portsmouth-Leeds and 47346 a Poole-York relief.

On the 28th of April the SYR 'South Wales Whistler' railtour had the following motive power - 40024 Doncaster-Severn Tunnel-Cardiff-Barry-Swansea, 37267 Swansea-Carmarthen, 40024 Carmarthen-Swansea-Cardiff-Hereford-Worcester-Doncaster.

### **Southern Region**

The following were noted on April 8th:

Hither Green: 08648, 33012/040/051/060/061/063/205/210

Norwood Junction: 09005/010, 33038/055, 73104

Selhurst: 08556/653

Clapham Junction: 09002, 33019, 47501, 73004

33045 14.10 Waterloo-Exeter

73002 parcels to London.

Stewarts Lane: 08933, 33046/202, 73106/113/120/125/126(NL)/132/139/142(NL)

### **Scottish Region**

One of our members, Roger Bateman, recently spent a week at Stonehaven, near Aberdeen. This is his report: Travelling up on the 09.44 'Aberdonian' from Doncaster to Stonehaven on 23rd May 1984 the locos I saw en-route were:- Doncaster Works 50027, 56017 and station 31437 on a Manchester-Hull, 37163 on an up Speedlink, 31299 dragging 46025 up light engine. York 20031/093, 37005, 56118 on a down steel train, 08337/339, 46035. Darlington 08150/506, 37128. Tyne Yard 08325. Newcastle 47425/435 double-heading the 11.25 to Liverpool, 08587. Heaton 08886/747. Berwick 03066. Oxwellmains 26001. Edinburgh Waverley 08755. Haymarket 20080/101, 26002/019, 40162, 47524/702. Dundee 08753, 27042. Arbroath 47539 on the 13.25 Aberdeen-Glasgow.

On the 24th May 47517/522 were seen on inter-city workings from/to Aberdeen, also 37009 on an up Speedlink and 27042 on a Motorail.

I visited Inverness on the 25th and saw:- Stonehaven 47404 up ballast, 47375 down freightliner. Aberdeen 08719/728/828, 47520/120 on 09.45 Aberdeen-Inverness, Inch 47274 on the 08.35 Inverness -Aberdeen. Huntly 27050 on a high speed track recording coach. Inverness 08568/717, 26035/026/040/041, 27007/108/210, 37260 on an up tanks, 47012 on the 12.35 Inverness-Aberdeen, 47049 on the 12.20 Inverness-Glasgow, and 47109/546/557. I returned to Aberdeen on the 12.35 ex- Inverness, one of the new combined passenger/freight workings which carry containers between Aberdeen and Wick for a Scottish haulier. Mine was the return empty working with one empty freightliner flat and 5 coaches. Heating is provided by pipes attached to the underside of the wagon connecting the engine and the leading coach. At Huntly we passed 47206 light engine. Inch 47211 on the 13.55 Aberdeen-Inverness with one loaded freightliner flat on the outward journey to Wick via Inverness. Aberdeen 08680, 47595 on the 15.05 Aberdeen-Glasgow. At Stonehaven on 28th May 47203 passed on up engineers train, 47564 on an Aberdeen-Glasgow and on 29th May 47423 on an Edinburgh-Aberdeen, and 27034 on an up parcels.

Our return journey home was on the 30th May on the 10.18 ex-Stonehaven, changing at Darlington with arrival at Doncaster being 16.11. En route were: Montrose 26028 on an engineers train. Arbroath 26010 also on an engineers train. Dundee 27042 on the 11.28 Edinburgh, 08753. Thornton Junction 08732. Kircaldy 20222/224 shunting UKF vans. Inverkeithing Central Jcn.20203 on an engineers train. Haymarket 20027, 26019, 27032/040/063. Waverley 47002 light engine. Craigentinny 08718. Berwick 03078. Newcastle 03094,

47301/426. Darlington 37048 on cement tanks, 45148 on the 14.00 Newcastle-Liverpool. York 20132, 37036, 40143. Doncaster 47291 on an up Speedlink, 37259 on an up car empties, 08745. Thorne 20055, 20096 on an up swb mineral empties. Hull Freightliner 37094 and Botanic Gardens 08304.

### **London Midland Region**

Saturday April the 7th saw the S & C having one of it's busier days with the following workings noted:

40009+40033 'The Leuchars Aide' northwards

DMU Whitehaven-Leeds ADEX

40122 Stafford-Carlisle ADEX

45142 10.40 Carlisle-Leeds

47573 Yarmouth-Carlisle ADEX and return

47416 Hertford-Carlisle ADEX and return (47583 'County of Hertfordshire' had been rostered but had failed prior to the working)

34092 'City of Wells' Cumbrian Mountain Express northbound

47537 return Carlisle-Taunton ADEX

47510 LNER Society Special northbound

47465 return of LNER Special (sounds like a film title! Ed.)

45142 16.00 Leeds-Carlisle

45137 16.35 Carlisle-Leeds

31134 was noted at Hellifield on an ICI tank-train.

On the 8th of April in the London area the following were noted:

Willesden: 08201/381/511/784/903, 25229/236/244, 85020, 86314, 87012/22/26.

Cricklewood: 08474/613/768/908, 25060/075/144/153/219/239/251/326, 31123/311, 45036/042/044/106/146, 47189/295, 97703/704/705.

In the Manchester area on May 7th these locos were noted:

Newton Heath: 08675, 25208/323, 31256/288/298, 37023/082, 40009/082/150/174, 45107/108/135, 47454/491.

Longsight: 08283/477/602/611/789/914, 20162, 25089/244, 31408, 40022/024.

On Saturday the 12th of May a 'Thugex' headed from Liverpool to the match at Notts. County powered by

47256 and on the same day 47608 headed the 16.40 Nottingham-Barrow. Other sightings that day were:-

Rugby 08684, 25215/300/313, 31289, 81019; Northampton 08590, 25210; Bletchley 08160/458/484/702,

25057; Bletchley Station 25173/176, 31132/257 (25316+25321 headed over the flyover with a freight).

Finally, 81003/020, 85033, 86230/311/313 were noted working 'Rugex' specials for the Wigan v Widnes

Rugby League Cup Final at Wembley. Class 40s are now quite rare at Buxton but on Sunday May 13th 40001

was in company with 20184 and 47280. A member braving (or should it be suffering?) 9 hours at Chinley

station on the 17th May saw the following locos: 31405/425/427/429/431/436/437, 37263 on Manchester-

Humberside workings, 47450/491/575 on North West - East Midlands trains, 40024, 40104 on vans,

20172+20170, 20163+20173, 37029+37226, 40058, 45036, 47242 on stone trains, 37010, 45059, 47364 on

cement trains, 25209, 37070, 47369 on various freights and 25060 hauling an inspection coach.

On the 26th May 'Summer Saturday Motive Power Festive Season' got into full swing at Birmingham with 47366 taking over the 08.20 Liverpool-Paignton, 47349 on the 05.30 Bradford-Weymouth, 31189+31246 on the 10.20 to Yarmouth and 46047 on the 10.04 Newquay-Newcastle. 25154 was also seen on a parcels.

However the 29th of May proved to be almost a complete waste of time for haulage buffs at B'ham with class 86 and ETH 47s ruling the roost. Compensation came in the forms of 81006 on the 09.40 B'ham-Blackpool, 50039 on the 09.40 Poole-Newcastle, 50034 on the 07.30 Penzance-Glasgow/& Edinburgh, 47075 on the 13.23 Reading-Crewe relief, 85032 on the 16.18 B'ham-Euston and perhaps the best of all, 37225 on the 15.21 Bristol-Leeds additional.

An observer at Manchester Victoria on the 30th May witnessed locomotive failures in nearly as many hours. Firstly 45140 was removed from the 13.40 departure to Bangor, 45051 was summoned from Newton Heath as a replacement. 45108 was next to go, whilst at the head of the 14.50 to Scarborough. 40015, which had earlier arrived on a train for Red Bank was recalled from the sidings to assist. However the hysteria of class 40 fans was tempered with the demise of 40177 on a Trafford Park-Holyhead freightliner, with an electrical fault. 40155 eventually substituted.

Crewe BREL works held an Open Day on June 2nd and locos present were:

08416/701, 20005/016/017/028/032/041/058/060/070/072/073/087/134/142/143/151/166/182  
20190/192/196/197/209, 25306, 33048, 37066/107/140/165/198/214/239/250/270,  
40006/008/020/023/049/065/073/088/101/107/115/131/139/183/191, 45053, 46026, 47030/100/108  
47149/218/264/269/299/332/338/374/405/415/431/449/451/470/530/570/574/583/584/587/  
590/612/614/615/616, 50007, 56132/133, 58008. 81001/009/012/014/016/018, 84008,  
85003/004/007/011/027/033/034, 86002/032/204/233/241/242/316/322, 87006/013, 43073/43102, ADB  
968016 (31008), 48102/605/603/404/103/49002.

On the 11th of June the 14.30 Portsmouth-York entered Birmingham behind 50006 but departed with  
47422. Also that day 25322 was noted at Saltley sporting a new livery of extended yellow ends and black  
numbers.

### **Ireland (North & South)**

The following were noted in Northern Ireland on June 6th:

Diesels of Northern Ireland Railways

102 'Falcon' (Hunslet/English Electric/BR 1,350hp) on 11.05 Londonderry-Belfast at Lisburn.

103 'Merlin' (Hunslet/English Electric/BR 1,350hp) light engine at Portadown and later on empty stock  
Belfast-Portadown.

112 'Northern Counties (General Motors 2,250hp) on 8.00 Belfast-Dublin and 11.00 Dublin-Belfast.

Diesels of Coras Iompair Eireann

083 (General Motors 2,250 hp) on 15.00 Dublin-Belfast and 18.00 Belfast-Dublin.

141 and 175 (General Motors 875hp) in Adelaide yards, Belfast.

Steam locos of the Railway Preservation Society of Ireland at Whitehead -

Great Northern (Ireland) 4-4-0 no. 85 'Merlin'

Great Northern (Ireland) 4-4-0 no. 171 'Slieve Gullion'

Great Southern 0-6-0 no. 186

Ulster Transport Authority 2-6-4T no. 4

Sligo, Leitrim and Northern Counties 0-6-4T no. 27 'Lough Erne'

Londonderry Port and Harbour Board 0-6-OST no. 3 'R.H.Smyth'

Guinness Brewery 0-4-OST no.3

During the rest of the week the following CIE diesels were noted in the Irish Republic:

001 Class (Metropolitan Vickers bodies, General Motors 1,250 hp engines)

001 on empty stock at Dublin Heuston June 5th

003 at Inchicore shed on June 5th

005 on 13.30 Dublin-Rosslare at Greystones on June 7th

009 on brick train at Drogheda on June 6th

013 on freight at Dublin Tara Street June 5th on 18.20 Dublin-Rosslare at Bray Head on June 7th and in  
sidings at Drogheda on June 9th

017 on freight at Bray on June 7th

028 on empty stock at Dublin Connolly on June 9th

038 at Inchicore shed on June 5<sup>th</sup>, on 14.45 Rosslare-Dublin at Greystones on June 7<sup>th</sup>, on 9.25 Dublin-  
Rosslare and 14.45 Rosslare-Dublin at Greystones on June 8<sup>th</sup>

053 in sidings at Drogheda on June 9<sup>th</sup>

054 on 13.30 Dublin-Rosslare at Greystones on June 8<sup>th</sup> and in sidings at Drogheda on June 9<sup>th</sup>

058 on chemicals train for Arklow at Rathdrum on June 8<sup>th</sup>.

071 Class (General Motors 2,250 hp)

073 on 13.50 Dublin-Galway at Kildare on June 5<sup>th</sup> and on 15.00 Dublin-Belfast at Balbriggan on June 9<sup>th</sup>

080 on special at Dublin Heuston on June 5<sup>th</sup>

087 on 9.00 Cork-Dublin on June 5<sup>th</sup>

077 on 12.55 Dublin-Cork at Portarlinton on June 5<sup>th</sup>

088 on 11.15 Cork-Dublin at Portarlinton on June 5<sup>th</sup>.

### 121 Class (General Motors 875 hp single cab)

126 on 18.20 Dublin-Rosslare at Greystones on June 8<sup>th</sup>.

### 141 Class (General Motors 875 hp cab at each end)

141+149 on Sundays only 10.15 Dublin-Rosslare at Greystones on June 10<sup>th</sup>

143 on empty stock at Dublin Connolly on June 9<sup>th</sup>

151 on Bray-Dublin-Drogheda commuter trains on June 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>

168+184 (181 class) on Sunday morning Rosslare-Dublin train at Greystones on June 10<sup>th</sup>

175+176 on 11.00 Sligo-Dublin on June 6<sup>th</sup>.

### 181 Class (General Motors 1,000 hp)

183 on 13.00 Dublin-Westport at Portarlinton June 5<sup>th</sup>

185 on evening passenger working from Dublin to Wicklow and back June 8<sup>th</sup>.

### 201 Class (Metropolitan-Vickers bodies, General Motors 1,040 hp engines)

208 on evening passenger working from Dublin to Greystones and back June 7<sup>th</sup> and on Dublin-Drogheda push-pull June 9<sup>th</sup>

209 on commuter train at Bray June 8<sup>th</sup>

211 on commuter train to Bray at Dublin Tara St. June 5<sup>th</sup>

218 on evening passenger working from Dublin to Greystones and back June 8<sup>th</sup>

219 ballast train at Bray June 10<sup>th</sup>

228 on commuter train to Bray at Dalkey June 8<sup>th</sup> and on Dublin-Drogheda push-pull on June 9<sup>th</sup>

234 on Dublin-Drogheda push-pull June 9<sup>th</sup>.

## **LATE NEWS**

Oil trains through Lincoln have seen increasing use of class 56 locos recently now that they have very little hard stuff to haul. 56088/125/128 have been observed, with 56088 the most frequent. ECML all day diversions through Lincoln on the 3rd June saw the 13.00 ex-Cleethorpes IC125 appear in the guise of 47414 (with 1513 clearly painted on the other cab-side). The well loaded train terminated at Central and the passengers had to cross over the bridge to wait some 20 minutes for the next HST. On the 8<sup>th</sup> of June 37283 was on Lincoln depot and 31439 was seen heading towards Sleaford hauling empty trucks. On the 12<sup>th</sup> June 37142 hauled a BIS train towards Gainsborough and 31411 came into Central with a rail-recovery train.

The G&SWR line is shortly to be singled and at present the 15 mile section from Kirkconnel to Thornhill has only one track in use. On the 22<sup>nd</sup> of May 40118 headed a Polybulk train through Thornhill and in the opposite direction 47529 was running late with the Stranraer 18.13 arrival train. On the 23<sup>rd</sup> May the following were noted at Newton-on-Ayr:- 08345/433/442/448/449, 20043/686/139/148/189/201/202, 27010/023/033/066.

## **THANKS !!**

The Editor is grateful to the following for information - Messrs. Gosson, Caddick, Sanderson, Whitlam, Watts, Peach, Slater, Brackenbury, Shenton, Earl, Dewing, Lowis, Bowden, Needham (T & B), Bateman, Collins, Dean, Corroy, 'Gnome', 'Rooks Nest' and 'Hardware' (We don't understand either!).

## **LATE LATE NEWS**

Owing to your Editor's non-existent filing system this report from Roger Butcher was only rediscovered after the rest of the magazine had been typed.

## **Easter Weekend - South Wales**

### Sat.21st April

33032 worked the 11.40 Cardiff-Crewe

### Sun.22nd April

Margam - 08367/481/639/799/896, 37121/127/204/222/240/258/281/298/306/308, 45056, 47029/054/200/226/256/331/348/359/364, 56032/033/035/037/046/050.



Landore - 03119/141/144/382, 08259/662/663/769/818/897, 33064,  
37123/180/186/266/267/273/294/296/302/307, 47090/140/462/509/513/547/567/600/603.

Pantyffynnon - 08394, 37177/227.

Llanelli - 03120/145/151, 08592/664, 37236/255/290, 47281/351.

Radyr - 08444/581/589. 37217/225/241/251/278/286.

Cardiff - 08191/354/634/668/760/779/780/804/848, 33023/028/065,  
37162/164/205/210/213/223/224/231/234/268/270/275/276/284/285/287/288, 45046/052, 46028/047,  
47030/089/105/125/232/237/333/492/500/559, 56038/040/052/068.

Barry - 08835. The 37s usually stabled at Barry were absent due to the miner's dispute. These locos work  
Aberthaw Power Station coal trains.

#### Mon.23rd April

47478 worked a Swansea-Paddington extra.

#### Tues.24th April

56033+56035 and 56041+56050 noted passing Bridgend on iron-ore trains.

37189 worked the 10.17 Swansea-Fishguard as far as Carmarthen where 47597 took over.

33054 worked the 09.33 Milford Haven-Swansea.

33015 worked the 12.50 Swansea-Fishguard and 14.45 return.

31148 (IM) noted in Swansea carriage sidings.

47351 noted at Carmarthen.

37180 noted on the 17.20 Cardiff-Swansea (the only passengers seemed to be haulage freaks!).

47331 noted at Bridgend on a tank train.