

BRITISH TRANSPORT COMMISSION.  
BRITISH RAILWAYS : EASTERN OPERATING AREA.

My : TL/46300/P

District Operating Superintendent,  
London Road Station,  
MANCHESTER 1.

31st May 1954.

WOODHEAD TUNNEL : OPENING CEREMONY. 3RD JUNE 1954.

The ceremony of the opening of Woodhead Tunnel will commence at Woodhead at 11.0am on Thursday, 3rd June and in connection with this occasion an electrically hauled train consisting of the following vehicles:- (RFO3 - RFO11 - FO3003 - BFK1541 - SALOON 1719) will be run through the tunnel on the new Up Line. Guests from Sheffield will be conveyed by a special train, those from Manchester will travel on the 9.54am ex Manchester which will stop specially at Woodhead and which will be suitably strengthened.

In the afternoon one Excursion train will be run from both Sheffield and Manchester to Dunford conveying members of the public. A 3-car Multiple Unit set will convey Excursionists through the new Tunnel.

Separate circulars will be issued covering the running of special trains to and from Dunford and Woodhead in connection with both the opening ceremony and the movement of Excursionists through the new Tunnel.

1. METHOD OF WORKING.

All movement of trains conveying passengers through the Tunnel will take place on the new Up Line which will be worked under the Regulations for working Single Lines by Pilot Guard. Inspector Hufton will act as Pilot Guard.

2. STAFF AND SUPERVISION.

(a) Woodhead

Relief Stn. Master Martin will be in charge of Woodhead Station and will be responsible, in particular, for the safe movement of guests from the platforms to the point at which the opening ceremony will take place, and subsequently for the entraining of the guests in the inaugural train which will be run through the new Tunnel.

Stewards will be appointed to assist in this duty.

District Inspector Cloney will be responsible for all movement over the temporary connection to and from the new Up Line through the Tunnel and for the supervision of two members of the Engineer's staff who will be available to carry out the clamping of points and to act as Flagmen.

(b) Dunford

Relief Station Master Taylor will be in charge of Dunford Station and will be responsible for the handling of passengers there. Inspector Maher will supervise movements of the inaugural train and the Multiple Unit train at Dunford. Two members of the Engineer's staff will be available to clip points and flag as necessary.

(c) Multiple Unit Train Crew.

The Multiple Unit train crew should travel by the 9.30am Liverpool - Hull, which will be stopped specially at Dunford to set down.

GENERAL.

The 8.25am Class A ex Manchester will stop specially at Woodhead and Dunford to set down staff. The 8.45am A ex Sheffield (6.45am ex Leicester) will stop Dunford and Woodhead to set down.

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# BRITISH RAILWAYS

## Working Time Table Reprints

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3. The sequence of events will be as follows :-

The 3-car Multiple Unit Set will be run to Dunford on June 2nd and a separate circular will be issued to cover this movement. The pantograph in this 3-car set must be at the Manchester end.

- June 3rd by 9.15.a.m. Station Master, Dunford, to arrange to travel with the Diesel Locomotive through the New Tunnel from Dunford to Woodhead and back to establish that the Up and Down Lines are clear.
10. 0.a.m. Approx District Inspector Cloney will take possession of the Down Goods Line between Woodhead and Crowden and will arrange in conjunction with Inspector Hufton to run the inaugural train from Crowden to Woodhead in the facing direction over Down Goods. This train will remain at the Woodhead end of the Down Goods until required. The train will be electrically hauled and will be accompanied by Inspector Hufton.
- 10.30.a.m. The 9.54am ex Manchester will stop specially at Woodhead to set down guests for the opening ceremony. These guests will be conducted by the stewards to the point at which the ceremony will take place.
- 10.49.a.m. Arrival of special train ex Sheffield at Woodhead. Guests will be conducted by the stewards to the point at which the ceremony will take place.
- 10.55.a.m. Empty stock of special ex Sheffield depart Woodhead for Dinting where the train will be turned via the triangle under the supervision of Mr.Howard, Station Master, Glossop. It is important that this movement should not be delayed.
- 10.56.a.m. Under the supervision of Inspector Cloney the inaugural train will be run out of the Down Goods at Woodhead over the temporary connection to the New Up Tunnel and be brought to a stand at the New Up Platform in the position where the rear cab of the electric locomotive can be boarded from the platform. This movement should be effected with as little noise as possible and Flagman should be so positioned as to indicate to the Driver where he must stop.
11. 0.a.m. The opening ceremony commences.
- 11.20.a.m. Opening ceremony is completed and the stewards will conduct guests to inspect the plaque and thence to the inaugural train standing in the New Up Platform so that entraining is completed by 11.33am.
- 11.35.a.m. Inaugural train departs from Woodhead through New Up Tunnel accompanied by Inspector Hufton as Pilot Guard. The three stewards should travel with the train.
- 11.40.a.m. Approx Empty stock of special train for Sheffield arrives on the Up at Dunford and should be crossed immediately to the Old Down platform.
- 11.45.a.m. Inaugural train arrives on the New Up Platform at Dunford and guests will detrain. Those guests travelling on the special train to Sheffield will be conducted by the stewards to the Down platform to entrain in the special steam hauled train.
- 11.55.a.m. The special train for Sheffield departs from the Old Down platform.

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## WOODHEAD TUNNELS.

General items of information

Down Tunnel constructed 1838/45.  
Up Tunnel constructed 1847/52.  
Length. 3 miles 22 yards.

These tunnels are the fourth longest railway tunnels in this country.

The tunnels are lined throughout with dressed gritstone, except for five short unlined lengths aggregating about 350 lin. yards in the Down Tunnel.

There are five ventilation shafts, also 25 cross connecting passages.

The gradient of line is 1 in 203 rising from Woodhead to Dunford Bridge.

## NEW TUNNEL.

Constructed February 1949-October 1953.  
Length. 3 miles 66 yards.

This tunnel will be the third longest railway tunnel in this country.

The tunnel is lined throughout with concrete of a minimum thickness of 21".

As this tunnel is to be electrically operated, the only ventilation provided is the retention of the 16ft. diameter construction shaft (depth 467 ft.) at the halfway point, together with an 8 ft. diameter stope at 1,205 yards distance from the Dunford Bridge portal which connects into the existing Shaft No. 5.

The gradient of line rises 1 in 129 from Woodhead for a distance of two miles and thereafter falls 1 in 1186 to Dunford Bridge.

During construction the maximum number of staff employed was approximately 1,100. They were housed in a hutted camp built over the Dunford Bridge portals. The amenities consisted of recreation huts, cinema, post office, medical and ambulance hut, etc.

The tunnel is driven through poor shale (approx. 80% of length) and blocky sandstone (approx. 20% of length).

## SPECIAL NOTICE.

The Minister of Transport's approval to run through the new tunnel is, we are now informed, only in respect of the Up Line, and owing to the trap points at Woodhead being so close to the mouth of the tunnel, it will not be possible for the whole of the train to stand clear at the Woodhead end.

We regret this alteration to the advertised program.

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The arrangements at Dunford Bridge will be as follows: -

When the train arrives at the existing Down Main Line platform, Excursionists will detrain and leave the platform by means of the steps leading to the roadway at the west end of the station. They will then cross by means of this roadway the new Up and Down Main Lines, and make their way to the new Down platform via the new station approach, where they will embark into the multiple unit train.

The train will proceed through the tunnel to the woodhead end, and will come to a stand there clear of the trap points, after which the Motormen will change ends, and the train will return to Dunford new Down Platform.