

# TRANS PENNINE

## THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



**Issue No.15 - June 1977**

### **NOTES FROM THE COMMITTEE**

First of all we would like to inform our readers of the first quiz success by the PENNINE. We came out winners in a quiz on a home and away basis against an experienced team from the South Yorkshire Railway Photographic Circle of the Grapes Hotel, Sheffield.

The PENNINE were represented by John Sanderson, Jon Davis and Ian Ashford. Tony Booth replaced Ian Ashford in the second leg at the Grapes. Our thanks also to Gerry Collins of Lincoln who provided "University Challenge" type buttons for contestants in the first leg.

## TRANSPENNINE

Several members survived our marathon trip to Inverness on the 11th June. Despite several near misses the Loch Ness Monster was not sighted.

We have arranged our trips for the summer which are listed below and we hope that we have included something to please everyone.

We thank all members for their continued support.

### FUTURE EVENTS

Wed 6<sup>th</sup> July -Social evening at the Masons Arms, Doncaster 19-30. Illus. John Sanderson, "On the Line" - An ACE Enterprises Production.

Fri 8<sup>th</sup> July -Social evening at the Cock Tavern, Phoenix Road, Euston.

Sat 9<sup>th</sup> July -Black Country by rail-to include Bescot, Saltley and Tyseley. From Sheffield members £4-50 (child £2-25), nonmembers £4-75 (child £2-40). From Doncaster members £4-95. (child £2-50), non-members £5-20 (child £2-60). Bookings and payment by 1st July please.

Wed 3<sup>rd</sup> Aug -Social evening at the Masons Arms, Doncaster 19-30. "Slides taken on club outings". All members are invited to bring their slides.

Sat 6<sup>th</sup> Aug -Derby Works-meet Siddals Road entrance 10-45. Members 35p, non-members 55p.

Fri 12<sup>th</sup> Aug -Social evening at the Cock Tavern, Phoenix Road, Euston.

Sat 27<sup>th</sup> Aug -"STEAMPORT".-By excursion train to Southport Chapel St. for a visit to this friendly museum with your unique courier Geoff Bambrough. Details and prices on application before 12th, August.

Wed 7<sup>th</sup> Sept-Social evening at the Masons Arms, Doncaster 19-30. Illus, Martin Bisby-"Railways in Sound".

Fri 9<sup>th</sup> Sept -Social evening at the Cock Tavern, Phoenix Road, Euston..

Sun 25<sup>th</sup> Sept-Doncaster Works and Shed. Meet outside the "Plant Hotel" at 10-45.Members 40p,non-members 60p.

### ALL BOOKINGS TO TOM HELLIWELL

Please note that some arrangements are still being finalised with BR and BREL and consequently some details may have to be altered.

### COVER PHOTOGRAPH

Our second picture shows "Britannia" class pacific 70012 "JOHN OF GAUNT" of Norwich Thorpe depot (32A) heading the Liverpool-Harwich boat train through Darnall in the summer of 1958. An ex-works Cravens parcels DMU can be seen over the first vehicle in the train.

Once again we would like to thank **Mr. Jack Davis** for the photograph.

### LOCOMOTIVE STOCK ALTERATIONS

**Eastern Region:** 03092-SF, 20100-ED, 31111/46/253/71/319-TI, 31145/8/56-SF, 31159/66/70/5/8/80 -HO. 31108/25/200/16-MR. 31298-GD, 37024/283-IM, 37026/7/89/91-SF, 40052/4/6/7-YK,47036-ED, 47037/8-HA, 47180/1-IM, 47292-4-TI, 47410-3-GD, 47426-HO

**London Midland Region:** 08742-WN, 08806-BY,25041-T0, 25046/50-ScR., 25053/4-CW, 25056-KD, 25061-CD ,25065/6/75/6 -.ScR., 25111/73/93-CW, 25147-SP, 25148-LO, 25185-KD 25221/2-CD, 25299-LO 40179-KD, 47249/67-WR, 47483/530/40-CD, 947094-WR.

**Scottish Region:** 08722-GM, 08882-IS

**Western Region:** 08664-LE,25155-LA,31265-BR,46021 6/8,47054-6/9/66/8/75-LA, 47094/7/104/6/11/2-CF, 47125/9/31/6/7/48-LE, 47249/67-CF, 47478-BR, 47484-BR, 47493-500-LMR. 950037/8/46-9-LA.

**New locomotive to stock** 56012

**Locomotives withdrawn** 20079,84005/7

**Locomotive reinstated** 08211-TE

**DMU Reallocations** 50145/242/3,59053/109-DE,50841/99,59354-HA 50898184519353-YK,51486/7/493/0766/6470/6/7/8-YK, 51234/42/3/808-HN, 56404/7/10-HA, 55000-HN, 50082/124/851/904/1136/49-TS, 59492/504/28-TS, 50189/97/1932/3/2048/9/9081-CH, 50388/6120-BY,50445/6/51/98/9/9153/8/9-NH, 50970/83/6264/6-LO, 50544/59/82/7/620,56195-NL,59217/29-NL,51256-NR, 50766/1486/7/93/82/6130/6470/6/7/8-GF, 50841/99/9354-HN, 50845/98/6449/9353-SF,50631/42/9250/382NL, 51262-NR,51229/6368-BG, 51278/427/95/6427-GF,51811/25/31/48/9709/12-HS.

**HST Class 254 new cars:** 40518 to store (serviceable) at BN. 40519/20 loaned to WR.

**DMU's stored** 55034/5

**DMU withdrawn** 51591

**New EMU's** 313055/6/8/9

**New shed code** EC-Edinburgh Craightinny (HST)

### **COACHING STOCK NEWS**

**Vehicles withdrawn:** 331,3009,24812,25269,30986,35261,35262,35458,37056, 37933, 80027, 87098

**Vehicles reinstated** 1845 (s) 4903 4 912 34045

### **Transfers**

**To Eastern/Region** 5318/9/22/38,9513,13445,14024,21224,25223,25317/8/24/51/4 25420 38/4-9759,86781

**To London Midland Region** 9396,25791

**To Scottish Region** 4903,4912,5206,5392

### **TALK POINT**

Replies to Talk Point No.1.

Dear Editor,

I enjoyed reading the first article in the new series "Talk Point" in the May issue of "Trans-Pennine". Whilst I would not question the authors accuracy in presenting the timings on both routes from Rotherham/Mexborough to London. I cannot really see that we have any substantial grounds for argument on the choice of routes.

Surely only the brave or the extremely foolhardy would venture via the Midland with its devious wanderings and lack of reliable motive power. The very thought of being stranded behind a failed Peak in the wilds of Leicestershire makes one tremble with foreboding, especially when one can savour the thought of speeding to Kings Cross by Deltic power over the ECML.

I must be perfectly honest and state that I have twice travelled the Sheffield/St. Pancras route, once as a child and secondly during a night of drunken debauchery following a wedding party. You will appreciate therefore that I had little choice on either of the expeditions into the realms of fantasy.

In conclusion I must admit that the Midland has one saving grace which most, if not all, East Coast advocates admire

and that is the sheer beauty and elegance of St. Pancras station. What a pity it could and never will serve as a "premier" line.

Yours faithfully

St. Paddy

(name and address withheld for security reasons)

Dear Sir or Madam

It gives me great pleasure to inform you of an alteration to the passenger timetable which gives a much accelerated evening journey time from London to Rotherham/Mexborough- leaving St. Pancras at 17-20 on the "Master Cutler Express" and changing trains at Sheffield (19-50 to 19-55) one can arrive at Rotherham (20-03) and Mexborough (20-15),giving Journey times of 2 hrs 43 to Rotherham and 2 hrs 55 to Mexborough, a great improvement on the previous fastest times of 3 hrs and 3 hrs 15 respectively.

Timings apart I fail to see how anyone in full control of their faculties could be persuaded to travel East Coast. At the start of the northern journey one gets first hand experience of a gas chamber as when negotiating the aptly named Gas Works Tunnel

the air conditioning system regurgitates Deltic fumes into the "sealed" carriages. Passengers from the North are forced to run the gauntlet of the "bone works pong", which lends an air of unreality to Doncaster.

When compared with the trust steeds of the Midland, the Deltics of the LNER (Late, never early railway) line give the appearance of oversized cart horses and ailing ones at that. Visits to Doncaster Plant quite often reveal over one third of the Class 55s in for overhaul-an appalling percentage indeed. No wonder the need Peaks to help out on the ECML (Essendine-Claypole Mineral Line).

The Midland is the Main Line.

Yours In Superiority

L.M.S.

Sheffield.

## **CANAL BICENTENARY**

On 4<sup>th</sup> June a rally was held at Worksop to celebrate the 200th Anniversary of the opening of the Chesterfield Canal. The aim of the rally (sponsored by Whitbread East Pennines Ltd.) was to help the campaign to raise funds to reopen the canal above Worksop which was closed by its owners the Great Central Railway after the collapse of Norwood Tunnel in 1908.

## **BRITISH RAILWAYS 1976 FIGURES**

A - The BRB had an operating surplus before interest of £13.7m. compared with a loss of £28.3m in 1975.

B - In over 700 million passenger journeys not a single passenger was killed in a train accident.

C-More freight was carried in 1976 and the downward trend in passenger volume was reversed from April onwards despite manpower reductions (8151) and with fewer locomotives (171) passenger vehicles (670) and freight vehicles (25),000).

D-81% of all passenger trains arrived on time and 93% were on time or less than 5 minutes late.

## **GO AHEAD FOR NEW TRAINS**

Two major BR investment projects, 14 HST's for the London-West of England service for early 1980 and 250 EMU vehicles, the first stage of 600 new vehicles to replace the whole of Southern Regions Inner suburban fleet have been authorised.

The trains will be built by BR Engineering between November 1978 and September 1979, HST power cars at Crewe and the Mk 3 coaches at Derby. It is hoped to start building the EMUs at BR Engineering's York Works in November 1978 so that the project will be completed by early 1980.

## **DAY THE RUSH HOUR STOPPED**

100,000 commuters were delayed when a derailed EMU blocked lines into Waterloo, Charing Cross, and Cannon Street on 6th May. Two cars of the 04-14 Addiscombe-Cannon Street became derailed on Borough Market Junction. None of the 8 passengers on board the train was injured.

The "London Evening News" described the junction as an "accident black spot", three previous accidents having occurred there. In May 1960 three trains collided injuring 6 people and in February 1970 a train of empty stock jumped the rails. The third accident was not described in the paper.

## **MORE CUTS IN SKEGNESS SERVICE**

A controversial plan to reduce services on the heavily subsidised Skegness-Grantham line is to be put into effect on 12th September. BR intended to introduce the cuts at an earlier date but were delayed by protests from councillors, businessmen and industrialists.

British Railways say it is essential for economy reasons to bring in 10 hour working on the line, axing early morning and late evening train. (the busiest on the line).

Councillor Harold Fainlight called this "a back door method of ensuring the eventual closure of the line".

BR certainly seem to be making it difficult for the users of the line, and all passengers patronising "Merrymaker" excursions from Skegness have to detrain at Boston on the return run and are crammed into a bus for the remainder of the journey-a policy certainly not aimed at attracting new travellers.

**SALOP SHUNTER**

The ex-BR Class 04 shunter- which has been sighted by quite a few members at Alscott Sugar Works between Shrewsbury and Wellington, has been positively identified as D2302 formerly of 16B Colwick (Nottingham).

**NEW QUESTION MARK FOR TINSLEY'S FUTURE**

Questions have already been asked about the future of Tinsley marshalling yard on the Sheffield/Rotherham border, with the yard operating at about 25% capacity, and 2 other large yards (Wath and Healey-Mills) in the area. One of Tinsley's disadvantages is the Dowty retarding system. Sheffield's "Star" newspaper recently carried a report which claimed oil leakages from the Dowty equipment was causing subsidence in the soft grey shale in which the yard is built, BR have put the cost of repair work at £600,000.

**MIDLAND DISASTER**

The exceptional safety record of the Midland Main Line received a severe blow on 12th May when 4 railwaymen were struck and killed at Houghton Conquest south of Bedford by the 13-10 Bedford-St. Pancras DMU.

**TANKER ALERT ON GC.**

Fire crews from Stocksbridge were called to Wharncliffe Wood on the Woodhead line on 15th June after discovery of a faulty valve on a BOC. Nitrogen train which had leaked nitrogen onto the track. As the leak was being sealed by an engineer from British Oxygen's Rotherham Works. Sheffield-Huddersfield Paytrains were re-routed via Barnsley Exchange.

**UNIT FORMATIONS**

Complete lists of BR Western Region DMU set formations and allocations are now available to our members at 10p.per copy. Please write to J. Davis, enclosing large SAE. Allow up to 14 days for delivery.

**NEW NAMES**

BR have announced their intention to name all members of Classes 50 and 87. In all, 86 locomotives will be named including 87001 (at present called STEPHENSON) which is to be renamed. The new names are expected to be as follows:-

50001-DREADNOUGHT 50002-SUPERB 50003-TEMERAIRE 50004-ST.VINCENT 50005-COLLINGWOOD 50006-NEPTUNE 50007-HERCULES 50008 THUNDERER 50009-CONQUEROR 50010-MONARCH 50011 CENTURION 50012-BENBOW 50013-AGINCOURT 50014-WARSPITE 50015-VALIANT 50016-BARHAM 50017-ROYAL OAK 50018-RESOLUTION 50019-RAMILLIES 50020-REVENGE 50021-RODNEY 50022-ANSON 50023 HOWE 50024 VANGUARD 5002- INVINCIBLE 50026-INDOMITABLE 50027-LION 50028-TIGER 50029-RENOWN 50030-REPULSE 50031-HOOD 50032-COURAGEOUS 50033-GLORIOUS 50034-FURIOUS 50035-ARK ROYAL 50036-VICTORIOUS 50037-ILLUSTRIOUS 50033-FORMIDABLE 50039-IMPLACABLE 50040-LEVIATHAN 50041-BULWARK 50042-TRIUMPH 50043-EAGLE 50044-EXETER 50045-ACHILLES 50046-AJAX 50047-SWIFTSURE 50o48-DAUNTLESS 50049-DEFIANCE 50050-FEARLESS

87001-ROYAL SCOT 87002-ROYAL SOVEREIGN 87003-PATRIOT 87004-BRITANNIA 87005-CITY OF LONDON 87006-CITY OF GLASGOW 87007-CITY OF MANCHESTER 87008-CITY OF LIVERPOOL 87009-CITY OF BIRMINGHAM 87010-KING ARTHUR 87011-THE BLACK PRINCE 87012-COEUR-DE-LION 87013-JOHN O' GAUNT 87014-KNIGHT OF THE THISTLE 87015-HOWARD-OF EFFINGHAM 87016-SIR FRANCIS DRAKE 87017-IRON DUKE 87018-LORD NELSON 87019-SIR WINSTON CHURCHILL 87020-NORTH BRITON 87021-ROBERT THE -BRUCE 87022-COCK O' THE NORTH 87023-HIGHLAND CHIEFTAIN 87024-LORD OF THE ISLES 87025-BORDERER 87026-REDGAUNTLET 87027-WOLF OF BADENOCH 87028-LORD PRESIDENT 87029-EARL MARISCHAL 87030-BLACK DOUGLAS 87031-HAL 09 THE WYND 87032-KENILWORTH 87035-TIANE-OF FIFE 87034-WILLIAM SHAKESPEARE 87035-ROBERT BURNS 87101-STEPHENSON

**NOTES AND NEWS****EASTERN REGION**

On 7th.May 56014 was noted at Sheffield Midland having come light engine off the Hope Valley line. Noted at Hull Paragon on the same day was 03073 whilst locomotives on Botanic Gardens included 03063/112/7, 0899/166/766. Locomotives on Immingham that day Included 08405/537/743/51, 20028/52,47043/184/213/5/7/24/36/63/5, whilst shunters in attendance at Scunthorpe wore 03093/392/7/404, whilst Frodingham hosted 08058,20026/53/60, 20210 and 40099.

On 14th.May 5 specials ran between Scarborough and Wembley Central in connection with the FA Trophy Final between Scarborough and Dagenham. All trains were rostered for Class 47 locos.

On 14th.May a Gainsborough Model Railway Society special from Lincoln-Paignton was hauled throughout by 47038.On the same day 56004 was seen hauling a cement train through Shireoaks and shunters in Worksop yard were 08263/85/560/867/89, whilst on 20th.May 56002 was seen at Grimsthorpe working a northbound oil train.

Tinsley shunter 08219 has been on loan to NCB New Stubbin Colliery (Rotherham) where it was noted on 20th.May. An unusual sight at York on 21st.May was 56002 dragging 45021 and 40057 from Tinsley to York MPD. A further unusual sight was the 08-45 Leeds-Aberdeen formed of Mk 1 stock and hauled by 40075.

The Pennine visit to the North-East on 21st, May noted the following York40050/142/59, Darlington-030S0,31178/287/90, Thornaby-03075/159/71 08174/251/373/608/32/774/5,47109/361/3, West Hartlepool-03154, Sunderland 03079, Park Lane NCL-03056/9 Tyne Yard-030789, Gateshead~03064/94, Newcastle Central 03066/9/170. 56031, the first of the BREL built Class 56s was noted outside Doncaster Plant during the evening of 21<sup>st</sup> May. The locomotive is now at Toton.

On 22nd.May the main line between Newcastle and Northallerton was blocked until midday and trains were diverted via Stockton-on-Tees and 37007/55/164/93 were noted working engineers' trains in the Middlesbrough/ Thornaby area. The first Class 56 to work through Stainforth and Hatfield was 56015 which worked the 0301 Orgreaves-Scunthorpe and the 07-07 Scunthorpe-Orgreaves on 26th.May, whilst the next day saw 56014 heading north through Rotherham Masborough light engine. Class 40s working the 01-20 Manchester Piccadilly-Cleethorpes via Scunthorpe paper train and returning on the 03-53 Cleethorpes-Doncaster during week commencing 23rd.May wore -23rd-40013 "ANDANIA", 24th-40117, 25th-40108, 26th 40106, 27th-40117.Crewe Class 25,25314 visited Scunthorpe, on 22nd.May.

On 4th.June 40011 "MAURETANIA" took charge of the 13-20 Skegness-Manchester Piccadilly. On 8th.June 40085, 46025 were noted on Kings Cross whilst the up "Silver Jubilee" was worked by 55022 "ROYAL SCOTS GREY". Summer Saturday holiday trains have produced interesting workings through Gainsborough. on 4th June 47523 worked the 08-35 Newcastle-Yarmouth and the 09-19 Manchester-Yarmouth was hauled by 45146. On 11th June,40013 "ANDANIA" worked a Manchester-Skegness,40007 worked the 08-35 Newcastle-Yarmouth and 45110 was on the 09-19 Manchester-Yarmouth.

The Fletton-West Button fly ash train (empty) was noted behind 47123 on 11th June.

Withdrawn 03 D2039 was noted in the Beighton scrap yard of T W. Ward Ltd. on 16th April, while noted at Rotherwood on 18th June were 7600200/34/7 and 76047 "DIOMEDES". On the same day 56002 was noted working a westbound MGR train at Kiveton bridge.

On 16th June an unidentified, Class 50 worked the 08-30 Leeds-Kings Cross and 14-10 Kings Cross-Leeds as far as Doncaster, whilst on 18th June 24104 and 24150 were noted at Doncaster Works.

On 20th June 37298 was a most unusual visitor to Rotherham Masborough working a southbound parcels train. On the same evening 56014 passed on a southbound MGR train.

**LONDON MIDLAND REGION**

Derby Research locos D832, D7076J7096 and D8521 were noted at Egginton on the Derby-Uttometer line on 14th May. On 12th.May 24063 was noted on a freight at Trent whilst the 17-18 arrival at Derby, (York-Swansea) was hauled by 40056.

On 9th.May HST power cars 43002/3 arrived in Derby Works for a classified repair. These are the first of 20 power cars due at Derby for repair this year. Class 40s continue to arrive at Derby for repair,40097 arriving on 16th.may. On the same day 37060/130(SF) were refuelled at Derby.

56001 is again back in Derby for more tests and experiments, Class. 08,08741 was noted at Ratcliffe-on-Soar power station on 17th.May, whilst on 19th.May withdrawn Class 24s,24052/7778/84 were stabled at Walsall, On the same day 24~82 was shunting at Shrewsbury.

On 28th.May 47417 was noted at Morecambe Promenade hauling an excursion train formed of the "Hull Pullman" stock whilst a 2nd.class special from Boston arrived behind 47265.

On 25th.May the 18-45 Manchester-Sheffield hit bricks at Belle Vue fracturing a fuel tank. The crippled unit was pushed to New Mills Central by a Class 24 hauled freight whilst the 19-A5 Manchester-Hull ran via Woodhead.

On 2nd.June 24073 was stabled at Wolverhampton HL, whilst on 9th.June 24087 was at Stoke on a freight,24133 was shunting at Crewe and 24087 pulled a failed DMU on the 18-20 Crewe-Shrewsbury. EMU 31309 has been noted at Derby Research Centre and 44010 "TRYFAN" has arrived at Derby Works for cutting up.

A Lincoln-Llandudno Junction excursion run in conjunction with Crosville Motor Services on 18th.June was hauled throughout by 47039.

**WESTERN REGION**

A Mexborough-Swansea merrymaker on 30th April was worked to Swansea High Street by 47167 where the Tinsley 47 was hijacked by Landore, 47257 (CF) being substituted for the return journey. 27 locomotives were noted on Landore and 55 on Cardiff Canton including 31274/307(TI), 47079 "GEORGE JACKSON CHURCHWARD", 47080 "TITAN" and ex-BR shunter D3255. On the same day 47538 "PYTHON" was spotted on a freight at Margam and 47083 "ORION" was in attendance at Severn Tunnel Junction.

On 14th May 47076 "CITY OF TRURO" was noted at Torquay whilst 08259, and 08641 were seen at Newton Abbot. 47081 "ODIN" was at Paignton.

Several trains run by the Doncaster Division carrying women's organisations to Llandrindod Wells ran during May and June, the motive power on some of them being reported by members as follows: 12th May-Grantham-Shrewsbury and return 47039. Shrewsbury-Llandrindod Wells and return 37190 19th May-Scunthorpe-Shrewsbury and return 47181 Shrewsbury-Llandrindod Wells and return 371010 26th May-

Gainsborough-Shrewsbury and return 47047. Shrewsbury-Llandrindod Wells and return 37188 2nd, June-Peterborough-Shrewsbury and return 47215

Shrewsbury-Llandrindod Wells and return 37190.

Most West of England expresses noted, at Paddington were Class 50 hauled on 8th June. In a 30 minute period 50002/4/17/21/5/32/8/42 were noted. 47484 "ISAMBARD KINGDOM BRUNEL" was noted departing with a train for Fishguard Harbour.

**SCOTTISH REGION**

An overnight excursion from Boston to Inverness on 10/11th June was worked as far as Edinburgh Waverley by 47039 from where the reigns were taken over by 40063. The return journey started off as a farce. By advertised departure time (17-10) the train had no loco with 40063

having failed. 25068/26028 having worked off the shed, backed onto the train and worked back onto the shed. Next loco to come off the depot was an ETH 47 but this was finally replaced by 47038, and the train left 60 minutes late. On top of this the train was on time by Perth.

Noted on Inverness depot on 11th June were 08568/620/728/882,

20046/1/123,25011/68/70/83/228,26010/3/5/7/20/1/3/6/7/8/ 30/1/6/7/8/9/41/2. 47024 437/472.

Noted at Perth on 11th June were 26018/22 whilst 08505 was at Stirling and 31314 was an unusual visitor to Haymarket.

**SOUTHERN REGION**

47s seen at Clapham Junction with empty hopper trains have included 47203 on 3rd June and 47217 on 9th June.

Extra trains were run from Waterloo in the evening of 7th June in connection with the Royal Silver Jubilee celebrations.

Reliefs to Guildford departed at 23-52 and 00-22.

For the above information -.are indebted to the following:

Messrs. Davis, Helliwell, Mellors, Needham, Pett, Ratcliffe, Sanderson, Sterry, and Swift.

**COMPETITION NUMBER FIVE**

Winner of competition number 5 was Mr. K. Connell, runners up were Mr. D. Butcher and Mr. S. Mellors.

The answers are as follows:-

1- E26046

2-60847

3-34056

4-111

5- W18

6-70008

7-60017

8-D828

9- 55003/D9003

10-30921

11-455511

12-6872

13-45610

14-45529, 32329, 87001

15-100 A1

**COMPETITION NUMBER SIX**

Below are 10 questions of a Jubilee flavour. First prize is £2 with second and third prizes of £1 each.

All entries to reach Jon Davis by 20th July.

## TRANSPENNINE

- 1- Which 4 locomotive works were involved in the building of the LMS Jubilee class?
- 2- Western Region express carried a special headboard surmounted by a crown and the letters "EIIR" to celebrate the Coronation of Queen Elizabeth II.
- 3-On 29th June 1953 Eastern Region introduced a new non-stop express from Kings Cross-Edinburgh Waverley. What was its title?
- 4-After the 1897 Diamond Jubilee celebrations a special train carried Queen Victoria to Deeside for her to rest at Balmoral. Name the two Caledonian 4-4-0's, which took over the train at Carlisle Citadel.
- 5-In connection with the 1935 Silver Jubilee celebrations one of the new 5XP Class was selected to appear at Euston Station in May. It was renumbered 5552 and named "Silver Jubilee" and fitted with chrome name plates and numbers. What was its original number?
- 6-When was the original LNER "Royal Sovereign" (61671) taken out of service?
- 7-Which loco was the name "Royal Sovereign" transferred to?
- 8- Which famous loco preserved celebrates its Golden Jubilee this year?
- 9- In what month of 1935 did the LNER "Silver Jubilee" train enter service?
- 10-Which railway did King Edward VIII call "The Royal Road"?

### **LATE NEWS**

Coaching stock transferred to Scottish Region - 1853 (RMB), 5096, 5164, 5221, 9388, 9415