

TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY
SOCIETY



No.59 - Spring 1987

NOTES FROM THE COMMITTEE

Sunday 11th January, 1987 was Annual General Meeting Day attended by 35 members despite it being the first day of a week of very bad weather with heavy snow falls. The AGM. saw no surprises, the 1986 committee was given a vote of confidence to carry on into 1987. As far as meetings are concerned, its carry on as normal at The Corporation Brewery Taps on the 1st and 3rd Tuesday of each month. We've an existing programme planned for you during next year so come along to the taps and bring a friend. Dave Whitlam is looking forward to another tough year as Fixtures Secretary but the continued success of trips relies on you, the member, supporting Pennine Trips. In today's climate of B.R. and BREL. putting more and more restrictions on visits and putting prices up and up; Dave Whitlam needs all the support he can get, doing the most difficult job on the committee.

The final of the Pennine Shield was held on Tuesday, 16th December at the Corporation Brewery Taps with The Pennine team being at full strength again winning the round but, unfortunately, not the Shield. We came second over the four rounds to The Sheffield Transport Group. A good time was had by all.

Finally, don't forget bring a friend along to the meetings or on the trips and don't forget to tell them membership is, only £2.50 per annum.

EDITOR'S NOTES

Welcome to the Spring edition of Trans Pennine. It is hoped that by now the white stuff will have all gone and that it has not stopped you getting out and about. Talking of getting about, I do not get out as often as I would like, not least because of the cost of travelling by rail these days. With no suitable railcard on the market for the individual to pursue his interest and certainly no cheap travel from the local area, it makes life difficult for the rail enthusiast to travel any distance without taking out a second mortgage. However, there are exceptions. British Rail Nottingham Division still offer the modern day 'Merrymaker' offering reduced fare to two destinations per month from Nottingham and Derby. In December I took advantage of a £9 fare to Bath and October a £12 offer to Salisbury was taken advantage of. The only set back is that usually one of the destinations is in the north of the country, thus necessitating heading south to Derby to get a cheap fare ticket to, say, Durham which was one of January's offers.

However, it is refreshing to find part of the British Rail system that think of the paying customer. Why can't these kinds of offers be made available from our local stations? Answers on a postcard please to Ed.

STEAM ON THE CASTILLIAN PLATEAU

by Paul Slater

The longest train journey I ever made was to a students' camp in the south of Spain in the summer of 1962; this was in the interval between finishing at school and starting at university and was done as part of my education, as Spanish was one of the subjects which I was studying.

The whole journey was a very interesting experience but the most outstanding part of it from a railway enthusiast's viewpoint was crossing the plateau of Castille, the high plain in the centre of Spain. In 1962 this part of the main line from the French border to Madrid was still steam-worked. The electric locomotive which had hauled the express from the frontier town of Irun came off at the junction station of Miranda de Ebre and when the train re-started, smoke and noise were erupting from two huge steam locomotives at the front end.

The train engine was an example of the Spanish Railways' largest and most modern steam power, a 4-8-4 and the pilot was a 4-8-2. Both locomotives had the mellow chime whistles which I found were almost universal on Spanish steam engines and during my journey across the Castillian plateau I heard the evocative sound many times. Like all the larger Spanish steam locomotives the two on my train, eight coupled and small-wheeled, were built for power rather than speed, as befitted the railways of a rugged and mountainous country. At that time, the only Spanish trains which could be called fast were lightweight diesel-hauled expresses operating on a few routes.

The power of the two engines was needed to lift the heavy express up the gradients at Pancorbo, where the line climbed out of the Ebro valley on to the Castillian plateau. Part of the climb was in tunnel and my fellow-passengers hurriedly closed the corridor windows as acrid smoke from the hard-working locomotives poured in!

It was early afternoon when we began to cross the plateau and the sun blazed down on the arid and rather featureless countryside. To my eyes it looked almost like a desert and I found the heat in the train oppressive; but there was no doubt that this was the real Spain which I had been reading about at school for years and I would not have wished to see it in any other way than from a steam train. I have never been to the popular coastal resorts in Spain so they form no part of my memories of the country.

In the later afternoon the train stopped at a junction named Medina Del Campo and here the express divided, part going off westwards to Lisbon. The pilot engine was taken off and the 4-8-4 carried on alone southwards with the Madrid portion.

After a time, the edge of a large thunder-cloud obscured the sun and the heat lessened. I found this part of the journey very pleasant and I spent most of it standing by an open window in the corridor, watching the Castillian landscape slipping past. The country was rising towards the Gredos mountains and the 4-8-4 plodded steadily upgrade, a long trail of black smoke stretching away behind it.

At Avila, an ancient walled city high up in the mountains, an electric locomotive took over for the final downhill stretch to Madrid. I was able to observe the 4-8-4 closely as it backed into the yard of the motive power depot against the station; unlike most Spanish steam locomotives, which carried a plain black livery, it was painted-green.

Three weeks later, the camp ended and I returned to England. I left Madrid on the night express to the French border, hauled by an electric engine as far as Avila and then by steam. I was glad to be on my way home but I enjoyed the ride and I found that my school Spanish was good enough for me to be able to talk to the other people in the compartment. At Medina del Campo the Lisbon portion was attached and as the train re-started I looked from the window to see steam and sparks from two locomotives shooting skywards.

I dozed in a corner seat, startled now and again by the sudden flash of light from a locomotive's headlamp as a train passed in the other direction. At one junction station a night express from Corunna, in the far north-west of Spain, pulled in at the opposite platform and I noticed that it was double-headed by a 4-6-2 and a 4-8-2.

With the coming of daylight I could see that my own train consisted of 17 carriages and was hauled by a similar combination as before, a 4-8-2 and a 4-8-4. The pilot engine had a deep-toned whistle, like our LMS engines and the train engine had the usual Spanish chime whistle; the sound as the two locomotives whistled together in the grey dawn was singularly mournful.

It was well into the morning when we reached Miranda de Ebro. An electric locomotive was coupled on, I watched the two engines which had brought us from Medina del Campo back into the shed yard and my ride behind steam across the Castillian plateau was over.

THE DITCH FITTED FORD 44 (or Frozen Photos on the S & C)

by Bob Peach

There are those in the Pennine Railway Society (who shall remain nameless BUT they do like the odd Class 50), who had the brilliant idea of going on 'The Border City' raitour on Saturday March 24th 1984. Not to be outdone, I had an equally earth-shaking idea. I would go and photograph the special on the Settle-Carlisle section as it was billed as being 2 Class 40's over Ais Gill, which indeed it was.

That Saturday was a typical day for March on the S & C, as Gerard Smith, a figure not totally unknown at Pennine meetings, and I set off in my car from his house in Rotherham. People who know us both will be aware that I take stills and he takes both cine films and stills.

The weather was bleak and snow (a dirty four-letter word!) was in the air as we prepared to photograph the 0907 Leeds-Carlisle as it came out of the Northern end of Blea Moor tunnel. Thermal garments of any description would have been welcome. It really was brass monkey weather! After a wait of ooh, a long time, 45113 passed. Its passengers, looking so warm in their heated carriages, looking out at the view and staring at two rather frozen looking objects on the hillside, clutching cameras 'us, not the hillside that is!).

Was this my idea? It was suggested that the Southbound working be photographed at Dent station, the highest mainline station in England. How does the Christmas Carol go . . . 'the snow lay deep and crisp and even . . . 1 My feet were frozen.

Dent station signal box, though shut and with its lever frame ripped out, still stood. Imposing, even if it afforded little shelter. Would you believe it, the up train was late. Arrgh! Gerard's cine cameras were freezing up and took some persuading to rattle into life.

It is bleak here at the best of times, lonely and isolated so when another car came into the station 'Car Park' and emptied its passengers in the 'North Pole' weather, I was, well a little surprised.

Fellow photographers will appreciate the need to be 'STN' fitted on outings such as this which Gerard and I were not. HOWEVER, would you believe it. I knew these people and they did have an STN, from which I gratefully extracted useful bits of gen'. Not only were the times of 'The Border City, acquired but it explained their presence at this outstation of Siberia.

They were, like Gerard and I, filling in, waiting for the 40's and awaiting the passing of a Leicester-Carlisle ADEX: It was, would you credit it, a 45/1. 137 actually.

What seemed like ages later there was still no sign of the Carlisle-Leeds. With no visual aids, (signals), to warn of the trains approach, we had to keep a constant watch for its approach. 50 mins late a rumble in the distance. At last. In driving snow, much Strumming and the click of camera shutters, 47402 flashed past on its way to Leeds.

Aren't car heaters wonderful. Driving in snow is bad enough but when it flies horizontal . . . well. Down the hill, turn left, watch that wall. Ooh, the hump in the road, up a gear, under Dent Head Viaduct, round to the right, where's the road gone!!?

This is where I can unstuck or more precisely the car did. There we were, Gerard and I in the car, in the ditch in the snow, Yo-ho bloody ho! Possibly thanks to the snow, no damage was done to the car. But it wouldn't leave the ditch. Thankfully, help wasn't far away. After less than 15 minutes up drove a Ford Transit Van, filled with kids from an outward bound school. A tow was offered and very gratefully received. In no time, the car was back on the road. After thanking these people it was full steam ahead for civilization, with the heater on full. Not only to thaw us out but the cameras as well.

After all this activity it was decided that we would play safe and head South to photograph 'The Border City'. At Ribbleshead Viaduct the snow had stopped. The immense stone structure of the Viaduct stood out against the white blanket of snow as it has done for many winters past.

On towards Horton-in-Ribblesdale and semaphore signals, even if the box was switched out. Dinner was taken at this bleak outpost of civilisation. Sandwiches and coffee, filling and warming. Then with scarf's wrapped round and gloves firmly pulled on and 'Gerard's. cine cameras thawed out, we chose out locations for the two forties.

We had the station to ourselves. Makes a change from photting a kettle tour when Uncle Tom Cobbley and all (and his dog) turn up.

Put-put-put-put-put (sound of 2 hard working 401s). Gracefully, round the bend (like Gerard and I for being out in that weather) came 'The Border City, with its headboard. Click, grab the numbers, 40028 - 40086. The train could be heard a few minutes later, still climbing hard up to Ribbleshead.

Back to the car to warm up again. A breather now and a leisurely drive in the rain to Stainforth, where 47402 was eventually photographed on its way to Carlisle. Not 50 mins late either.

As light began to fail we moved over to Helwith Bridge and we got photos just of 45113 with the 16.35 Carlisle-Leeds.

After such an eventful day I was glad to get home and really thaw out.

OVERNIGHT TO THE 'WEST COUNTRY'

PENNINE TRAVELLERS JOHN DEWING AND KEVIN GUY 11TH AND 12TH NOVEMBER 1986

On Tuesday evening 11th November 1986 we departed from our home city of Kingston upon Hull on the 20.47 DMU to Leeds. Here on a cold night we had about an hour before joining our next train which was the 22.25 Mail-Passenger train from York to Shrewsbury via Stalybridge, Stockport and Crewe. Our train arrived at 22.50 and left on time at 23.10, hauled by 47421 'The Brontes of Howarth' and we travelled as far as Crewe, arriving on time at 01.16. Crewe, as usual, was busy even at that time of the night, with Freight, Sleeper and Mail Trains. We had time for a quick visit to the buffet, before joining our next train, the 02.04 Crewe to Cardiff via Shrewsbury and Hereford, hauled by, 47624 'Cyclops' which arrived in Cardiff on time at 05.10.

On a wet, cold and dark morning Cardiff was busy! Double headed Class 56, Coal Train 156037 Richard Trevithick' and 56040 'Oystermouth' and Class 37 hauled Freights along with Inter City 125 Units preparing to take out early morning trains to destinations near and far.

It was now time to join our next train the 06.03 Cardiff to Bristol Temple Meads, hauled by Class 33 33027 'Earl Mountbatten of Burma', travelling via Newport and Severn Tunnel Junction to Bristol Temple Meads, where we arrived on time at 07.02.

Bristol was unusually quiet, only station pilot 08950 on duty and the odd Freight passing through, even 'Bath Road Depot' was sparse of locos.

Our next destination was Liskeard for the Branch line to Looe. We should have departed from Bristol at 07.42. However, our first delay was about to occur. Class 50, 50045 'Achilles' arrived some 15 minutes late due to engine failure. Alas, this loco was removed and was replaced by 50048, 'Dauntless' and we finally left Bristol 40 minutes late, travelling on to Taunton via Weston Super Mare. Exeter was reached 35 minutes down.

By now the sun was starting to break through after early morning Frost and Mist in the West Country area as we crossed the 'Tamer' over Bristol's Royal Albert Bridge and out of Plymouth and Liskeard was reached at 11.21 a.m., half an hour late

Regretfully, this delay was too much to make our pre-planned trip on the Branch line to Looe so we revised our plans after consulting the B.R. 'Bible'. Not before photographing 37175 with the daily Freight at the Goods Depot at Liskeard.

We then headed back to Plymouth to visit the Branch line to Gunnislake. 50012 'Benbow' hauling us on the 12.02 service to Liverpool and Penzance. Plymouth was reached on time at 12.30 where we had 11 hours for a liquid lunch break, with excellent traditional 'Cornish Pasties'.

Having obtained our tickets, we then boarded the 14.00 2 DMU. train to Gunnislake via the Tamar Valley. Our DMU set off on time stopping at Devonport, Dockyard, Keyham, St. Budeaux Victoria Road and then along single track throughout to Bere Ferrers and to Bere Alston where we reversed and headed to Lalstock along to journey's end at Gunnislake.

This journey was quite an experience especially on the single track section between Bere Ferrers and Gunnislake, at time speeds were reduced to 10 M.P.H. track with twists and turns. Compulsory stops at unmanned/no gates, crossings, passing over viaducts amid splendid scenery. However, we were most fortunate to have such a clean bright and sunny day. After taking photographs at our final destinations. We then made the return trip back to Plymouth on the 14.55 service for the start of our long journey back home.

At Plymouth, we caught the 16.21 service to Bristol and Penzance hauled by 50036 'Victorious' and alighted at Exeter.

Our next train on our journey and back home was our only 11251 ride the 18.17 service to York which arrived some 15 minutes late. By now we were rather fatigued and both of us managed to get some long lost sleep on the long trip from Exeter to Doncaster.

We arrived in Doncaster on time and transferred to the DMU. service for Hull which, surprise, surprise, had mechanical problems and left 15 minutes late.

Hull Paragon was eventually reached at 12.20 a.m. Thurs 10 minutes late and 271 hours after leaving on Tuesday evening.

Although an exhausting and tiring trip (8491 miles) we both had a most enjoyable outing, the highlight being the Branch Line ride to Gunnislake - a trip to be recommended for Pennine members. A bonus was that all our loco hauled travel was behind named locomotives.

ALL OUR YESTERDAYS SIGHTINGS FROM 20 YEARS AGO

LONDON MIDLAND REGION

On January 7th Class 4 4-6-0 NO, 75004 had to be assisted from Welshpool to Shrewsbury by a BR Sulzer Type 2 with the 18.15 Aberystwyth-York Mail train. On February 3rd the last steam locomotive to be overhauled at Crewe Works was outshopped amidst an official send off; the loco concerned being 'Britannia' Pacific 70013 'Oliver Cromwell'. Also at Crewe, EE. Type 4D302 which was involved in last year's collision at Moore, was seen stripped of its engine and fittings and is not expected to re-enter service. FOW SR 2,500 hp. Electric locos Nos. E5014/4/6/7 were in the works for conversion to Electro diesels and bore their new numbers E6100/1/2/3. Meanwhile, the five Metrovick Type 2 Co-Bo's at Crewe Works, nos. D5704/9/10/3/5, were stripped of engines and fittings and dispersed to various parts of the works.

BR Sulzer Type 2 D7667 (25317) was the 1000th diesel to be built at Derby works and a commemorative plaque has been fixed to the side of the locomotive.

'Britannia' Pacific 70045 was unusually employed on a down express passenger working between Leeds and Carlisle on January 2nd.

The former GWR main line between Paddington, Birmingham Snow Hill and Chester ceased to be a through route from March 6th, when the express service from Paddington became a semi-fast service terminating at Birmingham New Street. The last through services between Paddington and Birkenhead via Snow Hill were the 16.10 down and the 21.40 up on March 5th.

On February 14th the 'Pines Express' arrived at Crewe behind Stanier Class 8 No. 48205 hauling failed Brush 4 No. D1844 (47194).

The Women's International Hockey Match at Wembley on March 16th brought no fewer than 16 special trains to the three Wembley Stations.

Two from Nottingham and one from Matlock were hauled by B.R. Sulzer Type 4s D44, D77 (45004) and D16 (45016) respectively whilst those from Sheffield Midland, Barnsley and Mexborough were worked by Brush Type 4's D1542 (47430) D1546 (47016) and D1867 (47217) respectively.

Six trains ran to and from Wembley Stadium, five of which were Brush Type 4 powered including D1928 (47251) to Weymouth, D1674 (47088) to Exeter, D1735 (47142) to Worcester, D1933 (47255) to Bridgwater and D1672 (47086) to Bristol. The last train from the stadium was worked by a pair of Birmingham Type 2s D5385 and D5406 (27036 and 27042) to Leicester.

The last steam duty from Shrewsbury depot was Class 5 No. 45116 with the 14.10 Paddington-Birkenhead on March 5th. On the previous day the last 'Cambrian Coast Express' was hauled by Class 4 No. 75033 in the up direction 75021 in the down.

Steam monopolised relief trains between Manchester and Leeds over Easter; On March 23rd Class 5 No. 44711 worked the 09.30 Manchester-Newcastle and returned from Leeds on the Sunderland-Manchester relief. Class 5 No. 45092 took the 15.30 Manchester-Newcastle to Leeds the same day, returning with a West Hartlepool-Manchester relief. However, the 'Black 51' did not perform and a Brush Type 4 was attached at Mirfield.

EASTERN REGION

Immingham Brush Type 4 D1548 (47433) was turned out by Gateshead to power a Carlisle-Ipswich football special south from Newcastle throughout and back on February 18th.

Although the surviving 'Jubilee' class locos were expected to be withdrawn at the end of last year, at least two were active well into January. No. 45694 worked a Bradford-Kings-Cross relief as far as Wakefield on December 27th and both 45694 and 45739 were employed on parcels trains on the Calder Valley line. 45697 worked a Neville Hill-Red Bank ecs. train on December 28th.

WESTERN REGION

Special freight workings in January brought unusual motive power to the W.R. in the form of Sulzer Type 2 D7538 (25188) at Oxford on January 12th, Brush Type 4 D1829 (47438) and EE. Type 4 D255 At Newbury on January 17th and EE. Type 4 D294 the following day. On two occasions, the same class appeared on passenger working during the same period when D294 headed the 12.35 Birkenhead-Paddington and 17.05 Paddington-Wolverhampton back on December 23rd and D330 which arrived at Paddington with the up 'Cambrian Coast Express' on January 17th following the failure of a Brush Type 4 at Banbury.

The prototype Brush 'Falcon' D0280 was working between Bristol and Paddington in March on a diagram covering the 09.15 Bristol-Paddington, 13.45 Paddington-Bristol, 17.45 Bristol-Paddington and 22.20 Paddington-Penzance postal as far as Bristol.

SOUTHERN REGION

From January 2nd Brush Type 4 diesels were diagrammed to work the up and down 'Bournemouth Belle' express D1924 (47247), D1925 (47248) and D1926 (47249) were all used in December last year and D1928 (47251) was seen in January.

On December 23rd Class 5 No. 45222 fresh from repair at Eastleigh was employed on the 16.00 Salisbury-Basingstoke, before returning north the following day.

A shortage of Type 4 diesel power has meant the revival of steam power on freight trains to and from Feltham Yard. On February 21st 'West Country', Pacific 34018 and Standard 5 77014 worked up freight services. 77014 again appeared two days later.

SCOTTISH REGION

On January 24th the 21.15 Perth-Euston departed behind Sulzer Type 2 D5054 (24054) and 'Britannia' No. 70032. Four 'Britannia' Pacifics were noted at Ferryhill on January 1st, nos. 70023/5/32/8 and nos. 70020/3/5/31/4/41/47 visited Aberdeen between January 30th and February 25th, mainly on freight trains from Perth. On February 10th, 70020 arrived at Aberdeen on the previous nights 23.00 Glasgow-Aberdeen, following a diesel failure.

On March 25th, the Scottish Region's Easter tour, loaded to 18 coaches, demanded double-heading throughout. From Edinburgh to Carlisle and Carlisle to Perth it was powered by EE. Type 4 D368 and Brush Type 4 D1973 (47272), From Aberdeen to Aviemore via Speyside by BR Sulzer Type 2s D5127 and D5070 (24127 and 24070) with a third Type 2 D5122 (24122) added for the trip over Druimuaichdar summit to Perth. Class A5 Pacific No. 60009 and Class 5 No. 44997 worked the last stage of the journey to Edinburgh via Stirling.

PENNINE OBSERVERS' NOTES

WESTERN REGION

Noted at Bristol Temple Meads on New Year's Eve were:50017 on the 10.00 to Weston Super Mare, 33035 in on the 08.10 Portsmouth-Cardiff with 37431 out to South Wales, 33003 in on the 10.05 Cardiff-Portsmouth and 33035 out, 33033 in on the 11.00 terminator from Taunton, 47603 in on the 09.50 Swansea-Portsmouth with 33059 out, 33022 in on the 08.30 Brighton-Cardiff and 47557 out, 33018 on the 10.10 Portsmouth-Swansea, 33022 out on the 12.10 Cardiff-Portsmouth, 33004 in on the 11.10 Portsmouth-Bristol, 33003 on the 13.05 Cardiff-Portsmouth, 33020 on the 12.10 Portsmouth-Cardiff, 50020 on the 10.10 Penzance-Liverpool, 33019 in on the 14.05 Cardiff-Portsmouth with 37431 working out. Finally the Newcastle-Penzance was headed by 47659.

EASTERN REGION

Noted at Doncaster on Sunday 14th December were 47447 on the 11.15 Kings Cross-Leeds, 47604 on the 12.34 Kings Cross-Leeds, 47560 on the 09.50 Glasgow-Poole and 47656 on the 10.50 Penzance-Newcastle.

The following Sunday the 10.20 Edinburgh-Kings Cross relief was headed by 47452 whilst the 12.35 Kings Cross-Leeds was headed by 47457. A Gleneagles to Kings Cross charter was headed by 47551 and the 09.50 Glasgow-Poole by 47641.

Noted the same day at Sheffield were 47439 on the 16.58 York-Birmingham and 47446 on the 19.15 Birmingham-Leeds.

On Monday 22nd December the 19.38 Hull-Liverpool was unusually headed by 47498 whilst 47599 headed the 15.20 Glasgow- Nottingham. Later the same day 47467 was noted at Doncaster heading the 20.12 Kings Cross-Aberdeen.

No sooner had his Christmas pudding settled and this very active observer was out again noting 31283 heading the 10.30 Hull-Liverpool into Sheffield on December 27th to be taken over by 47525. On the same day, the 07.20 Harwich-Glasgow/Edinburgh was headed into Sheffield by 47406 to be taken over by 47581.

Saturday 27th December was certainly a day for haulage fans because the 17.45 Liverpool-Hull with 31431 ht the head ran out of fuel at Sheffield where 31233 was attached. The 20.35 Hull-Manchester was headed by 47525 whilst 31448 headed the 19.45 Liverpool-Cleethorpes but was taken off at Doncaster again running out of fuel, to be replaced by 47442.

The following day saw this observer back at Doncaster noting again the 11.15 Kings Cross-Leeds headed by 47423, 47638 at the head of the 15.04 York-Reading relief, 47478 on the 09.50 Glasgow-Poole, 47606 on a Bristol-York relief, 47439 on the 17.08 Hull-Liverpool, 47659 on the 10.50 Penzance - Newcastle and 47419 on the 20.12 Kings Cross-Aberdeen.

Monday 29th December saw 47660 head a Scarborough-Kings Cross charter with Pullman coaches nos. 128 'Beryl', 127 'Cheryll', 126 'Diane', 125 'Eileen', 124 'Frances', 123 'Grace', 122 'Helen', 121 'Julial', Car no. 335 and Railcoach 120. Also on this date 47404 headed the 20.12 Kings Cross-Aberdeen. The following day on 1 8.02 Kings Cross-Newcastle relief was noted at Doncaster with 47650 at the head whilst the regularly sighted 20.12 Kings Cross-Aberdeen was headed by 47410.

The following Sunday, 4th January, saw more reliefs on the East Coast Main Line. 45110 made a welcome change from the ubiquitous 'Duffs' when it headed the 10.55 York-Cardiff relief while 47624 headed the

11.35 York-Plymouth, 47659 the 10.00 Newcastle-Penzance, 47522 the 10.40 Edinburgh-Kings Cross relief, 47430 the 12.05 Kings Cross-Newcastle relief, 47588 the 12.35 Kings Cross-Leeds, 47620 the 15.04 York-Reading relief and finally 47452 on the 09.50 Glasgow-Poole.

Noted at Worksop on January 17th were:- 08285, 20002/31/86/126, 37031, 56004/110. The snow caused problems on the Eastern also with 'Peat' 45144 heading into Hull on a DMU. service from Sheffield on January 13th. Due to DMU. failures and shortages 45135 worked the 08.07 Hull-Leeds service on 23rd January. On Sunday 8th February 47617 'University of Stirling' (ED) was seen at Cottingham on a rail train during p.way operations.

Again due to the bad weather in January, 47648 worked the 06.40 Hull-Liverpool on the 13th, whilst later the same day 45113 headed the 14.45 Liverpool-Hull.

On February 5th, 45108 was noted heading a ballast train through Rotherham whilst the following day 45136 was noted at Mexborough on the Orgreave-Scunthorpe coke train. Newly converted 31469 has seen service on the South Trans-Pennine route working the 19.45 Liverpool-Cleethorpes on 7th February, and the 06.40 Hull-Liverpool on 16th February.

SOUTHERN REGION

The heavy snow in January which brought Kent virtually to a standstill as far as road traffic was concerned did not quite have the same dire effect on the rails although inevitably, extremely long delays took place. The 14.07 Victoria-Horsham which usually takes 55 minutes to reach its destination arrived at 18.55 on the 13th January. Most long haul services were powered by Class 33s and 4 VEP and 4 CEP sets instead of the usual electric unit sets. Perhaps the highlight of winter of any region will turn out to be the arrival of a service from Ashford behind 56001.

Other unusual arrivals at Horsham during the same period included a Gatwick set hauled by 73133 and a couple of class 207s, nos. 207011/18. A notice at Horsham station stated that no fewer than 130 EMU sets were out of action with traction motors trouble because of ice and snow.

Noted in the London area on 7th February were:33103, 50031 and 73107 at Waterloo with 33023 heading the 14.10 Waterloo-Salisbury and 50029 the 15.10 Waterloo-Exeter, whilst at Clapham Junction were 33210 on passenger, 33055/7 on p.way train, 33018 on vans and 73130 on a fertiliser train. Three intrepid Pennine punters ventured onto the Southern on 31st January and were rewarded by a tour of South London on the diverted Gatwick Express service. The following sightings were made; 73134 at Victoria of the 09.45 Gatwick service, 73002/123 at Balham on an engineering train, 33013 at Redhill on a freight, 73121 at Gatwick on the 10.35 to Victoria, 09006, 33030/1/209, 73001 at Norwood Jcn., 73132 at Clapham on the 11.15 Victoria-Gatwick, 33050/3/64/206 at Stewarts Lane and 73133 at Victoria on the 11.30 to Gatwick. Later the same day 33212 was noted at Clapham and 33201 was noted leaving Waterloo on the 17.10 to Exeter. Several Bournemouth-Waterloo semi-fast services are now loco-hauled. Noted on such workings were 73116 on the 14.00 Bournemouth-Waterloo on February 7th and 73104 on the 15.00 Bournemouth-Waterloo a week later. Also on the 14th, 50049 failed at Waterloo prior to departure with the 13.10 Exeter service, eventually leaving 15 minutes late behind 33116 as far as Salisbury where 33204 was attached. Unfortunately, Messrs. Caddick, Needham and Wesley had to leave the train at Salisbury and cameras, timetables and everything else were thrown in the air in frustration!!

MIDLAND REGION

Noted at Crewe works on 23rd November were the following:37083/74/199/073/294/104/070/187/064/134/702/701/186/899/249/067/231/02 211221
283/125/056/034/124/172/205/171/181/234/115/195/179/151/416/906/905:
47618/440/409/282/460/413/212/414/416/358/191/155/144/313/464/534/428/346/010/446/660/351/
327/368/360/240/099/119/702/481/032(662)/661/445/321/194/651/583/275/405/402,
56024/46/61/93/96/120, 85020/8/39, 86210/1/6/429/030/401, 87011/13/17,
Scrap40115/139/020/091/58/57/195/144/155/104/028/150/160, 45053, 81015, 84008,
85001.

The two barely recognisable wrecks of 86211 'City of Milton Keynes', and 86429 'The Times', the Colwick disaster victims, were both dumped in the scrapping area. Noted at Bescot on 7th February were:-
08603/672/700/765/832/841, 20004/21/56/66/86/98/101/111/7/136/160/195, 31206/9,
47004/14/102/285/3231 356/436/632/654, 56009, 58008/4214.

Thanks go to Messrs. Barclay, Caddick, Whitlam, Dewing and Slater.

PENNINE QUIZ NO. 49

by P. Wesley

The Pennine Transport Museum Displays five locomotives each a different class, each from a different railway company.

They are: Prince, Duke, Earl, Marques, Queenie (not in order)

Their numbers are: 1402, 8021, 3379, 5766, 7438 (not in order)

From the information below, work out the name, number and class of each loco and which company they belong to.

1. Duke is an engine of the blaydon class, the same digit does not occur twice.
2. Earl belongs to British Rail, its number does not end in number nine, and it is not the Sanderson class engine, whose number does not end in an even digit.
3. LNER. loco has no number seven in its number.
4. The Caddick class engines number begins with an odd digit, and does not belong to the GWR.
5. The Skinner class number is 7439, it is not the marques and it did not belong to the SR.
6. The Watts Class was unique to the LMS.
7. Prince bears the number 5766.

Best of luck.

PENNINE QUIZ NO. 48

I must apologise to all members who entered this quiz for two errors. The first, a typing error, should have read 55F not SSF for question 26, the second was unforgivably mine. Referring to question 45, two Austerities were named; 90773 'North British' and 90732 'Vulcan' and as most members who entered answered the first, when I expected the latter, either answer was correct. Sorry, hope it didn't affect the enjoyment in taking part.

There were 10 entries and the answers were as follows:

20. Brush 4 D1733. 2. USSR, 3. GWR 'King' 6000 'KingGeorge V', 4. Evercreech Jen, 5. Bristol Bath Rd., 6. Stockport, 7. 27th Sept 1825, 8. 30th June 1841, 9. 30th April 1972, 1862, 11. 30 September 1972, 12. 650 hp. 13. BRCW. D0260 'Lion', 14. 92220 and 5051, 15. Paddington, 16. D1023/1013, 17. 3949, 18. 5th Jan 1970, 19. Little Linford Hall, 47435, 21. Preston Division, 22. E3009, 23. August 1972, 24. West Side Liverpool St. Pilot, 25. Ivatt 2MT 41272, 26. Bradford Hammerton St., 27. Market Place, 28. E3147, 29. St. Vincent, 30. 70H, 31. Dart Valley, 32. Black 5 No. 4212, 33. Trafford Park, 34. Western Marksman, 35. Sir Ralph Wedgwood, 36. The Railway Children, 37. Caprotti; Valve Gear, 38. 33201, 39. 20228, 40. Titfield Thunderbolt, 41. Plymouth, 42. 1962, 43. 2554, 44. Dunfermline, 45. 90732 'Vulcan' or 90774 'North British', 46. 70004 William Shakespeare, 47; 01389 48. Cross Fell, 49. 06, 50. B1, nos. 61000 - 61040 named after species of deer.

Winners were:- 1st N Bolland, 2nd E J Wright and 3rd J R Dewing

FIXTURES LIST No.2 1987

Saturday April 4 - FRODINGHAM 10.00 and IMMINGHAM 11.30 am
PR4-87/5 Meet Frodingham depot 09.55 Members £1.50, non members £2.00

Saturday April 25 - CREWE DIESEL DEPOT 14.00
PR4-87/6 Meet depot entrance 13.55 Members £1.75, nonmembers £2.00 Child members 75p, Child non members £1.
(NOTE - WORKS UNAVAILABLE.)

Saturday May 10 SEVERN VALLEY RAILWAY - WESTERN WEEKEND
PR4-87/7 Travel by preserved bus to Kidderminster. Bus will leave Doncaster station, time to be announced later.

Wednesday July 1 - KEIGHLEY AND WORTH VALLEY RAILWAY
PR4-87/8 Evening tour of line and installations. Members £2, non members £2.50

All bookings to me enclosing a S.A.E. Cheques/Postal orders to be made out to Pennine Railway Society.

OTHER DATES FOR YOUR DIARY

Saturday May 30 - NORWICH CROWN POINT OPEN DAY

Sunday May 31 - COALVILLE OPEN DAY

Saturday June 6 - SHIREBROOK OPEN DAY

MEETINGS LIST No.2 1987

All Doncaster meetings are held at The Corporation Brewery Taps, Cleveland Street, Doncaster, starting at 20.00.

Tuesday April 7. - Mr.J.Law - Slide show

Tuesday April 21. - Mr.P.Baker - Slide show

Tuesday May 5. - Mr.J.Davis - Slide show

Tuesday May 19. - Mr.A.P.Williams - Cine and Slide Show Tuesday June 2. - Slide Quiz Prizes!

Tuesday June 16. - Mr.D.Porter Slide show - Steam and Green Diesels.

SHEFFIELD

South Yorkshire Railway Photographic meetings are temporarily suspended, due to alterations at the Grapes. Jack is present looking for an alternative venue.

VISIT TO THORNABY TMD. SATURDAY 28th FEBRUARY 1987

I understand that a certain amount of friction was caused between the group of Pennine members visiting Thornaby TMD. and the Depot Supervisor as a result of some members wandering off to photograph a locomotive before the visit had started. Bearing in mind the excellent reputation the Pennine Railway Society has for the way its members conduct themselves on visits and the potentially dangerous hazards that exist not just in BR traction depots, but round railway lines, the committee feel that rather than single out individual members for criticism the following points should be made and used as a guide to conduct on all future visits.

1) The Fixtures Secretary or his nominee, usually a committee member, is in total charge of the visit on the behalf of the Pennine Railway Society. The visit does not commence until the Fixtures Secretary has arrived and reported personally to the Depot Supervisor with the permit. Until that time the group of members taking part in the visit should wait in the car park or entrance area to the depot in an orderly close group.

2) The Depot Supervisor or nominated person on behalf of BR or BREL has the right to refuse any visitors admission to the depot with or without permits and to place any conditions he thinks fit on the visit with regard to Health and Safety or work contingencies at the depot on the day in question.

3) Whilst the members of the Pennine Railway Society are being shown round the depot they must keep in an orderly group and follow any instructions given to them by the Fixtures Secretary or Depot Supervisor.

4) Members should not wander off leaving the main party under any circumstances. If they wish to photograph or see something away from the main party, they should obtain permission from the Depot Supervisor or the Fixtures Secretary, and should permission be granted on returning to the party report back to the Depot Supervisor and the Fixtures Secretary.

5) Members should not cross any running lines except by the official walking routes, i.e. footbridges, wooden crossing etc.

6) Members should not pass between vehicles and locomotives stabled close to each other.

In writing these notes it is not the wish of the Committee to appear pedantic about the situation but to be responsible and wish to maintain the excellent reputation Pennine members have with BR and BREL. bearing in mind the fact that permission for all visits to BR installations is granted on the understanding that misbehaviour could lead to withdrawal of all facilities to visit on BR and BREL.

Robin Skinner

CHAIRMAN.