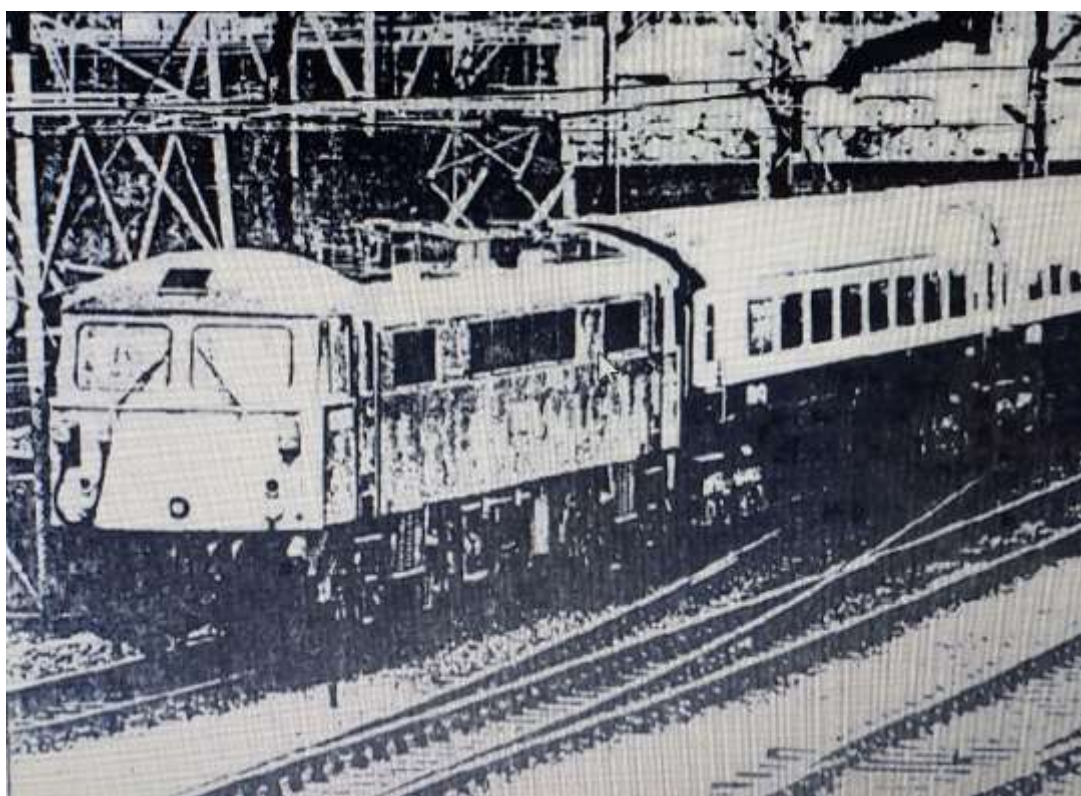


TRANS PENNINE

The Magazine of the Pennine Railway Society



No.60 - Summer 1987

NOTES FROM THE COMMITTEE

Welcome to the June edition of 'Trans Pennine'. If long days, and hopefully warm ones, tempt you out and about, remember to take lots of slides for the competition which will be coming up in the Autumn. Slide shows continue to remain at a high standard and a full programme has been planned for the rest of the year. Robin Skinner is beginning to put together a programme for early 1988 and if anyone wishes to present a show, or knows anyone who may have an 'undiscovered' slide or film collection, please let Robin know.

Finally a plea - in July we are having a sales stand at Sandtoft Open Day and if anyone has any books or railwayana which they wish to donate please contact any committee member.

Linda Bladen.

EDITORS NOTES

Welcome to the Summer edition of 'Trans Pennine'. The advent of the Summer Timetable will by now be getting over its teething problems and all those fortunate passengers travelling across the Pennines from one side of the country to the other will be enjoying their epic journeys on the revolutionary "Sprinters". Local enthusiasts will be getting used to the absence of semaphore signals in Devon and hopefully the scene at Newton Abbott, which in May resembled Hiroshima, will have been tidied up somewhat. Still, that's progress.

THREE VISITS TO THE LICKEY

by Paul Slater

The Lickey incline was one of the best-known and most photogenic locations on the old Midland Railway network. I was fascinated when I read about it in railway books and magazines during my schooldays, and I looked forward to visiting it one day.

Eventually, I made three day-trips to the Lickey to watch and photograph train operations on the 1 in 37 incline which, unusually steep for a main line, necessitated lavish use of banking engines and meant that the locomotives of all ascending trains were working very hard.

My first visit to the Lickey was in 1960, the second in 1963 and the third in 1964. The first two meant a long journey from my parent's home in Northamptonshire, but for the third trip I started from Coventry, where I was staying with relatives while my parents were abroad; this shortened the distance considerably, and resulted in my being able to spend longer by the lineside.

For my first visit I stayed on Bromsgrove Station, at the foot of the incline, but on the second trip I chose Blackwell, at the top and on the third excursion I took up position in a lineside field half-way up the gradient, so on my three visits I was able to enjoy a variety of viewpoints.

Train operation was entirely by steam on my first visit, but on the other two, diesels as well as steam locomotives were being used. This gave rise to some odd combinations: a passenger train hauled by class 5 4-6-0 no. 44660 and banked by class 37 no. D6922, a freight hauled by a Hymek class 35 and banked by a "94XX" 0-6-0PT, and D6922 banking a goods hauled by an 8F 2-8-0. It must have been a rare occurrence for a steam locomotive to make the ascent on a goods train unassisted, but in 1964 I saw a 9F 2-10-0 climbing unaided with just 12 wagons. Steam motive power at the head end of trains was entirely LMR and BR, apart from a WR "Grange" 4-6-0 which I saw on a descending freight in 1964.

I went to the Lickey too late to see 0-10-0 no. 58100 and LMR 0-6-0 tanks at work, and the steam bankers in use at the time of my visits comprised 2-10-0 no. 92079 and several WR pannier-tanks.

In the early 1960s I was not a very experienced or skilful railway photographer, but I managed to photograph a fair selection of train workings on my three visits to the Lickey, and I am reasonably satisfied with the results I got. The "one that got away" was definitely an old Midland 3F 0-6-0 labouring up the bank with over 40 wagons in tow, banked by a pair of pannier tanks, in 1960; I photographed the 3F shunting at

Bromsgrove, but would dearly like to have observed it from Blackwell or midway up the incline, as by the time the bankers were a few hundred yards beyond Bromsgrove station the train was down to a crawl.

My best shot at Bromsgrove was "Patriot" 4-6-0 no. 45509 "The Derbyshire Yeomanry" re-starting the "Pines Express", having stopped to take on 92079 and an 0-6-OPT as bankers, and my best at Blackwell was 92079 blasting up the last few yards of the incline at the rear of a freight. The last Lickey shot I took, in 1964, a 9F half-way up the bank with a goods train, assisted behind by a pannier-tank, is my favourite one of all.

THREE TO THE SEA TO BRIGHTON

by ZDENEK.

Saturday 2nd May 1987 saw intrepid Pennine members board the Class 20 locomotive society excursion from Sheffield to Brighton. The train was triple-headed hauled by 20s Nos. 20064 and 20030 resplendent in green livery and a credit to staff at Tinsley Depot, and Railfreight Liveried 20118.

The train departed at 09.24, but a late ruling by BR prevented a run via the "Old Road" to Chesterfield due to "Operational Problems", and instead the "New Line" via Dore was taken. This change of plan came too late to prevent our friend Peter Wesley, Pennine Entertainments Officer (Mexborough Branch) from driving to Beighton, on the Old Road, to photograph the train. When this change of route became known to us there were anguished cries of "SHAME" followed by a noise which must have been caused by the lobbing into the back of a canister of laughing gas.

As we headed south in driving snow and hail, our thoughts were with Mr. Wesley, waiting in vain, getting soaked in Beighton.

Our journey took us up the Midland Main Line to Brent Jun, and across London via Bollo (Bello?) Lane Junction and Barnes, to Clapham Junction, and taking the line to Gatwick via Brixton and Crystal Palace. To pass the time there was a suggestion to run a sweep on the 2000 Guineas at Newmarket. This suggestion met with the approval of all our party including the Pennine's Religious Adviser Reverend Andrew J. Watts (Balby Parish) who hoped to draw Bellotto, owned by his distant relation Mr Khaled Abdulla, but unfortunately picked Most Welcome. The Reverend now doubts whether there is a God above since Most Welcome was disqualified from third place, costing him £3.

We journeyed onwards through the eloquently named Hassocks, arriving at Preston Park at 14.36, where the 20's were removed to take fuel and to turn at Brighton MPD and 09005 was attached for the 112 mile run to the terminus. Since this particular Locomotive Society is run by teetotallers, arrived in Brighton was scheduled for 15.06, but was reached at 15.30. However if the abstentionists had done their homework, they would have realised that closing time in Brighton was 14.30 and could have arranged for an earlier departure from Sheffield than that which could only be described as late morning.

Our schedule gave us just over one hour in Brighton, just enough time for Glyn Gossan, inevitably to be approached by the Local Lunatic, a man of mucky appearance, with a pot on his right leg and crutch fitted, who was able to move at alarming speed to run at unsuspecting civilians informing them that he was not mad. He made the participants in the rail tour (well, most of them) look sane.

A prompt departure was made at 16.28 and we took the Merstham line from Gatwick, and then travelling via Streatham Common, Balham, Clapham Junction, Kensington Olympia to North Pole Junction, where the wrong route was taken, and instead of reaching Old Oak East Junction and Acton, we came to a stand close to Willesden-MPD. After a delay of 30 minutes we reached Acton via what could only be described as a tramway, a line which would not normally be open to passenger trains. The route homeward took us via Reading, Oxford (through line at high speed), Banbury, Solihull and Birmingham New Street.

The teetotal organisers had arranged arrival back at Sheffield for 22.52 (within 8 minutes of closing time) and judging by the speed of the train approaching Chesterfield, I think the driver had been asked to lose time, to ensure an arrival at Sheffield after time. But wait! A cry came out - are we going via Beighton?

We could all imagine Peter Wesley in that field, still waiting for the train to come. Will he be pointing the right way? Will he be suffering frostbite? Will his flash fail?

Groans - we built up speed and were signalled New Line to Dore. Arrival in Sheffield was 22.53, and at least one passenger escaped through the cordon of officials and managed to reach a pub! Better luck next time, Class 20 Locomotive Society!

STEAM AT SHANE'S CASTLE

by Paul Slater

A motoring and sightseeing holiday in Northern Ireland at the beginning of August 1985 gave me the chance to visit the 3-foot gauge Shane's Castle Railway. I arranged my visit for the Wednesday of my week's holiday. This not only gave me a comparatively short drive from the town of Ballycastle where I was staying, after a very long trip the previous day to see the Mountains of Mourne, but also meant that I would be at the railway on a day when steam was scheduled.

The main station of the Shane's Castle Railway, named "Antrim", is beside the Londonderry main road a mile out of the town of Antrim. I had driven down to Antrim from Ballycastle in sunshine that morning, and after having lunch in Antrim I had been to see the thousand year old round tower at a former monastic site on the outskirts of the town. I arrived at the station just in time to miss the first departure of the day; I heard the locomotive's chime whistle as it set off for Shane's Castle station. I had plenty of time to study the historical displays on Irish railways in the entrance building, and to look at what could be seen from the station platform. In the engine-sheds I could see 0-4-OT no. 1 "Tyrone", two diesel locomotives, a Belgian tramcar and a County Donegal railbus, whilst in the sidings awaiting restoration were some carriages from the Londonderry & Lough Swilly Railway and, from my home area in the East Midlands, far from Northern Ireland, 0-6-OT "Nancy" from a Leicestershire iron-ore railway.

The train arrived back from Shane's Castle, drawn by 0-4-OWT no. 3 "Shane" Like "Tyrone", "Shane" is an Irish industrial engine. "Tyrone" is from an Aluminium works at Larne, "Shane" is from the Irish equivalent of the colliery railways that provide so many tank locos for preservation schemes in this country a peat-bog railway!

I rode in an open carriage to Shane's Castle, and got a little wet when one of the showers of rain which were never far away that summer drenched the train. The Train departed past an old County Donegal signal, then ran for a mile through woods where myriads of insects swarmed; the train had been infested with flies when it pulled into Antrim station, and now I saw where they were from.

At Shane's Castle station, clear of the woods and free of flies, I watched "Shane" run round-its train, then walked back a little way to photograph it returning to Antrim. Painted in green and red, and with a tall copper capped chimney, I thought it a most photogenic little engine.

The ruins of Shane's Castle itself stand just beyond the station, on the shore of Lough Neagh, the largest lake in the British Isles. A terrace survives, with turrets and cannons, and a conservatory, and two fragments of the house itself. It was a fine Georgian mansion, burned down during extension work early in the 19th century. Another Shane's Castle, built to replace the one destroyed, was in its turn also burned down, deliberately, during the "Troubles" of 1922.

I walked down the steps from the terrace to the lakeside. A strong breeze was making waves on Lough Neagh. The steps from the terrace to the lakeside. A strong breeze was making waves on Lough Neagh. The huge sheet of water stretched away, empty, to the horizon, where a few far-distant bills could be seen under a cloudy sky.

A few people were at the station and the adjacent fairground and picnic site, but by the lakeside I was quite alone; this was my second holiday in Northern Ireland and the peace and quiet, the absence of crowds, has become one of my abiding impressions of the province. I found the vast, deserted lake, the far bills and the ruins of the once-great mansion very atmospheric.

The sun briefly shone hot on me as I rode back to Antrim station in an open carriage. Before I left the railway, I bought some postcards of scenes on the Irish narrow-gauge steam lines, now all defunct. I never knew them except from books and photographs, but they have always fascinated me. I was very pleased to have seen a new one created at Shane's Castle to keep alive something of their atmosphere. It was the third narrow-gauge location I had visited in Northern Ireland, the others being the Belfast transport museum and the former County Donegal terminus in Londonderry, and the farthest flung of all the steam railways that I have visited in the United Kingdom.

I returned to Ballycastle via the Antrim Mountains and the coast road, as the rain poured down once more on the brilliantly green countryside.

ALL OUR YESTERDAYS SIGHTINGS FROM 20 YEARS AGO

LONDON MIDLAND REGION

On March 25th, a relief to the "Thames Clyde Express" was steam hauled South of Carlisle by Black 5 No. 45373, but failed at Grisburn where Class 9 No. 92135 was attached for the journey to Leeds. On Easter Monday, 27th March, a Bradford-Blackpool excursion was worked by Jubilee 45593 'Kolhapur'. An excursion from Leeds to Holyhead was headed by 'Kolhapur' on April 8th, a rare steam working into North Wales.

On May 9th Hymek no. D7062 headed a car train through Coventry from the Leamington line en route to Liverpool, only the second member of the class to be seen on the line. The 09.40 Poole-Newcastle was derailed near Tyseley on May 22nd when eight of the twelve coaches left the rails including the engine, Brush 4 D1714. All running lines were blocked and several Paddington - Birmingham trains were diverted via Berkeswell and Kenilworth. Two days later the 16.21 Tyseley - Birmingham was worked by Hymek D7063.

EASTERN REGION

A grand National excursion from Grimsby to Aintree on April 8th travelled via Scunthorpe, Doncaster, Mexborough, Kilnhurst and the freight only line through Rotherham Central to Sheffield. Here the loco., EE3 D6818 was replaced by EMI electric no. E 26055. At Guide Bridge Black 5 Nos. 45083 and 44949 took over via Droylsden, Manchester Victoria and Exchange, Patricroft and Rainhill to Bootle and Aintree.

York shed continues to play host to steam locos in quantities and on March 18th it contained no fewer than 19 locos including 'Jubilee' 45675, five KJ 2-6-0s, and eight B1 4-6-0s.

Two EE4s, nos. D292 and D233, worked through to Ipswich on May 6th with football specials from Coventry. Three days later, Brush 4 D1994 ran a trial trip from Kings Cross to Felixstowe Dock with Freightliner wagons. On May 1st Deltic D9006 was employed on the 08.55 Hull-Kings Cross which is believed to be the first appearance of a Deltic at Hull.

WESTERN REGION

Steam traction still appears at Reading on the Newcastle - Poole, on April 10th Pacific no. 34008 worked the north bound train and corresponding return service.

On April 19th, however, 'Peak' class D 157 unusually headed the southbound Newcastle - Poole. On May 3/5/10/19 Pacifics nos. 34090, 34024, 34104 and 35030 respectively, worked the service northbound into Reading.

SOUTHERN REGION

Isle of Wight Class 02 No. 27 was in steam at Newport on April 18th and was used to shunt withdrawn 02s across to the old Freshwater yard for breaking up. On the morning of April 18th the loco on the up "Night Ferry", No. E5011 failed between Canterbury East and Selling; electro - diesel no. E6007 provided rear end assistance as far as Faversham, from where the train continued forward to Victoria behind E6028/49.

On May 20th EE4 no. D236 worked a special from Birkenhead to Southampton Docks throughout. On May 8th Nine Elms was evidently short of motive power and could produce nothing larger than standard 5 No. 73043 for the dawn "Bournemouth Belle."

On May 2nd 'Peak' D45 worked through to Eastbourne on a special from Newcastle, Durham and Darlington.

SCOTTISH REGION

On Easter Saturday, 25th March, an excursion organised by the Scottish Region, ran from Edinburgh in a figure of eight journey covering 600 miles with an 18 coach train. The train ran from Edinburgh to Perth via Carlisle hauled by EE4 D368 and Brush 4 D1968. The train was hauled from Aviemore to Perth, over the Druimuachdar Pass by Sulzer type 2s D5070, 5122 and 5127, where A4 took over for the run back to Edinburgh.

Although steam power on service trains is all but over on the Scottish Region, odd workings still continue to occur. On April 14th following a diesel failure "Britannia" no. 70014 appeared on the 08.00 Birmingham - Perth. On April 13th, sister engine no. 70022 worked the 06.43 Perth-Edinburgh. Brush 4 D1543 headed the 12.35 Dundee-Glasgow on April 25th returning north with the 17.35 Glasgow - Aberdeen.

PENNINE OBSERVERS NOTES

EASTERN REGION

An intrepid Pennine member has sent a very detailed list of loco-hauled workings during April and workings are as follows. All noted at Doncaster were on the 1st 31437 on the 16.12 Cleethorpes - Liverpool and 47524 on the 16.52 Birmingham Leeds. On the 2nd 31454 worked the 16.12 to Liverpool and 47417 the Leeds service on the 3rd 47648 worked the 15.45 Liverpool - Hull and on the following day 47540 worked the 16.52 Birmingham - Leeds.

On Sunday 5th 47458 the 12.50 Newcastle - KX running 22mins. late due to being a replacement for an HST set, 47540 on a York - Bristol relief, 47485 on the 09.50 Glasgow - Poole, 47572 the 19.15 Birmingham - Leeds and 31453 the 18.52 Liverpool - Hull.

The following day 47472 headed the afternoon Glasgow - Nottingham seen at Sheffield whilst 47651 headed the 20.12 KX - Aberdeen through Doncaster. 47524 headed the Bradford - KX parcels.

On Friday 10th 47559 headed the 16.12 Cleethorpes - Liverpool at Doncaster whilst also seen were 47411 on the 16.52 Birmingham - Leeds, 47415 the 19.03 KX - Newcastle relief, 47420 the KX - Aberdeen parcels and 47663 the 20.12 KX - Aberdeen. The 15.40 Hull - Liverpool entered Doncaster behind 31174 to be replaced by 31425.

Saturday 11th saw the 13.20 Harwich - Blackpool hauled from Grantham Sheffield by 31158 whilst 47454 headed the 16.52 Birmingham - Leeds, 47559 the 19.40 Hull - Liverpool and 47411 a Bradford - Twickenham Rugby special, all through Doncaster. On the same day 47544 hauled a failed HST on the 15.55 Newcastle - Bristol but was terminated at Durham - somewhat short of its destination.

Sunday 12th saw 47466 head the 11.15 KX - Leeds, 47635 the 14.45 Leeds - KX, 47451 the 09.50 Glasgow - Poole, 47553 the 14.10 KX - Leeds HST Service, 47658 the 10.50 Penzance - Newcastle and 47559 the 19.23 Hull - Liverpool, all seen through Doncaster.

The following day 47466 headed the 18.02 KX - Leeds, 47665 the 20.12 KX Aberdeen, 45040 the 16.42 Sheffield - Leeds after a DMU failure and 47280 from Hull - Sheffield and 31425 forward on the 19.40 Hull - Liverpool.

Thursday 16th saw another DMU failure. This time the 17.51 Sheffield Huddersfield was rescued by 37135. Also 45040 headed the 16.52 Birmingham Leeds, which on this day started at Bristol, after 45144 failed near Derby. 47417 headed the 09.20 Dundee - KX relief, 45136 the 16.52 Birmingham - Leeds whilst the 13.20 Harwich - Blackpool arrived at Sheffield behind 47210 and 47418.

On Saturday 18th 47483 headed the 07.15 Nottingham - Glasgow through Sheffield whilst a St. Pancras-Carlisle charter arrived at Sheffield behind 47465 and left behind 45144. The 10.40 Poole - Newcastle was headed by 47662 whilst 47663 was in charge of the 09.33 Penzance - Newcastle. 45149 headed the 16.52 Birmingham - Leeds.

Sunday 19th Saw 47427 head the 11.15 U - Leeds, 47411 the 12.15 KX Leeds, 47418 the 15.45 Leeds - KX, 47456 the 09.50 Glasgow - Poole, 45149 the 16.58 Birmingham - Leeds and 47652 the 10.50 Penzance - Newcastle.

The following day and 47536 was replaced by 47619 at Sheffield on the 07.20 Harwich - Glasgow and Edinburgh, 47425 headed the 12.38 KX - Edinburgh relief, 31425 the 19.40 Hull - Liverpool and 45140 into Sheffield and 31422 out on the 19.45 Liverpool - Cleethorpes Tuesday the 21st saw the 07.49 Leeds KX relief behind 47568, 45113 on the 08.35 Leeds - Birmingham, extended to Bristol, 150234 on the 11.30 Cleethorpes - Sheffield and 47657 on the 12.40 Edinburgh - KX relief.

Friday 24th saw 31403 and failed DMU on the 16.42 Sheffield - Leeds, 31454 and stock in place of a DMU as the 17.25 Sheffield - Leeds, 47658 on the 09.33 Penzance - Newcastle and 45145 on the 16.52 Birmingham - Leeds.

Working on the? following day, the 25th, were 47650 on the 09.43 Newcastle Penzance, 53349, 54122, the Green Cravens unit, on the 12.30 Doncaster - Peterborough 47293 on the 11.00 Cardiff - York, 47629 the 14.19 Newcastle - Liverpool, 45140 the 15.53 Scarborough - Liverpool, 31106 the 18.04 York-Birmingham relief, 47425 on the 18.03 Liverpool - Newcastle and 'Mallard' on the 15.30 Scarborough York, Leeds and Harrogate.

Sunday 26th saw 47306 and 47477 leave Doncaster on the 09.50 Glasgow Poole while 31444 headed the 18.52 Liverpool - Hull and 47663 the 20.12 KX Aberdeen.

On Monday 27th the 16.52 Birmingham - Leeds was headed by 47299 and 31149 headed the 19.43 Leeds - Sheffield. Two days later 47427 and a failed DMU worked the 17.47 Leeds - Sheffield, 31180 the 18.45 Liverpool - Hull and 31454 the 19.45 Liverpool - Cleethorpes Thursday 30th saw 31180 again, this time on the 06.40 Hull Liverpool, 31259 on the 15.45 Liverpool - Hull and the 20.12 KX - Aberdeen hauled into Doncaster by 47663 and out by 47305. Friday 1st May had 31427 on the 10.30 Hull - Liverpool, 47579 on the 12.40 Edinburgh - KX relief, 47~23 the 15.40 Hull - Liverpool, 31427 on the 15.45 Liverpool - Hull, 47664 on the 09.33 Penzance Newcastle, 47189 on the 15.32 Newcastle - KX running 75 mins. late after a failure at Thirsk, and 47483 on the 19.45 Liverpool - Cleethorpes.

The next day had 47587 on the 11.15 KX - Leeds, 47412 on the 12.15 KX - Leeds, 47650 on the 09.50 to Glasgow - Poole and 47653 on an HST diagram on the 15.30 KX - Newcastle.

FINALLY (!!) On Monday 4th the 07.20 Harwich - Glasgow saw 47474 replaced at Sheffield by 47553. 47592 headed the 14.15 Manchester - Paddington, 47445 the Glasgow - Harwich, 47438 the 16.12 Cleethorpes - Liverpool - Hull, 31412 the 19.45 Liverpool - Cleethorpes and 47658 on the 20.12 KX - Aberdeen.

Noted at Barrow Hill on 18th April were 08434/871, 20123/148/150/151/165, 56004/9/92, 58007/8/11. What could possibly have been the last soccer specials to use Wadsley Bridge Station brought Leeds United "Fans" to Hillsborough for the FA. Cup Semi-Final against Coventry on 12th April. Locos used were 451T2/144, 47411/454/475. 45112 failed before returning with 31445 substituting. On 20th April Manchester City brought a special for the fixture at Hillsborough. 45145 was train loco.

WESTERN REGION

Because of engineering work trains from the north to Reading and beyond were diverted via Druidic and Worcester on 18th April. All the diverted services were, predictably, 47s, and the following locos were noted; 50016 07.00 Hereford - Paddington, 50041 08.00 Hereford - Paddington, 47449 06.15 Liverpool -

Portsmouth Harbour, 47613 10.11 Birmingham - Paddington, 47639 06.25 Poole - Manchester, 47555 09.02 Manchester - Poole, 47491 08.05 Portsmouth Liverpool, 47440 08.12 Newcastle - Poole, 47473 11.40 Poole - Newcastle, 47466 Glasgow - Poole, 47532 13.15 Paddington - Liverpool.

MIDLAND REGION

Noted at Leighton Buzzard on 21st April were 85030, 86218/234/257, 87008/25. Stored at Basford Hall on 9th May were 25034/5137/8/9/95/1091154/190/1/2/9/201/ 212/24419/265/278/2881313/3231902/4/6, 97405, 47131.

PENNINE QUIZ NO. 50

by Ed

After the last epic, never ending quiz set by Pete Wesley, here's a nice easy short one to have a go at. Entries to reach Ed by 15th September.

- 1) The final 'Western' hauled train ran on BR between Paddington - Swansea Plymouth - Paddington. What was the date of the final run?
- 2) Which station on the Isle of Wight was 294 feet above sea level?
- 3) On 8th August 1962, 9F 92220 'Evening Star' was re-allocated to which depot, and for what reason?
- 4) Which was the last Cornish Branch line to open to passengers, and the first to close completely?
- 5) Which rail bridge was opened by the Prince Consort in 1859?
- 6) Where would you find Barrow Road crossing?
- 7) On what date did Gloucester Eastgate close?
- 8) DP2 came to grief ploughing into the rear of a cement train at Thirsk on 31st July 1967. What was the number of the loco hauling the cement train?
- 9) What historic event occurred at Sears Crossing, Cheddington on 8th August 1963?
- 10) Which was the last Class 50 to be renumbered from its original 4xx series to the 50xxx series?
- 11) On what date did through services from Marylebone to Sheffield and Manchester on the Great Central cease?
- 12) Which Cornish station was formerly called Bridges?
- 13) 9F 92220 'Evening Star' worked out of Paddington on 20th September 1981, What was the occasion?
- 14) On what date did the present York Station Open?
- 15) What was opened on 27th September 1975?
- 16) Which was the last steam loco to be outshopped from Crewe works?
- 17) What was the former number of the Research Departments 97203?
- 18) On what date was 40122 withdrawn from service before its reprieve?
- 19) Which GC shed dosed to steam on Saturday 12th June 1965?
- 20) Which 08 has been named Ralph Easby?

Winners of Quiz no. 49 were 1st. M. Bell, 2nd P. Slater and 3rd I. Shenton

Answers were:- Duke 8021 Blaydon LNER Queene 7439 Skinner GWR Prince 5766 Watts LMS Earl 1402 Caddich B.R. Marquis 3379 Sanderson S.R.

MEETINGS LIST No2 - JULY / AUGUST SEPTEMBER 1987.

All meetings are held at the Corporation Brewery Taps, Cleveland St, Doncaster. Starting at 19.45hrs.

Tuesday 7th July - Illus Mr. M. Peel - Slide show entitled "Way Out West",

Tuesday 21st July - Illus Mr. D. Cowley - Slide show.

Tuesday 4th August - Illus Mr. R. Chaplin - Slide show.

Tuesday 18th August - Illus Mr. J. Sanderson - Slide show.

Tuesday 1st September - Illus "The Mexborough Mafia". Messrs Caddick, Needham, Wesley present a United Slide show from Mexborough in Yorkshire.

Tuesday 15th September - Illus Mr. G. Gossan - Slide show.

All Welcome - Bring a friend - Licensed bar.

FIXTURES LIST No.3 - 1987

Saturday October 17th .

LONDON DEPOTS . (SL SF OC)

Meet at Kings Cross and then travel by tube and train (Capital card available)

If you are interested please let me know as soon as possible so that final arrangements can be made.

All bookings to me including SAE.

Other Dates for your- diary

Saturday July 4th - Crewe Works Open Day

Sunday 26th July - Sandtoft Gathering

Sunday October - Tyseley Open Day

Saturday October 2Ath. Didcot Diesel Gala.

David Whitlam - Fixtures Secretary.