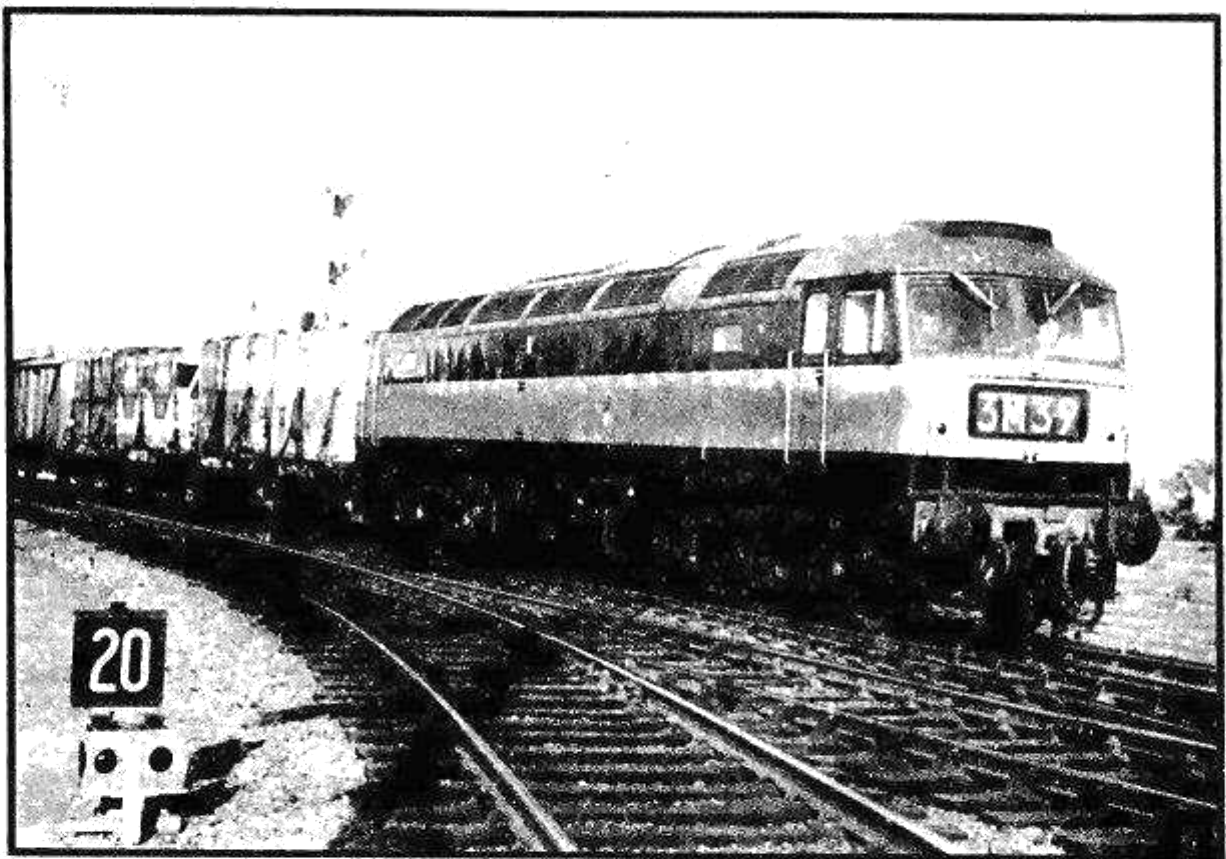


# TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY  
SOCIETY



**No.67 - Spring 1989**

## **NOTES FROM THE COMMITTEE**

For this issue we attempted to obtain the services of a well-known personality to pen a few notes on behalf of the Committee, but Peter Wright and Salman Rushdie both declined our generous offer, so "Yours Truly" has again drawn the-short straw.

A successful day took place on Sunday 15th January 1989 when we had a visit to Doncaster Works which was followed by the Society's Annual General Meeting held at the Corporation Brewery Taps, Doncaster. At the AGM the only changes in relation to the Committee concerned the resignation of Linda Bladen due to family commitments, and the election of David Bladen to the post of Vice-Chairman. There were many interesting ideas put forward by the membership which the Committee have agreed to consider; one such idea being, that members be called their correct name; this motion being proposed by Stuart Earl and seconded by Steve Earl (or was it the other way round?).

Further issues to come from the AGM was a request from our Magazine Editor Glyn Gossan, for more articles and details of rail news from members - all items will be considered for publication. Geoff Bambrough confirms that he is completing an article on the "Worsborough Bank" which he promised us in 1982 but he says, "you know what it is like, Robin".

We have had several entertaining social evenings at the Brewery Taps since the AGM. Guest artists comprising Dave Marriott/ Dave Wilshaw; Inspector Terry Spriggs (South Yorkshire Transport) requested by Gerry Collins (Lincoln) amongst others, and Eric Slater. Many thanks lads - if anyone fancies doing us a "show" please contact Robin Skinner - there are still some vacancies in the 1989 calendar. Please come along if you can to our Socials at the Brewery Taps, there is some splendid entertainment (our Treasurer has even gone on the "wagon" so he can remember the day after what he saw the night before!).

Uncle David Whitlam is again arranging our visits for 1989, and he too would welcome ideas from members (preferably to places of railway interest, Gerry).

We would like to thank all those members who have renewed their subscription to the PENNINE RAILWAY SOCIETY, the area's best and friendliest railway society - without you we could not exist. For those of you who have forgotten to renew your membership you will be pleased to note that it is not too late, simply send your remittance of £2.50 to our membership secretary Tony Caddick, and not only will you have made a friend for life, but he will also send to you by return a much sought after PENNINE RAILWAY SOCIETY diary. If there is still any person unable to resist the offer, thanks for your time with the PENNINE and we hope to see you again in the near future.

Finally, one proposal from Tony Needham at the AGM made behind closed doors. So impressed has he been with our Treasurer's knowledge of form of racehorses, that he asked him to do a column in a future issue on how to make money from investing on the Nags. John says he has so many other commitments in the financial field that he may not have the time to undertake such a task. (He does however suggest an each-way interest on DURHAM EDITION in the Grand National on 8 April, if it runs).

## **EDITOR'S NOTES**

Welcome to the Spring edition of "Trans Pennine" After the incredibly mild and dry winter that we have had (or the cold and frosty Spring that we are about to have) the ever changing scene on British Rail gets ready for the new timetable in May and more changes. Sprinter units are spreading their wings even further which means even less loco-hauled mileage is now available for enthusiast. On the other hand though there are plenty of steam specials on an ever expanding list of approved routes, so if nothing else, British Rail is not that bad!!

## **PENNINE QUIZ No.56**

1st prize goes to N. Bolland with 38 correct. 2nd to Ian Shenton with 37 and 3rd to P. Slater with 25.

Correct answers were :- 1) D201, 2) St Ives Road, 3) Waterloo Jct, 4) 132 ton 16 cwt, 5) Euston, 6) Parsons Tunnel signal box, 7) No. 92220 built at Swindon March 1960, last steam locomotive for British Rail named at Swindon in March 1960 by KWG Grand Esq. member of the British Transport Commission, 8) 33025/114 , 9) Vic Berry, Leicester, 10) All Purpose Ticket Issuing System, 11) 50011, 12) 1968, 13) 55020 "Nimbus",

14) Lady Godiva, 15) Ryde IOW, 16) 90005 Financial Times, 17), Lloyds List 250th anniversary, 18) Chard Jet, 19) 4082 Windsor Castle (formerly 70113 Bristol Castle), 20) Waterloo-Bank, 21) Luig Summit, 22) 1962, 23) St Mary's Hospital 24) 1963, 25) East Lancs Railway, 26) Pete Waterman, 27) Empress of Britain 28) 45067, 29) The Loreley, 30) 1013/23, 31) 1956, 32) 1978, 33) 80 mph, 34) Outwood, 35) The Armada, 36) 31296, 37) Templecombe, 38) 1312 yds, 39) Maroon, 40) 50021 Rodney.

## **THE WESTERN REGION IN THE BLACK COUNTRY**

**by Paul Slater**

The Western Region once had substantial presence in the Black Country, with several branches off the main line between Birmingham (Snow Hill) and Wolverhampton (Low Level), and engine sheds at Wolverhampton, Oxley and Stourbridge Junction. I never knew these lines in their days of complete steam operation, but one afternoon in the summer of 1959 I spent an hour or two on Snow Hill Station, and although the local services were by then worked by diesel multiple-units, "Kings" and 'Castles' hauled the Birkenhead expresses, goods trains were still steam hauled, and the Snow Hill pilot that day was 4-6-0 no. 7918 "Rhose Wood Hall".

In February 1965 I spent a weekend with friends in Birmingham, and then travelled on to Shrewsbury for interviews with Shropshire County Library. I rode to Shrewsbury on one of the Paddington-Birkenhead expresses which were still the principal trains over the Western Region route to the West Midlands, but which were now hauled by Class 47 diesels. One of my friends in Birmingham said that he especially liked the Western Region line to Wolverhampton, which he thought gave a much more impressive view of the heavily-industrialised Black Country than the London Midland route, running a few miles further west between Birmingham (New Street) and Wolverhampton (High Level).

The journey to Shrewsbury was on a day of bright winter sunshine, but the return trip a few days later was done in heavy snow. From a description I wrote at the time, the ride through the Black Country must have indeed impressed me. I wrote of it looking "brilliant" in sunshine, but in the winter it struck me as 'colourless and wan', with 'houses blackish-red under their oppressive mantels of ermine', 'slate coloured canals' and 'factories gaunt against a sky of lead'.

A reference to 'dipped signal arms' must have meant that were then many lower-quadrant semaphores along the line, and I described Snow Hill station - the name was appropriate that day! - 'as an icy cavern'. I made no mention of steam locomotives, but I think there were a few to be seen at Oxley.

That journey can no longer be made, and when I rode to Wolverhampton recently it was over the London Midland region route on a Euston-Shrewsbury express. I was interested to observe the Black Country landscape, particularly the many canals running alongside and under the line, and to watch the Class 87 on the Shrewsbury train being replaced by a 47 at Wolverhampton and to photograph my first examples of the new Class 90 electrics. However I also wanted to see what was left of the old Low Level station and the Western Region line.

Wolverhampton (Low Level) is being comprehensively refurbished and may one day be turned into a railway museum, but at present it is a forlorn place, and along with the streets around it has an air of shabbiness and dereliction which contrasts with the modern roads, buildings and gardens on the other side of the London Midland region line. The station is still fairly complete, with two main platforms, bays, through lines, a covered footbridge and a lengthy façade in classical style built of blue bricks. Rusty tracks thread an overgrown area to the south of the station, and arches under the electrified line to Bescot show the course of the old main line to Birmingham (Snow Hill).

By contrast with this vanished main line, the former Western Region line from Birmingham through the southern fringes of the Black Country to Stourbridge Junction, Kidderminster and Worcester is still busy with passenger traffic. Trains over this route now depart from New Street, and join the old route from Snow Hill at Smethwick Junction, where the first Great Western signal box on this line can be seen; there are others at Langley Green, Rowley Regis, Cradley Heath and Stourbridge Junction. Lower-quadrant semaphores remain in use at some the stations and the single railcar on the Stourbridge service shuttles in and out of Stourbridge past two notable examples mounted on tall posts.

## THE CHANGING YEARS - FAREWELL TO OLD FRIENDS

In these days of an ever decreasing number of loco-hauled services on British Rail, I felt tinges of sadness, happiness and nostalgia in looking back to the turn of the decade when every train had a loco on the front of it, and with so many different classes spread the length and breadth of the country, it is both sad and amazing at how quickly so many classes have been deemed obsolete and 'surplus to requirements'. British Rail chose to call their replacement by "Sprinters" as progress, there are those that disagree.

Looking back to June 1st 1981, Chesterfield was the place be, where during that evening, ten loco-hauled trains were noted in less than hour and a half, an event that turned out to be a regular occurrence. 45111 worked a St. Pancras-Sheffield, 47313 a northbound MGR, 45105 a St. Pancras-Sheffield, 47486 the Bristol-Newcastle, 47564 a southbound passenger, 45149 Sheffield- St. Pancras, 46046 a Leeds-Bristol, 25051 the Manchester-St. Pancras vans, 45127 a St. Pancras-Sheffield and 56019 another northbound MGR. The lamented 'Man-Pan' vans was a regular Class 25 or Class 40 hauled train and one which I photographed on a few occasions.

June the 19th 1981 saw embarkment on the annual Railover where class of loco on B.R. was taken in. The first loco seen on this week-long pilgrimage was 47547 on the Glasgow-Nottingham. Ironically this loco is one now ousting Class 50's from the Waterloo-Exeter services. When at this time Class 50's had an unending future 'Peak' 45142 headed a St. Pancras- Sheffield to get me to Sheffield to start the round Britain tour. A unit (not Sprinter) to Doncaster proved a rare non loco train before 55011 on the 2320 Kings Cross-Aberdeen whisked us in Mark 1 comfort northwards to Edinburgh. A highlight of any Railover was being cocooned in a Mark 1 coach with the Napier hum up front. The following day Ayr MPD played host to 20118/179, 25079, 27002, 37111, 40024 and 40084. Whatever happened to that enviable line up? Later that day 40092 was had for haulage on the 17.08 Edinburgh-Newcastle, followed by 46036 on the 21.00 Newcastle-Kings Cross. The thought of 55002 on the 21.00 Kings Cross-Edinburgh, 47417 on the 22.15 Kings Cross-Edinburgh, 55004 on the 22.30 Kings Cross-Edinburgh and 55018 on the 20.45 Edinburgh-Kings Cross evokes many happy memories.

Sunday morning at Paddington saw a bevy of locomotives in place of the lines of HST's. The up overnight stood at the stops behind 50014, 47121 was to head the 08.40 Paddington-Penzance, 47448 on the 08.50 Manchester, 50024 the ecs for the 09.25 Plymouth, 47009 the up overnight ex Fishguard, 47507 on the 09.25 Plymouth and 50024 taking out the 09.55 Worcester, ecs being brought in by 47511. 73140 was at Reading, the only time I have seen a member of this class at Reading. 47374 unusually headed the 11.50 to Birmingham, a rare event then, what price now!!

June 22nd saw York proudly hosting 40070/111/176, 50011/17/19 and Darlington 37007/74/79, whilst to be seen at Newcastle were 40148 on a northbound freight, 40020 hauling a failed DMU on a service from Carlisle. 47100 arrived from Liverpool and 47435 on 1V93, the Edinburgh-Plymouth. Doncaster that evening saw 47426 on the 20.00 Kings Cross-Aberdeen, 31272/226 on the Bradford-Kings Cross, 47413 the 20.15 Kings Cross-Edinburgh, 46045 the 21.00 Newcastle-Kings Cross, 47409 the 22.15 Kings Cross-Edinburgh, 47142 the 22.30 Kings Cross-Edinburgh, 46049 the 23.55 Newcastle-Kings Cross and 55010 the 20.25 Edinburgh-King Cross, truly a bad night for Deltic 'bashers'.

Catching the 20.15 Kings Cross-Edinburgh enabled the questionably sane dedicated punter the dubious pleasure of making the 04.31 Edinburgh-Glasgow. Consolation for the early eviction came in the shape of 27041 on load two of the Glasgow train. Steam heat rules O.K! Arrival at Glasgow found 26014 on the 06.40 to Dundee which I had to Stirling for 47142 on the Perth-Edinburgh. Returning to Edinburgh 55013 provided a welcome sight on the 1V93 Plymouth train which was taken to York.

Saturday June the 27th saw an early arrival at Waterloo for 50005 on the 06.50 Exeter which was had throughout. Semaphores abound and hardly an HST to be seen as 50018 headed the 06.50 Worcester-Paignton, 47233 the Paignton-Glasgow, 50017 a motorail, 50046 a Paignton-Paddington, 50010 the Wolverhampton-Penzance, 33011 ex Waterloo, 31154/294 the Paignton-Leeds, 47006 the Paignton-Paddington, 45053 the Leicester-Paignton.

The homeward journey and the end of an excellent Railover was underway with 50035 on the 14.20 Exeter-Waterloo back to the capital for 55016 on the 19.40 Kings Cross-Hull as far as Doncaster.

Several trips to York during that same summer saw the Deltic's Indian Summer and train after train to and from Scarborough headed by class 40's. Personal records show almost a quarter of the class was seen at York during that balmy summer, including such celebrities as 40025, 40057, 40106, and 40119. A recent visit to the same place only seven and a half years later yields many changes and the station like a morgue.

On Friday August 14th I spent a day covering the Paddington loco-hauled commuter trains at Reading, and on this pre-Network livery day, 50035 worked the 06.20 Paddington-Manchester, 47556 the 06.41 Newbury-Paddington,, 47282 the 06.32 Oxford-Paddington, 47131 the 07.03 Oxford-Paddington, 47076 the 07.10 Newbury-Paddington, 47105 the 07.15 Oxford-Paddington, 50043 the 06.42 Westbury-Paddington, 50029 the 07.28 Oxford-Paddington, 50007 the 07.47 Oxford-Paddington, 50027 the 08.15 Newbury-Paddington, 50021 the 07.45 Paddington-Worcester. At Paddington 50043 out light to Old Oak, as did 50029 and 50007, somewhat different from today where most locomotives take a rake of ecs to Old Oak.

The following day, a Saturday, saw two Freightliner trains at Reading within half an hour, 47287 and 47502 working through around breakfast time, before 31259/210 provided unusual 'power' for the 07.28 Oxford-Paddington. That same day saw 25104/139/168/327, 45072 and 56042 at Cricklewood. Balmy days indeed!

January 2nd 1982 needs no explanation to the why and wherefore of being a black day, but how many can remember that also on this day 47418 headed the 05.50 Kings Cross-Aberdeen and 47402 the 08.05 York-Kings Cross, 45001 worked a Sheffield-York DMU turn, 47513 the 15.50 York-Kings Cross, and 46056, probably the highlight of the day, the 09.00 Aberdeen-Kings Cross additional. After the fateful event had taken place insult was added to injury with 47086 working the 14.00 Edinburgh-Kings Cross additional.

1982 saw, with the Deltics now gone the first serious change of favour to Class 50's. Regular trips to Birmingham, for Class 50 haulage to Banbury or Bristol were made. One such trip on January 23rd behind 47115 on the 07.55 Newcastle-Poole as far as the 'dungeon' found 50012 on the 10.23 Liverpool-Plymouth and 50033 on the 11.20 Liverpool-Paddington. The latter was taken to Banbury for 47543 back on the 11.34 Poole-Newcastle to Birmingham, where 45002 took over. The following week the same manoeuvre was made. This time 45012 worked the Newcastle-Poole, 50015 the 11.20 Liverpool-Padd, taken this time to Leamington for 47568 on the Poole-Newcastle. New Street saw 47131 on the Bristol-Newcastle and 46007 on an ecs. 47423, once a Deltic diagram 'spoiler' took over the Poole-Newcastle northwards. How times do change, for this undistinguished loco, the scourge of many a Deltic chasing punter, then 'Peak' chasing punter, was very recently noted at, of all places, Buxton, the one time stamping ground of Class 40's and now 37's.

On February 6th the Newcastle-Poole train was worked by 45060, the Manchester-Plymouth by 50047, and this train on this occasion was taken to Bristol. Here 33020, 31107/414, 37224, 45141, and 47101 were on Bath Road. 33014 and 33029 were had for haulage to and from Bath on Portsmouth services before 46051 was used as haulage on yet another fine train, the 14.25 Paignton-Leeds. This wonderful train, Mark 1 stock and Steam heat, and via Gloucester for another locomotive, is truly long lamented and affectionately remembered. On this occasion 46038 took over from Gloucester. At Birmingham 47543 headed to a destination not now used as a terminus for loco-hauled services – Didcot.

During this time Saltley was regularly visited whilst I worked in the midlands and would always produce a fine variety of classes. February 9th saw 25090/294, 31173/216/314, 45070/16, 47050/120/157/479/500/521 and 56019 on shed whilst February 16th saw 25269/327/316, 31208/406, 45007/034/51, 47444/535/510, 56049.

Class 40 railtours were the ones to go on after the end of the Deltics, and these proved most memorable and enjoyable. Several visits were made to York, for the 40's, Birmingham for the 50's and Bristol and Bath for the 33's. Apart from the steady rundown of the Class 40's, although it could not be believed that one day the whole Class, like the Deltics would be gone, it was believed that the 50's and 33's had a long and happy future, but all too soon both these classes had far from a certain future and with the eventual introduction of 'Sprinters' on the Cardiff-Portsmouth and then the announcement that meant that Class 50's were no longer wanted, the classes need to be chased venomously. In between time of course the 40's were to disappear completely, followed by the 'thought they'd be around forever' Peaks

So, back to the beginning and in this ever changing scene all these classes will soon be history and it will soon be a decade since the mighty Deltics were withdrawn. With 'Sprinters', 'Super Sprinters', 'Turbo Sprinters' and God knows what else being the mainstay of what were loco-hauled services, Class 33's, 37's, 50's and Peaks, I look back to the early 80's and in particular 1981 when so many memorable days out by train were made and

think that not only was it the year of the Deltics, but one or two of you will also remember with affection it was the year of the ant!

## **PENNINE OBSERVERS NOTES**

### **SOUTHERN REGION**

Class 50 workings continue to be the most popular subject of correspondence with the gradual rundown of the class. They still hold sway on the Waterloo- Exeter services with the exception of the 09.40 Exeter-Waterloo and 11.10 Waterloo-Exeter which are Class 47 diagrams. With the withdrawal of Class 33/1's from Waterloo-Salisbury services due in May, January 30th sightings may prove invaluable in the not too distant future. On this day 33114 worked the 08.10 Waterloo-Salisbury, 33101 the 10.10 Waterloo-Salisbury and 33116 the 12.10 Waterloo-Salisbury while 50003 headed the 06.42 Exeter-Waterloo, 50019 the 09.10 Waterloo-Exeter, 50048 the 08.11 Exeter-Waterloo. The 47's on this day, 47547 on the 11.10 Waterloo-Exeter, 47426 on the 09.40 Exeter - Waterloo. 73132 worked a rail train and 73128/138 paired on an engineer's train. 50018 worked the 13.10 Waterloo-Exeter, and 33102 headed the 12.20 Exeter-Waterloo.

January 20th found 50027 on the 17.36 Exeter-Waterloo, 50048 on the 15.10 Waterloo-Exeter, 19.42 return. 50029 17.06 Waterloo-Exeter and 20.50 ecs to Laira. 47473 headed the 19.10 Waterloo-Exeter and 23.00 ecs to Laira.

More recently on February 18th 50001 headed the 09.10 Waterloo-Exeter, 47473 the 11.10 Waterloo-Exeter, 50017 the 13.10 Waterloo-Exeter, while in the opposite direction 'old faithful' 50019 worked the 06.42 Exeter-Waterloo, 50028 the 08.17 Exeter-Waterloo, and 33108/116 the 09.40 Exeter-Waterloo from Salisbury where 47327 was removed. 50029 headed the 12.20 Exeter-Waterloo.

The Horsham yard pilot is usually one of Selhurst's Class 09's, since it is a 28 mile run to its home depot. Unusually for three weeks in January 08653 covered the duty. Also noted was track recording coach 999550 on January 12th between SR tractor 1053 and 1054. (977207/8, 977211/2).

The monopoly of Class 33's and 73's on freight to Horsham was broken by 47's putting in appearances in January, but unusually 37's have now joined the varying classes, 37131 on Jan 12th, and 37244 on Feb 3rd have been noted.

Chaos hit the Horsham area on February the 15th when an oil train hauled by Class 73 No. 73131, became derailed during shunting manoeuvres, causing havoc for evening commuters and necessitating bus services. Because it was not sure whether the tanks were full or empty fire engines were on standby but were not needed.

### **WESTERN REGION**

Again Class 50's are the main focal point of Western Region sightings, in particular the Paddington-Oxford services. On December 29th no fewer than twelve different members of the Class were seen at Reading. The full rundown was as follows:

50040 08.17 Didcot-Paddington, 50046 the 08.17 Paddington-Oxford, 10.00 Oxford-Paddington, 50033 the 08.42 Paddington-Newbury, 50036 the 9.25 Oxford-Paddington, 12.15 Padd-Ox, 14.00 Ox-Padd, 16.07 Padd-Ox, 50037 09.15 Padd-Ox, 11. 00 Ox-Padd, 14.15 Padd-Ox, 16,00 Ox-Padd, 50034 the 09.40 Padd-Birmingham, 14.41 Birmingham-Padd, 50030 the 11.15 Padd-Ox ecs, 13.00 Ox-Padd, 50025 the 12.00 Ox-Padd, 50015 the 13.02 Padd-Plymouth, 50039 the 13.05 Padd-Newbury, 14.40 Newbury-Padd, 50035 the 14.32 Padd-Newbury, 15.50 Newbury-Paddington, 50045 10.35 Paignton-Paddington. Two strays were 47583 on the 11.12 Padd-Newbury and 47471 on the 13.15 Padd-Ox, 15.00 Ox-Padd. With all these 50's to view the highlight of the day was, arguably, the legendry 47401 which worked of all things the 09.10 Swansea-Padd.

January 2nd found 50050/30 on the 08.15 10.00 Pad-Oxford, 10.00 Ox-Padd, 50037 the 08.42 Padd-Newbury and 10.05 Newbury-Paddinton, 50025 the 09.25 Oxford-Paddington, 12.15 Paddington-Oxford, 14.00 Ox-Padd, 16.07 Padd-Ox, 50046 the 09.15 Padd-Ox, 11.00 Ox-Padd, 14.15 Padd-Ox, 16.00 Ox-Padd, 50031 the 11.12 Padd-Newbury and 12.40 return. 47852 headed the 08.16 Penzance-Paddington relief, 50036 the 13.02 Padd-Plymouth relief, 47589 the 10.35 Paignton-Padd relief, 50035 the 14.32 Padd-Newbury, 15.50 Newbury-Padd, 50039 the 13.05 Padd-Newbury, 14.40 Newbury-Padd, 50032 15.15 Padd-Ox, 17.00 Ox-Padd. Strays on this day were 47573/583 on Oxford services with 47488 leading the Padd-Birm and return.

The Paddington-Oxford/Newbury services are still the ones to cover for Class 50 sightings as further observations in January proved. 50023 the 10.15 Padd-Ox, 12.10 Ox-Padd, 50032 the 09.25 Ox-Padd, 12.15 Padd-Ox, 50039 the 11.15 Padd-Ox ecs, 13.00 Oxford-Padd, 50036 10.05 Newbury-Padd, 50031 the 11.00 Ox-Padd, 50034 the 13.05 Padd-Newbury, 14.40 Newbury-Padd, 50019 14.20 Padd-Plymouth.

A very rare occurrence on this date was the use of 33026 working the Paddington-Old Oak Common staff shuttle. Also on January 20th 37675/673 headed the 6B43 15.35 St. Blazey-Gloucester SLK freight while the long Class 50 diagrammed 13.48 Penzance-Bristol vans, (formerly Old. Oak), produced 47537. 47458 worked the 1S15 12.20 Penzance-Glasgow vans. 47584 arrived at Plymouth some 85 mins late working the 19.02 ex Paddington due to fire on the locomotive at Slough. 50026 headed the 1A02 22.45 Penzance-Paddington.

Noted in the Cardiff area the next day were 'Sprinter' units 156411/422/448/454/7/8/465/473. 37906/5 worked a Port Talbot-Llanwern iron ore train and 37165 an MGR service. 37509/10 worked a steel train, and 37426/8 headed a Cardiff-Manchester/Liverpool service. Stabled at Bristol Bath Road were 50007/9/16, which is now a common sight with several Class 50 hauled freight services working daily out of Bristol.

February 19th and 20th found Class 50's no's 24/5/6/32/4/6/9/40/6 and 47582/3/598 on Padd-Oxford/Newbury and Birmingham services

## **EASTERN REGION**

British Rail's incapability of allowing the transfers to dry from re-numbering before the same locos are again re-numbered, is continuing with the news that twin-tank Class 47's are to be re-numbered to 47801-20. Currently 47661 is in Doncaster and will emerge as 47816, well at least for the time being.

## **MIDLAND REGION**

The sudden withdrawal of Class 155 Sprinter Units on December 16th last, brought about the unusual sight of loco-hauled services on the Derby-Crewe line with 31444 noted on the 12.58 Derby-Crewe and 14.39 return on December 21st. The following day 31416 worked the duty with 47431 working the 16.04 Derby-Crewe.

The Christmas and New Year holiday period saw many West Coast main line passenger trains in the hands of Class 81 and Class 85 "Roarers". Observations in the Preston area on December 28th included 85018 on the 11.14 Manchester-Edinburgh, 81005 on the 09.14 Glasgow-Plymouth relief, 85006 the 10.15 Glasgow-Euston relief, 85036 on the 10.25 Euston-Glasgow relief, 81010 on the Glasgow-Plymouth relief, and 85032 a Euston-Glasgow relief. Two Days later 85014 worked the 10.25 Euston-Glasgow relief, whilst 85009 headed the 07.07 Plymouth-Glasgow and 85023 the 11.50 Glasgow-Plymouth.

January 2nd found 85016 on a Glasgow-Birmingham relief and 85019 on the 09.45 Euston-Carlisle, whilst on February 18th 81005 worked the 09.35 Blackpool-Euston and 81007 the 11.14 Manchester-Edinburgh.

Class 90's are now regular performers on the WCML and January 7th saw 90018 on the 09.50 Glasgow-Manchester, 90003 on the 08.45 Ayr-Euston "Royal Scot" and 90007 the 10.30 Euston-Glasgow 'Royal Scot' and 90009 the 13.40 Blackpool-Euston.

February 11th found 90014 heading the 08.35 Euston-Aberdeen 'Clansman', 90009 the 09.50 Glasgow-Manchester, 90017 the 10.30 Euston-Glasgow 'Royal Scot' and 90008 on a test train. February 18th and 90008 saw service on a revenue earning train, the 08.50 Glasgow-Penzance. 90013 headed the 08.35 Euston Aberdeen, 90019 the 09.50 Glasgow-Manchester, 90005 working on a southbound coil train. February 18th also saw the rare sight at Manchester Victoria in the shape of Class 20's on passenger duty. The 15.01 Liverpool-Newcastle arrived an hour late with 20010/175 towing 47424. Unfortunately for haulage men 47491 replaced the entourage.

With very few passenger diagrams this winter for Class 31/4's it was gratifying(?) to see 31408 in charge of the 11.14 Manchester-Edinburgh to Preston on February 11th with a locomotive taking over in the shape of 86103.

Late January at Leicester was like the good old days as 20179/208, 25173, 40012, 46023, 47120 and 56064 were on shed. 47352 headed a ballast through Loughborough with 47379 on oil tanks. 47220 was in Pedigree

Petfoods sidings at Melton Mowbray while 31173 was at Oakham on a P.Way train with 31441 on a ballast train.

Buxton is fast becoming a mecca for E.H. Class 47's. Christmas Eve found 47425/531/545 on shed while on January 14th 47425/446/485/491 were ready to share duties with Class 37's.

February 8th saw Class 47's 47424 and 47503 working Liverpool-Newcastle services.

A TOPS report on the entire remaining Class 50 fleet on February 14th found a mere 11 members actually working passenger services with 19 locos out of service. The full list read as follows:-

50001 09.10 Waterloo-Exeter, 14.17 Exeter-Waterloo  
50002 5Y25 ECS to Clapham,  
50003 Out of Service  
50004 6E56  
50005/7/8 Out of Service,  
50009 6C52  
50015/16 Out of Service,  
50017 Laira  
50018 2V13  
50019 09.22 Waterloo-Portsmouth, 11.59 Portsmouth-Plymouth  
50020 Out of Service  
50021 9X01  
50023 15.15 Paddington-Oxford, 17.00 Oxford-Paddington  
50024 Out of Service  
50025 14.15 Paddington-Oxford, 16.00 Oxford-Paddington, 17.47 Paddington-Westbury,  
50026 14.00 Oxford-Paddington 16.07 Paddington-Oxford, 17.35 Oxford-Paddington,  
50027 Out of Service  
50028 14.17 Exeter -Waterloo  
50029 09.40 Plymouth-Portsmouth, 15.30 Portsmouth-Waterloo  
50030 Out of Service  
50031 13.05 Paddington-Newbury, 14.40 Newbury-Paddington, 16.52 Paddington-Reading,  
50032 5C54,  
50033/4/5 Out of Service  
50036 5C45  
50037/9 Out of Service  
50040 13.15 Oxford-Paddington, 15.00 Oxford-Paddington,  
50041 Out of Service  
50042 9Z71  
50043/4/5 Out of Service  
50046 09.40 Paddington-Birmingham, 14.41 Birmingham-Paddington  
50048 Ex. Waterloo  
50050 Out of Service.

Thanks for information go to Messrs P. Wesley, P. Slater, A. Caddick, N. Bolland, D. Whitlam and G. Gossan

### **PENNINE QUIZ No.57**

Try your luck at the ever popular cryptic quiz. Entries to Ed by 15th.May 1989 please.

- 1) Is this Class 87 allocated to Tintagel?
- 2) This London area shed was not in the South West after all.
- 3) Class D49 or breed of dog?
- 4) Jubilee whose initials do not mean Great Central.
- 5) No golfing connection for this South West station.
- 6) Former Welsh station to be found in the garden.
- 7) E.H. Peak with twin county connections.
- 8) Former Southern shed named after a pub.
- 9) Class 50 that is a real winner.
- 10) Was this Warship named after a Grange?



- 11) Stroll gently to this former North East station.
- 12) Patriot based at Coventry?
- 13) Lamented electric with Royal connection.
- 14) King Arthur on the Paignton branch?
- 15) Former Midlands shed paying tribute to someone maybe?
- 16) West Country loco on Norfolk Station.?
- 17) Cornish station which fell from the sky?
- 18) Lickey summit reached by this Grange?
- 19) Warship with Crompton connections?
- 20) Steam sub-shed where the lambs were.

## **DATES FOR YOUR DIARIES**

- |               |  |
|---------------|--|
| April 22/23 - | North Yorkshire Moors Railway Diesel Weekend   |
| April 22/23 - | Midland Railway Centre Diesel & Steam Weekend  |
| April 29 -    | Great Central Railway - Inaugural run of 55019 |
| May 13/14 -   | Severn Valley Railway Diesel Weekend           |
| May 13/14 -   | Midland Railway Centre Diesel & Steam Weekend  |
| May 20 -      | Ilford Depot Open Day                          |
| June 11 -     | Coalville Open Day                             |
| June 17 -     | Didcot Railway Centre Diesel Day               |
| June 17/18 -  | East Lancashire Railway Diesel Weekend         |
| June 24/25 -  | Midland Railway Centre Diesel Weekend          |

## **PENNINE RAILWAY SOCIETY - MEETINGS/TRIPS LIST - APRIL- JULY 1989**

### **Meetings List No.3 March - July 1989. Robin Skinner**

All meetings held at the Corporation Brewery Taps, Cleveland St, Doncaster at 1945 for 2000 prompt start.

- Tuesday 21 March - Illus Glyn Gossan, Slide Show.  
 Tuesday 4 April - Illus Stuart Earl and Ian Shenton, Slide Show(s).  
 Tuesday 18 April - Illus Jack Davis, Slide Show.  
 Tuesday 2 May - Illus Members Slide Quiz & Questions by David Bladen.  
 Tuesday 16 May - Illus Jon Davis, Slide Show.  
 Tuesday 6 June - Illus Rhys Jones, Slide Show.  
 Tuesday 20 June - Illus John P. Sanderson, Slide Show "A Midsummer Night Madness".  
 Tuesday 4 July - Illus Tony Caddick, Slide Show "Independence Day Travellers Tales".

### **ALL WELCOME - BRING A FRIEND.**

### **Fixtures List No.2 1989 PR4 David Whitlam**

Sunday 21 May - Doncaster Works 11.00 PR4-89/2 Meet Plant Hotel entrance 10.50 Members: £2.75 Non-members £3.00

Wednesday 5 July - Keighley & Worth Valley Railway PR4-8913 Evening Tour of line and installations by Railbus. Members: £2-50 ; Non-members £3.00. Meet Haworth Station 1915. Preserved bus will provide transport from Doncaster Station, departing 1700 for those requiring it.

All bookings to David Whitlam, enclosing SAE. If travelling to Keighley & Worth Valley, please indicate whether you will be travelling on the bus with us from Doncaster.

We are also hoping to run a trip to Blackpool during the Summer with a trip on the tramway. Further details will be announced in due course.