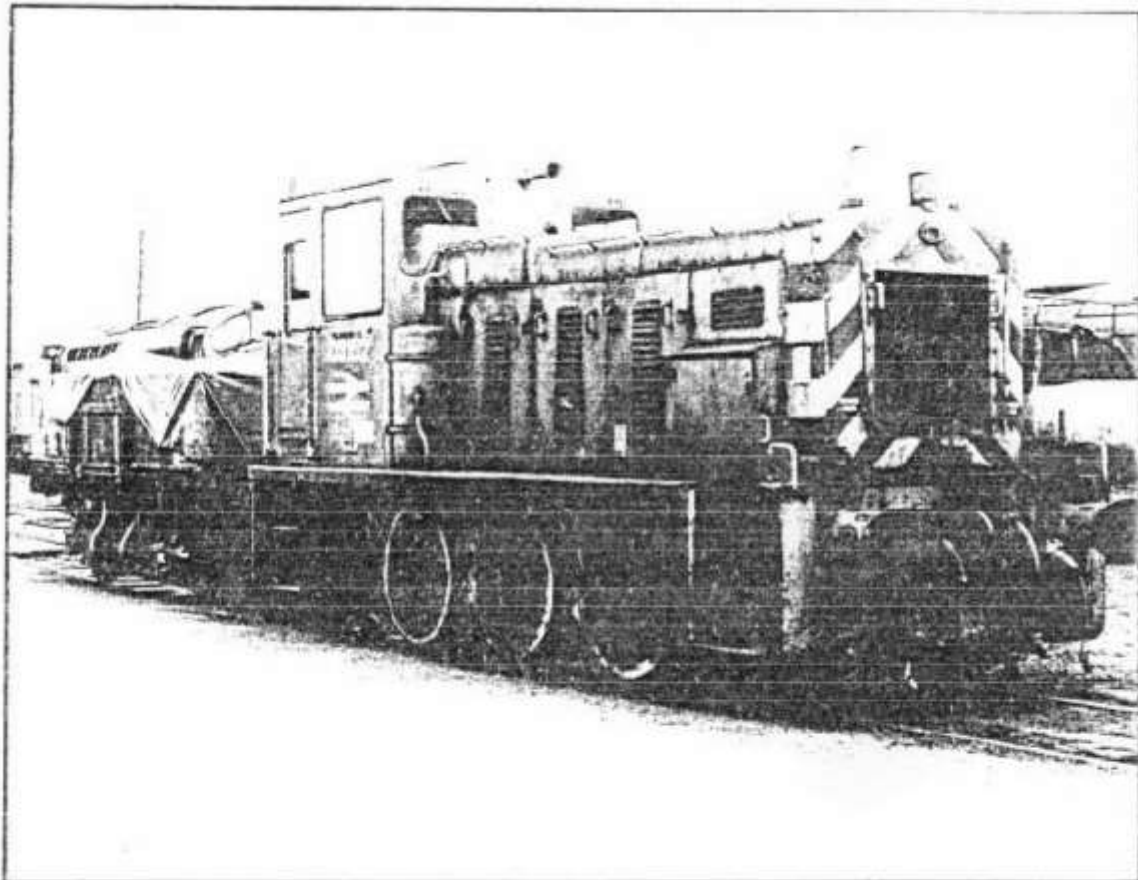


# TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY  
SOCIETY



**No.71 - Spring 1990**

## **NOTES FROM THE COMMITTEE**

### **AGM**

The Society's Annual General Meeting was held in the Corporation Brewery Taps, Doncaster on 14 January 1990. The meeting was orderly and well attended and followed a visit around the Plant Works, which was supervised by ace guide, Neil Taylor, who, true to form, ensured that members were clear of the Works and at the Taps 'before time'.

All the Committee stood for re-election and all were successful (or unsuccessful, whichever way you look at it).

There were no Committee members who asked to step down in order to spend more time with their young families, and therefore the Committee positions will be unchanged. Rumours of a stalking horse to challenge the President proved unfounded, and so Geoff will remain in post as the Pennine's answer to Yorkshire's Sir Len Hutton.

### **FOR SALE**

Ever the salesman, Geoff Bambrough has for sale 100 inflatable prayer mats. These were purchased for use by Sheffield Utd football supporters following the apparent buy out by the Arabs. Subsequent events have left Geoff with these on his knees. If you would like such an item, please ring Geoff at his mosque in Balby, Doncaster.

### **RENEWAL OF MEMBERSHIP FEES**

We would like to thank all those members who have renewed their subscription to the PENNINE RAILWAY SOCIETY for 1990. For those who have forgotten to renew, or not got round to it yet, you will be pleased to note that it is not too late, simply send your remittance to Tony, our membership secretary. The fee is £3 and not only will you make his day, you will also receive by return of carrier pigeon a much sought after PENNINE diary.

If there is still anyone unable to resist the offer then thanks for your time with the PENNINE, good luck, and we hope to see you again in the near future.

### **PENNINE SHIELD**

As expected the PENNINE's team did not, yet again, prove successful in the annual quiz, but did as well as was hoped by finishing 4th out of four. Surprise winners were South Yorkshire Railway Photographic (Grapes Hotel, Brown Cow, Sheffield) who won the trophy for the very first time having competed in the quiz every year.

Well done. The PENNINE's team is already in training for next year's event by swotting up on LT and Irish Railways.

### **REVEREND WATTS TRANSFERRED**

The PENNINE's Religious Adviser, the Very Reverend Andrew J Watts is shortly to move from the Parish of Bessacarr in Doncaster to the Diocese of Cannock in the West Midlands. He goes with our blessing and the news is that his vicarage is in sight of a main line and he is considering doing B&B with the help of Helen. Friends arriving supplied with their own prayer mat will receive a 10% discount and free sermon. He may also join in prayer for the survival of the Class 50s.

### **MEMBERS SLIDE COMPETITION**

This annual event was held recently whereby the audience at the Taps judged the slides entered on the night. Again the event proved a success and the result was:-

- 1st. Paul Wesley, with 37414 on Golant Harbour with a Lostwithiel-Fowey Docks China Clay.
- 2nd. Gary Stewart, with 37106/351 on an Immingham-Scunthorpe Iron Ore near Melton Ross.
- 3rd. Mick Stewart, with 50023 on the 10.00 Oxford-Paddington at Goring.

Thanks to all-those who entered (and someone said thanks to Robin Skinner who did not).

### **ALAN PETT - QUALITY ASSURED**

Veterans of the Society cannot fail to remember Alan Pett of Sheffield. Alan is now beavering away on domestic duties at Tinsley and appears in the March edition of Rail news as an essential part of the team which has gained Tinsley the prestigious British Standard 5750 Part Two certificate which confirms they operate quality control procedures.

### **PENNINE NAME GUARANTEED**

With the increase in interest in other forms of transport by members over the years a suggestion was put to the Committee by Tony Caddick that the PENNINE RAILWAY SOCIETY be renamed "PENNINE RAILWAY AND TRANSPORT SOCIETY" (PRATS). After much debate the Committee agreed to retain our original name, although it accepted and welcomed the interest of members in other forms of transport.

### **MODEL RAILWAY VISIT**

With Robin Skinner now transferred to the backwoods of Lincoln it has given him the opportunity to visit the model railway layout belonging to Lincoln member Gerry Collins. He tells us it is a marvellous layout and is considering running a visit for members to view the layout using a Lincoln ATC minibus. We hope the visit takes place before Gerry tarmacs over the lines and creates a scale model of the M25.

### **CECIL TURNS GREEN**

The Transport Secretary Cecil Parkinson has recently jubilantly announced a £12 billion road-improvement scheme, which involves massive tree-lining schemes for motorways and major trunk routes. When asked he said more investment in rail would have no beneficial effect on traffic jams.

### **EDITOR'S NOTES**

Welcome to the spring edition of "Trans Pennine". Spring? It seems for the last three weeks it has not stopped raining, (or worse) which gives no encouragement to would-be photographers. Talking of which those who attended the social evening of February 6th could not fail to enjoy and enthuse over the superb quality of Dave Stacey's slides, everyone a winner as they say. I did try and persuade him to part with one or two of his iffy shots but after being declined, I realised that they would not have stood an earthly in this year's slide competition against an illustrious Chairman's efforts. Seriously though, that sort of standard gives us all something to aim for.

### **PENNINE QUIZ No.61**

Seven entries for the Christmas quiz resulted in a three-way tie for first place. All with 39 correct entries were J. Dewing, P. Gardner, I. Shenton.

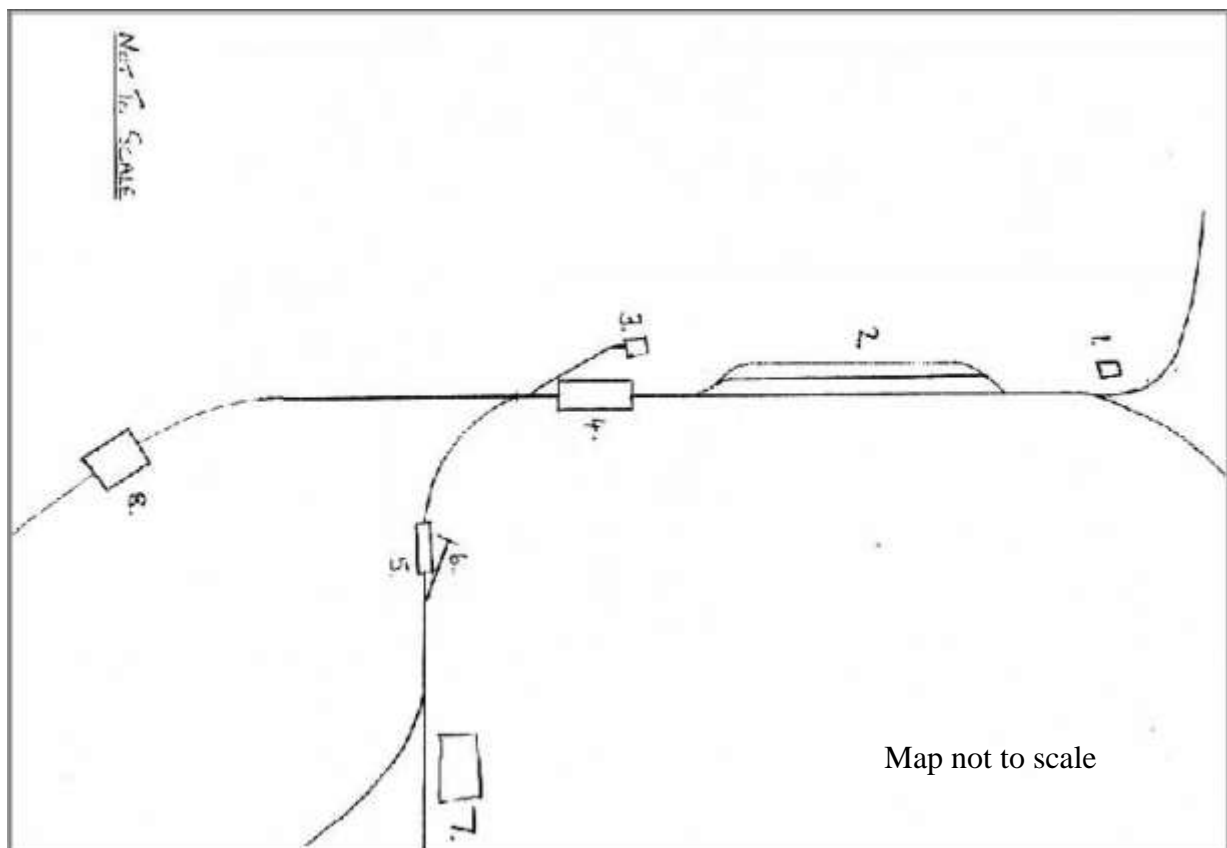
**Answers were:-** 1) Mike Smith, 2) NSSA, Network Solent and Sarum Sector, 3) Royal Show, 4) The Lord Of the Isles, 5) 1963, 6) Geoffrey Gibbs, 7) 86432 Brookside, 8) Women's Guild, 9) Moncreif Tunnel, 10) Oxenholme Lake District /Windermere, 11) 1964, 12) Blandford/Blandford Forum, 13) 1968, 14) Muir of Ord, 15) Waterloo-Bank, 16) 55003 Meld, 17) 1966. 18) West Somerset Railway, 19) Zest, 20) Wellingborough, 21) Woodham Bros, Barry Island, 22) 1968, 23) Nestor, 24) Gilberdyke, 25) Paddington/Swansea, 26) 3 mile 64 yards, 27) KX-Perth, 28) 1961, 29) Arsenal, 30) H. M. The Queen Mother,

31) D400/50050 - 14110/72, 32) 1965, 33) 14, 34) Waterloo/Weymouth, 35) 1967, 36) 31202/31226, 37) 37401, 38) D60/45022/97409, 39) Great Central Railway Loughborough, 40) 47707 Holyrood.

## PENNINE QUIZ No.62

For a change, this edition's quiz is a map, figure out the locations on the map and answer the questions below:-

- 1) Name former Signal Box No. 1.
- 2) Name yard No.2, still in use.
- 3) Give the shed code of former shed No.3.
- 4) Name station No.4.
- 5) Name station No.5.
- 6) Name the company using private siding No6. formerly a goods yard.
- 7) Name former shed No.7 and give its shed code, prior to its last five years.
- 8) Name station No.8.
- 9) Give station No.5s original name.
- 10) In 1904, a named train began running from the capital to a destination beyond station No.4. How long did this train-take to reach station No.4. from the capital, in the winter 1906/7?
- 11) Which form of motive power made its last appearance at stations 4 and 5 on 30/5/1977?
- 12) Give the date shed No.3. closed to steam.
- 13) Give the year shed No.7. closed to steam.
- 14) What was replaced just to the west of station No.4. on 23/11/1975?
- 15) In which year did this disappear completely?



### THE LINE TO WATFORD JUNCTION

by Paul Slater.

The fine new station at Milton Keynes Central was the starting point of my ride up the West Coast Main Line after a weekend visit to my mother. With four through platforms and a bay, it is much more substantial than the majority of the new stations which are being opened nowadays, and I find it an attractive place, with plenty of bright new paint and reflective glass. It stands midway between the older stations of Wolverton and Bletchley, and is situated next to some tall buildings of shining glass at what is the nearest thing Milton Keynes has to a city centre.

The station is served by some expresses as well as by the Euston-Birmingham multiple-units and the new Northampton trains, non-stop south of Leighton Buzzard. It is also the northern terminus of the Euston outer suburban service, and it was an electric multiple-unit waiting in the bay platform which I caught for an all-stations ride to Watford Junction.

As far as "Bletchley the lineside view was dominated by the unfinished landscape of Milton Keynes. My boyhood home was not far away, and I knew this area when it was quiet Buckinghamshire countryside: I still find the housing estates and factories of Milton Keynes intrusive, along with the maze of identical dual carriageways and roundabouts, the half-grown trees and the churned-up earth, and I often wonder what it must be like to live in this strange new fragmented city.

Bletchley was once the terminus of the Euston outer suburban service as well as the junction for Bedford, Cambridge, Oxford and Buckingham, with a steam shed (1E) situated just at the north end of the station. I changed trains at Bletchley a number of times in the early 1960s, travelling to or from either Oxford or Cambridge, and I can remember on one occasion seeing no fewer than four "Princess Coronation" Pacifics in the space of half an hour.

Bletchley is still the junction for Bedford, and the flyover built thirty years ago in anticipation of the cross-country freight traffic which never materialised, still stands. The present-day diesel depot is out of sight of the main line, but in the station sidings on my journey to Watford Junction I saw 08704, 31290 and 47537, and 87023 sped past with a down express.

Between Bletchley and Leighton Buzzard the West Coast Main Line crosses an attractive stretch of country, but on my journey from Milton Keynes fog began to thicken, and the pale winter sun shone on a landscape largely obscured. The northern portal of Linslade tunnel is one of my favourite photographic locations on this main line.

Leighton Buzzard was once the junction for Dunstable and Luton. The branch reached the main line by a curving gradient, and at the gates of Wing Road Crossing on this stretch I was once treated to the sight of an 8F 2-8-0 slipping, violently to a stand with a massive train of cement from the works at Houghton Regis.

South of Leighton Buzzard the fog closed in and I saw little beyond the four tracks of the main line. Near here was the site of the Great Train Robbery in 1963, and Pitstone Wharf, where the railway crosses over the Grand Union Canal, is another of my favourite photographic locations. Electric multiple-units and diesel-hauled freights passed on the down slow line, and expresses hurried northwards on the down fast. I kept an eye out for southbound expresses overtaking on the up fast, and just as my train was accelerating away from Cheddington, 86103 sped by bound for Euston.

The fog had cleared, and the sun was shining once more, by the time my train called at Tring. I had never previously travelled the stretch of line between Leighton Buzzard and Tring, but in 1966 I travelled out from Euston as far as Tring with a friend from London with whom, on a beautiful autumn afternoon, I walked in the Chiltern Hills. For several miles now the train ran through a picturesque valley lit by a low sun. Stops were made at Berkhamsted, Hemel Hempstead (formerly Boxmoor), Apsley and Kings Langley. I identified 87025 and 90028 on two of the expresses speeding by on the fast lines.

I alighted at Watford Junction, terminus of the Euston inner suburban third rail electrics and a stopping point for many West Coast Main Line expresses. The down fast platform was the best place for photography, and with the bright sun well down in the sky behind me I snapped 86228 on an up Manchester train, 86257 on a Wolverhampton express, 31119 shunting, 87010 on a Euston-Liverpool, 86422 on a freightliner and 86423 on a Euston-Glasgow. Then it was time to return to Milton Keynes on a Euston-Birmingham multiple unit.

**ACROSS FRANCE BY STEAM AND ELECTRIC, 62**

**by Paul Slater**

In the summer of 1962 I made two long rail journeys across France. Well before this date, the French railways had become a byword for fast long distance running on electrified main lines, and on my two journeys I enjoyed some extremely fast electric haulage on the trunk routes from Paris; but steam was still active in many

parts of France in the early 1960s, and my journeys involved some main-line steam passenger haulage as well as a chance to observe steam on other workings.

My first journey across France took me right to the Spanish frontier at Hendaye, as I was travelling to a students' work camp in the south of Spain: I have already described other parts of this trip in my articles "Steam on the Castilian Plateau" and "Changing trains at Bobadillas". On this side of the Channel I had diesel haulage to London and third-rail electric to Dover, but the Paris express departed from Calais behind a steam 4-6-2 for a fast run to Amiens. Here, an electric locomotive took over, but there was more steam to be seen before arrival at Paris, as services from the Nord station were worked partly by overhead electrics, partly by third-rail electrics and partly by steam Push-Pull trains, motive power being big 2-8-2 tanks of class 141T. The steam suburban service at Paris Nord lasted in fact until the beginning of the 1970s.

From the Austerlitz station in Paris I had electric haulage all the way to Hendaye. Most of this journey was done at night, but in the return direction three weeks later I travelled by day, and could really appreciate the sustained high speed. My second journey across France that summer was to a Christian youth camp in the beautiful mountainous Vercors district, south of Grenoble. The Channel crossing this time was done from Newhaven to Dieppe and from Newhaven all the way to Paris the express was hauled by a steam 4-6-2. I was travelling to the camp with a group of friends, and I can remember us admiring two splendid 4-6-2s standing with steam up outside Dieppe engine-shed, no doubt waiting to back down on to following boat trains. We had a further chance to see 4-6-2s at Paris, as several engines of this type were visible at Batignolles shed just outside St. Lazare station.

From the Lyons station in Paris we travelled overnight on an electrically hauled express but early next morning we had steam haulage once more, as the section between Lyons and Grenoble was not electrified, and power was provided by a 2-8-2 tender locomotive of class 141B, built in North America and of post war vintage.

Road transport was laid on for us beyond Grenoble, but a single-track line continued southwards, and passed within a few hundred yards of the chateau where the youth camp was based. The infrequent service on this line was mainly worked by diesel railcars, but I noticed that a southbound train in mid-afternoon was always steam hauled, and one day I took my camera and waited by the line for a photograph. The train duly came, its approach heralded by black smoke in the sky as the 2-8-2 climbed to the summit a mile or two north of the chateau at Monestier de Clermont.

The camp was very enjoyable, our excursions taking us on foot and coach through woods and mountains. All too soon we were catching a steam train at Grenoble, then an electric locomotive was hurrying us northwards, then another steam train was taking us to Dieppe. I still remember that camp and the friends I made there; that snap of a 141R on a Lyons-Veynes train remains the only railway photograph I ever took in France.

## **ALL OUR YESTERDAYS**

**by EDITOR.**

**A nostalgic look back at events and sightings of yesteryear.**

It is said by some folk that when years pass by like weeks, then you're getting old. Well, 1985 doesn't seem that long ago, but it is five years ago, incredibly since 40118 left Sheffield on December 15th 1984 on the so called "Christmas Cracker" to Avonmouth, which it worked as far as Bristol. Certain of you will remember this trip and may I'm sure agree, that it doesn't seem 5 years ago (near as damn it).

So whilst at Sheffield, 45133 was seen on the Leicester-Leeds and fellow Peak 45144 on the Leeds-Cardiff. Trans Pennine services were in the hands of Class 31s with 31455 on an eastbound service and 31448 also heading over the hills. Noted at Derby were 20154/31174/31238 and 45052. Travelling via freight lines and passenger routes, we passed through Bescot yards which hosted 20184, 25076/229/300, 40079, 47148/507/536 and 58010. Stourbridge saw 45062 amid semaphores whilst we passed through Worcester, still semaphore fitted, with 31289, 31270 and 40063 present. As we eventually passed the scrap lines at Swindon dozens of locos were in view awaiting disposal, about eight years since I last visited when withdrawn 'Westerns' sadly awaited their fate. This time there were 08s and 25s with the odd 'Peak' lined up. 25115, 25139, 08352, 08478,

08322, 08915, 25101, 25187, 25157, 25056, 25090, 46011, 03152, 25123, 08187, 08188, 08425, 46007, 46039, 27028 were all in evidence in the works vicinity. 47103 was in the station on a parcels.

Seen at Bristol were 33003/24 and 47459, 37177 was attached in place of 40118 for a run around the branches to Avonmouth. Back at Bristol 40118 took its place for the run home.

January 23rd 1985 found 20045/085/151 at Buxton whilst on February 6th 20094/185, 37081/215 and 47289 were there.

April 5th found Sheffield hosting 31443 on the 05.42 Hull-Manchester whilst 45048 worked the 06.45 York-Portsmouth, 47522 the 07.28 Nottingham-Glasgow and 45015 the 08.29 Leeds-Cardiff. 45150 headed the 07.57 Leicester-Leeds. 25209 was noted at Chesterfield on an M.G.R. train.

The 10.35 Wolverhampton-Penzance additional was headed by 47627 and the down 'Clansman' by 87006. The 09.33 Liverpool-Penzance arrived in Birmingham with 85028 which was replaced by 45138. A 09.22 Leeds-Penzance additional was powered by 47616 and the 07.44 Poole-Glasgow arrived at Birmingham behind 47609 and left behind 85028. The 11.37 Shrewsbury-Euston worked beyond Wolverhampton behind 81005 whilst the 08.50 Brighton-Manchester had 47572 to Birmingham and 86230 beyond. The 09.40 Poole-Newcastle had 47594 at its head and 86315 headed the 10.10 Holyhead-Euston. The Aberdeen/Glasgow/Penzance headed for the west behind 50050. The 12.46 Portsmouth-Leeds had, perhaps unusually 47051 at its head, whilst 50034 worked the 10.24 Penzance-Liverpool.

## PENNINE OBSERVERS NOTES.

### EASTERN REGION

The second shipment of imported coal arrived at King George Dock, Hull for use at West Burton and Eggborough Power Stations on 31st October last year, a detailed list of workings is given on the next page, no further shipments to date 10/2/90.

#### Coal trains to/from Hull Docks 30/10/89 – 5/11/89

##### Empty sets to Hull Speedlink

30/10/89	6G85	31135	36mts	tripped Speedlink – KG Dock
	6G12	31447	36mts	tripped Speedlink – KG Dock
31/10/89	6G14	56133	36mts	tripped Speedlink – KG Dock
	6T04	56099	36mts	tripped Speedlink – KG Dock

<u>Train</u>	<u>Date</u>	<u>Reporting No</u>	<u>Loco No</u>	<u>Arr</u>	<u>MTS</u>	<u>Dep</u>	<u>Lds</u>	<u>Egg/WBurt</u>
1	31/10	6T07	56093	1545	36	1635	36	WB
2	31/10	6T08	56077	1907	LE	1955	36	WB
3	31/10	6K82	56091	2145	36	2230	36	E
4	1/11	6T04	56093	1145	36	1255	36	WB
5	1/11	6T07	56111	1620	36	1705	36	WB
6	1/11	6K82	56087	2149	36	2250	35	E
7	2/11	6K93	56088	0205	36	0310	35	E
8	2/11	6T04	56094	1157	36	1240	36	WB
9	2/11	6T07	56077	1445	36	1525	36	WB
10	2/11	6K82	56082	2130	36	2240	34	E
11	3/11	6K93	56102	0150	36	0238	36	E
12	3/11	6T04	56099	1155	36	1230	36	WB
13	3/11	6T07	56111	1410	36	1445	36	WB
14	3/11	6782	56123	2130	36	2235	36	E
15	4/11	6K93	56072	0140	36	0230	35	E
16	4/11	6K78	56091	1045	36	1145	36	E
17	4/11	6K79	56082	1510	35	1555	36	E

18	4/11	6K50	56091	1857	36	1945	36	E
19	4/11	6K81	56082	2150	36	2300	35	E
20	5/11	6T07	56093	0925	LE	0950	35	WB
21	5/11	6T08	56094	1210	LE	1235	12ld 24mt	WB
22	5/11	6T09	56077	1635	LE	1710	36mts	DONC
							+	2lds WB 2lds E after repairs
Times are at King George Dock train office						Total	729	loads

Hull Paragon station was used for filming during November and December when SR 777 'Sir Lamiel' with name and number blocked out, was filmed at "Charing Cross" for services to Dover during the 1914-1918 war. The series Portrait of War is to be shown in May 1990. Remember you read it first in your super Soaraway Pennine mag. See Radio Times for further details!

Noted on Hull stabling point on January 6th were 37097 and 47100. January 27th found 47478 on the 07.49 Newcastle-Poole and 47418 still going strong on the 10.45 Leeds-Carlisle. The weekend 3rd and 4th February saw engineering work between Beverley and Bridlington with 37184 and 47377 seen heading through Cottingham on ballast workings.

The Christmas period brought its usual share of interesting workings. The 05.40 Wolverhampton-Leeds was worked by 47556. The 06.52 Liverpool-Newcastle by 47424, the 10.23 Newcastle-Liverpool by 47597, the 12.22 Leeds-Sheffield by 31447, the 10.52 Liverpool-Newcastle by 47481, the 13.02 Leeds-Carlisle by 31458 and the 16.15 Carlisle-Leeds by 47453. All these workings were sighted on December 27th. Also on this date the good old days returned to the ECML when 47406 worked out of Bradford with the 19.33 to KX as far as Leeds with 91006/43067 forward.

The following day saw Gateshead playing host to 08515/577, 31223, 47441/575/828.

December 29th saw the Wolverhampton-Leeds powered by 47520. The 18.22 Leeds-Sheffield had 31447 at the head. A return charter to St. Pancras was worked by 31430. The FO 16.44 Reading-Leeds was powered by 31416/437. The following day the pair worked back on the 10.15 York-Birmingham.

New Years day saw 31144 hauling a DMU on the 09.44 Doncaster-Leeds. The 13.30 KX-Leeds had 91003/43068 in charge. On the 2nd the good old days were back again with 47413 working up the ECML with the 14.45 Edinburgh-KX additional. Class 31s were much in evidence on this date with 31415 on the 10.52 Liverpool-Newcastle, 31441 on the 15.30 Newcastle-Middlesborough, and 31419 on the 16.20 Newcastle-Liverpool. The 18.20 Newcastle-Liverpool started at York behind 47605, whilst 91005 complete with Mk4 coaches worked the 18.10 Leeds-Kings X.

Generators ruled O.K. on January the 5th when 47407 headed the 13.51 Sheffield-Leeds, 47417 the 19.17 FO KX-Newcastle and 47406 the 10.46 Sheffield-Leeds via Dearne Valley.

Three days later saw 47821 on the 09.27 Sheffield-St. Pancras and 31458 on the 20.02 Sheffield-Leeds. The 10th saw the 05.22 Bristol-Newcastle HST working powered by 47834. The 09.27 Sheffield-St Pancras was hauled by 47848 with 47840 working the same service the following day.

The Fridays only 19.15 KX-Newcastle had nothing more than 31452 forward from Doncaster after it had replaced 89001. The 1A40 Newcastle-KX Mails and Vans had 47538 at the helm.

On Saturday the 13th January 47830 worked a KX-Harrogate charter and the 13.51 Sheffield-Leeds was worked by 31458. Two days later 31447 worked the 20.02 Sheffield-Leeds. The following Fridays 1915 KX-Newcastle was this time taken over at Doncaster by 47407, 89001 again having arrived from the south. The



20th saw 47444 on the 16.31-Leeds-Carlisle and 47424 on the 16.15 Carlisle-Leeds. The following 17.57 Carlisle-Leeds had 31452 at the head.

The next day the 16.05 Leeds-KX started at Doncaster powered by 91010 and Mk4 coaches on the 22nd the 16.55 Leeds-KX however, had 91003 and MkII coaches as loco and stock. The 16.10 KX-Leeds saw 47574 and MkII coaches. The 19.10 KX-Leeds was cancelled due to shortage of stock and engine whilst 47574 headed back south with the 20.40 Leeds-KX. Another Sheffield-St. Pancras HST substitute occurred on January 23rd when the 14.24 had 47407 in charge. The following day the 05.22 Bristol-Newcastle was again loco-hauled instead of HST powered, this time by 47829. 47804 worked the 09.27 Sheffield-St. Pancras. The next day saw 47811 work the same train.

FA Cup day on January 27th saw 47519, another old ECML favourite, on the 08.25 Leeds-KX, whilst more unusually 47312 worked a Footex from Watford to Sheffield for the cup tie, which returned behind 47370. On both January 29th and 30th the 09.27 Sheffield-St. Pancras was worked by 47527. On the latter date 31452 headed up the Dearne valley on the 16.45 Sheffield-Leeds. The same loco worked the 20.02 Sheffield-Leeds via Dearne Valley the following day.

Class 91s were in evidence on February the 6th with 91007 on the 16. 25 Kings X- Leeds, 91010 the 17.15 KX-Leeds and 91006 the 17.50 Kings X-Harrogate.

On the Pennine trip around Doncaster works on January 13th the following locos were seen:- Yard - 08463/783, 37062/109/096/906/163/508, 43069, 47302/342/427/544. 47033 was at the far end of the works by the cutting area.

4 bay - 31468/465, 37251, 47190/524/451/701, 56051/37, 58027.

3 bay - 53477/51360/51914/51385/51060/51509/51402/55993/55995/59505/51343/51088 54279/51666/59419/59495.

Outside 47522/515/438/189/713/203/448/645/205/801/434, 08877/514/878/667/510/562/647, 31273/225/259/284/443/238/205, 20002/150/161/022/077/138, 37144/099/260, 56007.

Noted at Worksop on January 22nd were 58028/41/7 on MGR trains. 37411 was at Sheffield on cements.

## **MIDLAND REGION**

Great Rocks Junction and Peak Forest proved to be very busy locations on January the 18th with the following workings in evidence:-

37676/688 light engine 09.05 and shunting at Peak Forest at 09.25. 47449 on a Doveholes quarry loaded train at 09.25, 37683/678 on the 08.50 Dean Lane-Tunstead empties at 09.50. 37684/681 worked the 09.20 Colyhurst St-Tunstead empties past at 10. 10, followed by 31232/242 working from Buxton Light engine before shunting empties into Doveholes Quarry. 47532 then worked the 08.18 Widnes-Peak Forest empties arriving at 10.25. At one point, there were no fewer than seven locos at Peak Forest. 47599 worked an empties through at 11.15 and at 11.18 47449 worked the Peak Forest-Hindlow trip working.

Noted at Buxworth were 47485 on the 08. 30 Washwood Heath-Peak Forest empties, and after 47532 had worked light engine westwards, returned light engine to Buxton. 47599 then worked light towards Manchester and 37232 light engine towards Buxton. Light engine movements were concluded when 31232 headed west before 47449 headed the 14.28 Peak Forest-Warrington Speedlink.

Stockport, on January 22nd saw 86425 on the 12. 08 Birmingham-Manchester, 87005 on the 14. 00 Manchester-Euston, 87007 on the 12.00 Euston-Manchester and 87034 worked the 14. 18 Manchester-Birmingham.

On January 29th, Willesden played host to 08670/696/825, 31112/144/147/162/235, 37892, 47019/249, 81002/4, 85003, 86217, 87024. 90023/33. Noted at Milton Keynes were 31419/448, 86247/418, 87027 and 90004, while at Bletchley there was 31423 and 47587. Noted at Euston were 08451, 47442, 81009, 86209/239/422, 87004/5/7/35, 90001/11/27/33.

January 27th saw 47466/488/503/549/597 on Pennine services.

On February 3rd 37677/687 worked the 09.15 Tunstead-Hindlow and return empties whilst 47473 headed the 11.47 Oakleigh-Tunstead empties and 15.40 Tunstead-Oakleigh. 37677/687/678/680 worked light engine from Buxton-Tinsley for Sunday engineering work. Buxton shed saw 20025/96, 31232/242, 37411/422/678/680/711. 37425 headed a Topley Pike-Tunstead empties. The following day found 37680/678 on the 09.15 Tunstead-Hindlow whilst 47441/473/532/258 were on Buxton shed. On the same day 87019 worked the 10.00 Manchester-Euston, 90013 the 08.00 Euston-Manchester, 47468 the 06.00 Paddington-Glasgow, 47417 the 06.40 Glasgow-Birmingham. 90026 worked the 10.16 Birmingham-Edinburgh and 87028 the 07.50 Glasgow-Poole. 85101 worked a freight through Crewe on the same date.

Warrington sees much freight traffic even on Saturday and on February 10th 20045/59/70/72, 47125 and 47589 were all seen on such workings, while 86248 powered the 08.50 Glasgow-Penzance, 90031 the 13.00 Blackpool-Euston, 90017 the 11.00 Glasgow-Brighton and 86234 the 08.45 Brighton-Glasgow, 90027 worked the 07.07 Plymouth-Glasgow and 90004 was on the 11.30 Euston-Blackpool all of which were seen at Crewe. Seen at Stoke were 08472/784, 20045/59/80/128/135/168, 31112 on the stabling point and 86428 working the 14.13 London-Manchester, 90001 the 16.18 Manchester-Euston, 90022 the 15.00 Euston-Manchester and 90006 the 18.00 Manchester-Euston.

## **WESTERN REGION**

WR and SR are usually monopolised by Class 50 news, and this edition is of no exception, which should please our Honourable Treasurer, whose favourite Class the 50s are.

January 21st, like most days over recent weeks saw its fair share of Class 47s and Class 50s, on Paddington-Oxford services, a sight to become more and more common as time goes on. 50034 worked the 11.15 Padd-Ox and 12.50 return whilst 47587 hauled the 12.45 from the Capital and 14.30 return. 50032 worked the 11.30 Oxford-Paddington, 50033 the 16.30 Oxford-Paddington and 47468 the 18.15 Padd-Ox. Old Oak turntable played host to 47226/468/476/573 and 50032.

Saturday 27th found the majority of Padd-Oxford services in the hands of Class 47s. 47583 powered the 10.00 Oxford-Paddington, 47573 the 10.00 Newbury-Paddington and 17.02 Padd-Hereford, whilst 47820 hauled the 12.40 Padd-Newbury and 14.14 Newbury-Padd. 47832 headed the 15.15 Padd-Ox and return and 47598 the 16.15 Padd-Oxford.

Relief from the Class 47 monopoly came in the shape of 50031 on the 12.15 Padd-Oxford and return, 50033 on the 09.15 Padd-Birmingham and return 11.18 York-Paddington and 50034 on the 11.00 Oxford-Paddington. Frustrating perhaps for enthusiasts with return Oxford tickets was the use of 50034 on the 17.05 Padd-Plymouth HST Substitute. Green liveried 47500 hauled the 12.30 Plymouth-Padd. A possible explanation for the lack of Class 50s on Oxford services could have been perceived from the arrival at Old Oak of 50026/32/36, coupled together and arriving at 14.00 hours from Reading.

Old Oak itself hosted 08361/454/634/612/804/887/929/905/944, 47116/472/534/543/568/582/705/714, 50023/24/35/39, D9000, 60005.

## **SOUTHERN REGION**

Stabled at Woking on January 6th were green liveried 33008 together with classmates 33040/110, 73108/138. All Waterloo-Exeter services on this date were Class 50 hauled with no Class 33 or Class 47 interlopers. On January 21st 73001 was seen stabled at Clapham Junction. 50017 hauled the 10.24 Salisbury-Waterloo, but there must have been, presumably a shortage of motive power at the capital, as 50030 was seen working up light engine at Clapham Junction at 12.50 hours, working back on the 12.55 Waterloo-Exeter, not passing Clapham until 13.30 hours. 50044 worked the 10.40 Yeovil-Waterloo, and 50017 the 14.55 Waterloo-Exeter.

Thanks go to Messrs Dewing, Slater, Gossan, Barclay.

## **SALE OF THE CENTURY**

The Great Train Robbers of the 1960s got away with £2.5m. and got over 100 years inside. There are however Great Train Robbers of the 1980's who have been rewarded by vast fortunes. With BR bullied to sell its assets by the Government, fortunes have been made. In 1983 Hoverspeed, the company which ran Hovercraft across the Channel was sold to its directors for £7. Two years later the same Directors sold the firm on. for £3.5m.

Between 1983 and 1986 BR sold 30 hotels for a total price of £50m. Before all the sales had been completed 2 were sold for £37m.

In 1984 BR sold Sealink its ferries and harbours subsidiary to James Sherwood for £60m. Recently part was sold for £400m. and what is left is valued at £200m.

In 1989 BR sold BREL to a consortium for £14m. In the first 6 months the consortium made a profit from BREL of £7m, and BREL reveals land assets of £50m.

BR has also sold an advertising company (BTA) a wagon works, a travel company, a foundry and a railway line.

The blame for this lies at the Department of Transport where they hate the public railway and love the private companies which feed off it.

## **SLEEPER SERVICE TO END**

InterCity has confirmed a decision to withdraw the Stranraer-London sleeper service from 14 May since there was no possibility of ending the service's increasing financial loss.

The Stranraer service is used on average by 36 passengers per night each way and less than 10 are in sleepers. The Super Sprinter service from Stranraer will provide good connections at Glasgow for the "Night Caledonian" sleeper to London.

## **PENNINE RAILWAY SOCIETY - MEETINGS TRIPS LIST - April-June 1990**

### **Meetings List No.2 April-June 1990**

#### **Robin Skinner**

All meetings are held at the Corporation Brewery Taps, Cleveland Street, Doncaster at 1945 for a 2000 prompt start on EVERY first Tuesday and EVERY third Tuesday of EVERY month. All are welcome, members and non-members and admission is absolutely free (although an ash-tray is always taken around by our Treasurer for a silver (or bronze) collection for club funds). Entertainment is of the highest order, even better than watching Doncaster Rovers FC slide towards obscurity.

Tuesday 3 April - Rhys Jones. Slide show in Welsh. Interpreter will be on hand throughout

Tuesday 17 April - Paul T. Micklethwaite (my God). What can be done with a camera and a beaker of tea. Illustrated.

Tuesday 1 May - Labour Day slide quiz organised by disillusioned blue David Bladen. Questions will be asked on slides shown to the audience. Prizes galore. Audience can participate either individually or in a team.

Tuesday 15 May - Glyn Gossan. Fresh from his success in the recent PENNINE slide competition (one of his slides was awarded 2nd place. Glyn will give an Illustrated show. He has reluctantly agreed to include some Class 50s in action.

Tuesday 5 June - Jim Hall - Illustrated show. This will be Jim's eagerly awaited debut at the Taps

Tuesday 19 June - Mexborough's very own favourite son TONY CADDICK, Illustrated show "MIDSUMMER NIGHTMARE".

### **Fixtures List No.2 1990 PR4**

#### **David Whitlam**

With an Open Day being held at Doncaster Works on 20th May, we will not be arranging a trip around the Works until later in the year.

We are arranging two visits around Doncaster Power Box and two visits around Sheffield Power Box, but the dates have not been finalised as we go to print.

#### **Dates for your diary**

April 28th	NYMR Diesel Gala
May 6th	Bescot Open Day
May 19/20th	Severn Valley Railway Spring Diesel Gala
May 19/20th	Midland Railway Centre Diesel Spectacular
May 20th	Doncaster Works Open Day
Jun 3rd	Coalville Open Day
June 16th/17th	East Lincs Railway Diesel Weekend
July 1st	Gloucester Rail Day
July 21st	Crewe Works Open Day