

# TRANS PENNINE

MAGAZINE OF THE PENNINE RAILWAY SOCIETY



**No. 72 - Summer 1990**

## **COMMITTEE BRIEFS**

### **NEW TIMETABLE**

The Summer 1990 timetable is now well upon us and we are just getting used to the new times. The timetable runs from 14 May until 30 September, a period of just over 4 months - it hardly seems worth buying a copy for that short space of time. However, the lads have already been on the Choppers to Skegness. New developments in South Yorkshire have been the long-awaited reopening of Swinton Station near Mexborough, and the re-instatement of Swinton Curve, and work is continuing apace with the building of a new station to serve the massive Meadowhall shopping and leisure complex between Sheffield and Rotherham; the station to be built at Wincobank Junction, allowing all services on the Sheffield, Barnsley-Huddersfield/Leeds-Sheffield-Doncaster and Sheffield-Deane Valley-York lines to call from early September 1990.

### **COVER PHOTO**

Who are they? What are they up to? Are they on the run? To find out see the exclusive story later in this issue "PENNINE RAILWAY SOCIETY - THE EARLY YEARS".

### **HEDGE END DELAY**

Our beloved Transport Secretary Cecil Parkinson was 20 minutes late for the opening of the new Hedge End Station, near Southampton because the train he was travelling on from Waterloo with BR Chairman Bob Reid (BR Mk-II) had developed an electrical fault, reducing its speed. A BR spokesperson stated "These things happen unfortunately. All mechanical things are bound to break down sometimes". So now we know.

### **JUNIOR MEMBER**

Congratulations are the order of the day to Sue and Chris Nicholson on the birth of their first child, Thomas Jeffrey, at an unconfirmed weight of 8lbs 4oz.

### **SMOKEIST ON THE RAMPAGE**

A BR smokeist has announced a complete ban on smoking on some commuter lines in the London area to help keep the trains clean! Don't suppose this will affect the number of cleaners employed (do you?) but if they are serious about cleaner trains why not ban eating and drinking, the main cause of filthy stock. This is yet another example of a minority group being persecuted, if you call the 37% of the adult population who smoke a minority group.

### **THANKS TO BR DONCASTER**

Thanks to BR staff at Doncaster who provided an enjoyable evening for Pennine members on their visit to the Power Box on 17th May. Robin Skinner (Station Manager, Lincoln Central - ask him for his rep's card when you next see him) was in a strutting mood until the 19.40 Doncaster-Lincoln was announced as cancelled (passengers for Gainsborough travel forward, by special road services). Such little consideration for those living in the 'backwoods'. This visit was arranged at very short notice meaning we could not advertise its availability in our usual way. Sorry to those who would have wanted to go but did not find out about it. There will be a return visit in the future however.

### **IT'S A MAD MAD MAD MAD WORLD**

We have all had it up to our mad brains with Bovine Spongiform Encephalopathy (Mad Cow) where even looking at a beef sandwich will turn you into a Norma Tebbit, Mad Cats, Mad Shellfish and Mad Custodian Disease, a Plague, suffered by Scottish goalkeepers. Rumour now has it that there is Mad-Basher Encephalopathy (or Mad Basher Lopyy for short), or even MBE for those who have received an award for it. Do you know a mad basher? What are the symptoms? What is the cure? Where do they come from? Where do they go? To help scientific research write to the Magazine Editor giving full details of all the circumstances. The writer of the best letter will- receive a free single ticket to Broadmoor.

## **FAST TOURS APOLOGISE**

The Felix and Sheffield Transport Group (PAST Tours) our regular road transport contractors "apologise for the inconvenience caused by the cancellation of the trip to the NYMR on 28 April 1990. The cancellation was caused by an air lock in the fuel system on vehicle Felix 41 occurring east of Doncaster whilst running light from depot".

## **VETERAN'S KNOWLEDGE SHINES OUT**

Confirmation that not all your Committee are off their trolley came in the recent slide quiz held at the Brewery Taps when a team comprising John Sanderson and Tony Caddick were equal 1st and Glyn Gossan and Uncle David Whitlam came 3rd. The quiz was won by the indefatigable Paul "Chief" Sutton on a lucky tie-break answer.

## **TRANS PENNINE**

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## **BR FREIGHT PLAN PUTS CECIL ON THE GREEN SPOT**

A "bitter" political row may erupt over a BR proposal to close the bankrupt Speedlink service, but Cecil Parkinson will be under strong pressure to block it since this would result in the closure of dozens of depots, the loss of hundreds of jobs and the forcing of thousands more lorries onto the congested roads. The shutdown proposed as a means of eliminating a £30 million loss (on a turnover of only £45million, which takes some doing) would put up to 3 million tons more freight onto lorries. This news comes just days after the eccentric lodger at No.10's appeal for a worldwide curb on exhaust emissions.

Speedlink is the flexible network which allows firms to send small loads, sometimes only one wagon across country, often using private sidings. BR is helpfully telling customers (not to be confused with customers 'passengers') they will have to transfer to the less flexible Freightliner operation which normally carries big loads in containers, and smaller firms should 'save up' consignments and send them less often or team up with others so the loads are economic. I bet they will!!

Talking of Cecil being on the green spot, the Speedlink problem pales into insignificance with the request by snooker wild man Alex Higgins at the recent championships in Sheffield that the Department of Trade and Industry, of which he is supposedly in charge, should investigate the fraud apparently rampant throughout professional snooker.

## **ALISON WILSON STRUCK BY MAD COW**

Pennine veteran and ex-RAF wallah, Alison Wilson (nee Gravell) was recently physically assaulted by a two-legged mad cow who objected to her acquiring a certain additional vehicle for the FAST fleet from High Melton, near Doncaster, and tried to daub the vehicle with undesirable illegal lettering in lipstick. The pair were separated by husband Ian Wilson who suffered dislodged spectacles for his trouble.

Lucky it wasn't a Russian Mad Cow, what with Alison's military training.

## **TAPS TURNS**

Recent stars appearing at the Corporation Brewery Taps have included Paul T Micklethwaite and Glyn Gossan. Paul gave us ample time to savour each and every slide shown, whilst Glyn attracted a near capacity audience (the fact that ace Doncaster Plant guide Neil Taylor was distributing Summer Saturday loco-hauled gen sheets plus Class 31 and 91 diagrams had nothing to do with it - or DID it? Ed).

The highlight of Glyn's show was his victorious salute to the appreciative audience at the end of the evening whilst an entire reel of slides slipped off his knee and scattered all over the room.

## **MAD YORKSHIREMAN**

Veteran cricket enthusiast and Pennine member from Humberside John. R Dewing (JR to his friends) planning to see the three-day match and Sunday League game Worcestershire v Yorkshire commencing on 2 June. John was praying for continuous rain to save Yorkshire from yet another defeat. He ought to follow the example of Uncle David Whitlam. and follow the World XI playing under the name of Derbyshire.

## **EDITORS NOTES**

Welcome to the Summer edition of 'Trans Pennine'. It is the time of year when most of us will be venturing off on summer holidays. Regular Spanish visitor Ron Atkinson is rumoured to be heading nearer home this year to 'suss out' some marvellous locations like Twerton Park and Portsmouth where he will be taking his unlucky team to. To quote one of the tabloids the day after the final matches of the season - 'to two Ran Ran'. He will be purchasing at least one of the same prayer mats mentioned in the last edition's notes from the committee, hoping for a quick return to the top flight. Also mentioned in the last edition was the transfer of the Very Reverend Andrew J Watts to Cannock, we are awaiting information that the depot code to be attached to the side of his vehicle will be 'COCK'.

## **PENNINE QUIZ No 62**

In response to the map quiz were two entries with 14 correct answers so the treasurer can sort it out! Fourteen correct were obtained by P. Slater and J. Dewing and 12 by B. Marshall and P. Gardner. Correct answers were:-

1) Cowley Bridge Jcn, 2) Riverside Yard, 3) 83C, 4) Exeter St Davids, 5) Exeter Central, 6) Blue Circle Cement, 7) Exmouth Jcn 72A, 8) Exeter St Thomas, 9) Queen Street, 10) 2hrs 57 mins, 11) Class 201 Hastings DEMU on the Brighton-Exeter service, 12) 14/10/63, 13) 1965, 14) Exeter West Up Home Gantry, 15) 1985.

## **PROUD PRESTON**

**by Tony Caddick**

Last May's initiative in grouping all train services in the North West of England under the banner of 'Network North West' was scorned by many people as a cheap imitation of a more famous Network in the south east but if nothing else it did introduce a new day Ranger ticket priced at £7.60. However despite an eastern boundary on the outskirts of Sheffield at Grindleford, to the best of my knowledge no one has yet managed to obtain one from that well known supplier of all known rail tickets - The Sheffield Travel Centre.

The ticket is centred on the Greater Manchester area, but also taken in is an area bounded by Crewe in the south, Chester in the west and Barrow in Furness to the north. My own favourite area is the West Coast Main Line section from Wigan to Lancaster, centred around Preston. This particular station has long held a fascination for me during many trips to family relations at nearby Blackpool. Never having been a fan of modern stations like Euston and Birmingham New Street, Preston station has not changed all that much since steam days, although in the last few years the station has been tastefully refurbished. Also the station buffet gives a prime viewing location for all movements in the station area and also has a bar area now open all hours and with a tasteful pint of draught Bass on hand pumps available. The station itself is something of rarity at the moment in that the 'Inter City' platforms are worked on the open station principal but the local platform 1 and 2 still retain barriers.

Inter City workings from Euston to Blackpool/Carlisle/Glasgow are now fixed formations with the DVT's at the London end of the train. These trains are mainly worked by Class 87s or 90s (Skoda's to the locals). The inter-regional workings from Scotland to the South Coast or the West of England are more likely to be the hands of the more sturdy Class 86s. The veteran Class 81s are now very rare whilst the Class 85s are more usually found on freights or van trains. The Blackpool expresses still have to endure the time consuming ritual of a change from Electric traction to Class 47 power, but surely this route must now be a prime candidate for electrification in the near future?

Local services still see the occasional spluttering conventional DMU with the new order being represented by Class 142s on the Colne-Ormskirk-Liverpool-Blackpool South services and 150/152 or Class 156s on Nottingham-Stockport-Manchester-Blackpool North services. The red West Yorks Metro liveried Class 155s work through on the York-Leeds 'Roses' link to Blackpool North but the most interesting local services in the area are the Manchester Victoria-Barrow trains. At the moment these are a mixture of Pacers and Sprinters and to the unbounded delight of the local enthusiasts, Class 31 hauled rakes. A fast electric hauled thrash up the WCML

brings you to the City of Lancaster - well worth a visit. Lancaster has now dwindled in importance as a regional centre over the last few years as Preston has become the administrative HQ of the county of Lancashire.

The city centre is only a short distance from the station with many good hostelrys for the thirsty traveller. One in particular is named after 87013 I think (The John O' Gaunt) and is well worth missing an 86 for. The majority of WCML expresses stop at Lancaster and the station is also visited by the West Yorks liveried Class 144s on their uncomfortable Journey from Leeds to Morecombe. Both myself and that other well known member of the Mexborough Mafia - Mr Pete Wesley, are regular visitors to the area and can thoroughly recommend the ranger ticket. Our most recent visit was on Good Friday this year and listed below are some of the sightings:-

47520 0600 Paddington-Edinburgh (Engine change)  
86405 0600 Paddington-Edinburgh (Forward)  
86261 0750 Glasgow-Poole  
87016 1054 Lancaster-Euston  
90031 0944 Birmingham Int-Glasgow  
47845 0850 Glasgow-Penzance (running 45 late, Electric loco failure???)  
87035 0910 Glasgow-Manchester (Engine change)  
47520 0910 Glasgow-Manchester (Forward)  
87033 0920 Glasgow-Euston Rlf  
90007 0940 Glasgow-Euston 'Royal Scot'  
86260 0945 Euston-Carlisle  
87012 1030 Euston-Glasgow 'Royal Scot'  
87020 0950 Glasgow-Birmingham  
86234 1100 Glasgow-Brighton  
85030 0707 Plymouth-Glasgow  
86102 1130 Euston-Blackpool (Engine change)  
47849 1130 Euston-Blackpool (Forward)  
86425 0845 Brighton-Glasgow  
86401 1210 Glasgow-Plymouth  
86250 1233 Euston-Edinburgh Rlf  
86424 0720 Penzance-Glasgow  
87027 1345 Glasgow-Euston Rlf  
87025 1400 Glasgow-Euston  
86258 1425 Euston-Glasgow (FO)  
86256 1025 Inverness-Euston 'Clansman'  
90029 1505 Euston-Blackpool (Engine change)  
87013 1515 Edinburgh-Paddington (Engine change)  
47439 1515 Edinburgh-Paddington (Engine change)  
87017 1530 Euston-Blackpool (Forward)

## **THE PENNINE RAILWAY SOCIETY - THE EARLY YEARS**

Imagine the scene in 1974 - a full set of healthy young lads drinking regularly in the 'Prince of Wales', Masbrough, Rotherham who decide to form a railway society of their own, dedicated to the use of rail travel as opposed to shed bashing by bus, so popular at that time. Daydream? Nightmare? Whatever your answer it became fact. The Pennine Railway Society was formed from that modest beginning and still survives to this date in healthy fashion. outlasting most of the other rail enthusiast societies of that era.

To publicise the existence of that new society to the masses of South Yorkshire, original committee members Robin Skinner and John Sanderson decided to undertake a 'non-stop' journey between Penzance and Thurso, the nearest stations to Land's End and John O' Groats, attempt to claim an entry in the Guinness Book of Records, and alert the World's Press to the feat.

A modest beginning - a photograph in the local press of the intrepid travellers - see cover photo (Robin is moustached), taken on Platform 3 at Sheffield on a DMU going nowhere. The World's Press reported "Record Track - Train spotters Robin Skinner and John Sanderson set off tomorrow to set a rail record by travelling, from one end of Britain to the other. They aim to log up over 1000 miles between Penzance and Thurso in 24 hours 4 minutes. That's the fastest time in which they calculate it can be done. Their hopes are at the mercy of trains running on time, but Robin, a railway clerk of Doncaster is not worried. He says "As a BR employee I can, say



trains do run on schedule 95% of the time!! Robin and John, both members of the Pennine Railway Society will claim a place in the Guinness Book of Records if they keep to schedule".

The Sheffield Star was less formal, describing, Robin as a railway clerk just plain loco over trains and quoting him as saying "I don't think it's ever been done before- it's something we've wanted- to do for a long time ".

What a send, off (or up) how could they fall? On the morning of 22 September 1975, after an overnight stay in Penzance, they took a leisurely walk to the station to board the "Cornish Riviera" to Paddington, they were in luck as they had 'Western' D1023 'Western Fusilier' at the head of the train. As they left Penzance on the first leg of their epic journey they noted D1036, D1048 and eevil 50032 whilst en-route D1010 was spotted at Redruth and D1030 on 'milks' at Lostwithiel.

Plymouth arrived. bringing the customary engine change. It was unusual to have solid 52 haulage throughout but the lads were lucky with D1016 'Western Gladiator' taking over. The usual variety of WR talent was on show, 33021 at Exeter 25168/063 on freight at Cowley Bridge Junction, 31261 at Taunton along with D7017 and D821 at Reading. 'Keg' 50039 was also noted there but was overshadowed by real WR motive power.

In planning the journey it had been decided to go electric out of London on the WCML rather than the more familiar ECML route from 'The Cross' Euston was left 'on-time' behind 87008 'City of Liverpool' on the down Glasgow and noted amongst other locos were 85025 at Kings Langley, 81016 at Hemel Hempstead and 83010 on 6E38 at Rugby. However as they pressed Northwards the rain pressed heavier. In those days the electrics had difficulty in keeping time with heavy loads over the summits at Shap and Beattock on wet rails and so it proved with 87008. Arrival at Glasgow Central was 45 down and the planned connection onto the overnight sleeper from Glasgow Queen Street to Inverness, was not made. Apparently this was a regular occurrence since they were immediately advised to return to Motherwell and await a Euston-Inverness direct. Power to Motherwell was provided by 86030 and the kettle was already boiling there awaiting the arrival of the customary frustrated travellers.

Although they were able to 'Pick up the following service from Euston at Motherwell and transfer sleeping car reservations to this service', the delay meant they would miss the early morning North Highland line train from Inverness, thus missing out on the record attempt. This was one of the few occasions that John wished he had travelled over the summit free, boring ECML.

Locomotive power between Motherwell and Perth is not recorded as some 'zedding' obviously took place, but 40162 was noted on the train (1S05) leaving Perth. Inverness contained its usual array of Type 2s, including 24103/125/128/120/117/130/132, 26038/45/30/31/23, 25035 but alas no engine for the first Wick/Thurso service - it had long since gone. They made do with the mid-morning departure from Inverness behind 26017 which took them to a sort of no-man's land station called Georgemas Junction where 26017 went on to Wick and the duo were transported on the Thurso portion behind 26032. The end of an exciting journey, but alas they had been one of Robin's 5% of trains which ran late (I wonder if he has revised his estimate of the 51 of trains which run on time now he has grown up?).

It was good publicity for the Society and the World's Press even reported on their homecoming. 'Duo put a strain on the trains - Record riders Robin Skinner and John Sanderson have been making tracks-logging up more than 1000 miles but their non-stop train trip between the two stations farthest apart in Britain was not easy riding all the way. "We took 28hours 34minutes 10seconds (approximately-Ed) altogether to complete the trip" said Robin, a railway clerk. "We had hoped to do it in less but the Euston-Glasgow train was running half an hour late so we missed the connection to Inverness. Luckily another train stopped specially to let us on. So I think our record will take some beating."

A place was claimed in the Guinness Book of Records but was not accepted since in their view as all services were available to all civilians anyone could undertake the journey if they tried (as if anyone would want to).

As a postscript, as the dynamic duo returned south from Wick, having travelled by bus from Thurso to get both lines in the book, behind 26017, it failed at Brora, 90 miles north of Inverness where the nearest rescue locomotive was available. The two-hour wait was spent in a local inn sampling the ale and playing darts against the train's second man and buffet steward. Rescue eventually arrived in the form of 25035 which took them to Inverness but arrived so late in the night (or rather early morning,) that booked hotel accommodation in Inverness

was cancelled, and the overnight service to Glasgow Queen Street (yes, this one, had been held to connect) was taken behind 26036/40.

The Treasurer made no comment when asked how much had been removed from club funds to pay for this valuable PR exercise. He probably hasn't woken up yet.

## **STEAM TRAIN AT KINGS SUTTON**

**by Paul Slater**

My parents and I had already seen the steam special once that afternoon when we drove into the station yard at Kings Sutton to join the other people who were waiting there. The train stopped for half-an-hour at Banbury, and, knowing the times, I had reckoned that we would be able to see it in the vicinity of Fenny Compton or Claydon, and then drive south beyond Banbury and see it again.

It was a still, overcast October afternoon, neither warm nor cold, very calm; sounds carried with exceptional clarity. While waiting for the train earlier, I had been unusually conscious of the various noises around me: the voices of other railway enthusiasts, and footsteps on tarmac as they took up position on the bridge; the soft burr of boat engines on the Oxford Canal: the cry of seagulls and the caw of rooks; the continuous traffic on the A423 main road. The steam special had been audible many miles away as a faint murmur of sound, growing very gradually louder: in fact what I heard was the engine of the special accelerating on full power up the long gradient south of Leamington, but the individual exhaust beats were indistinguishable, merging into one another with the speed which the train had already attained, and so muted and softened by the intervening miles that the sound was not at first recognisable as a steam locomotive. As the minutes passed, the noise of the train became a steadily increasing clamour, and by the time I saw grey smoke above the trees to the north, the thunder of the hard-working locomotive filled the afternoon; the noise was suddenly out off as the train reached the summit south of Fenny Compton, and then the special was in sight, the engine rushing past, coasting fast on the downgrade to Banbury.

By the time we arrived at Kings Sutton, the grey afternoon was declining into an even greyer evening, and I set my camera to its lowest aperture; soon it would be dusk. An interesting relic of the past at Kings Sutton station is the old black Great Western nameboard. It often seems strange to me that the Great Western Railway ever got into Northamptonshire, a county which I regard as being definitely on the eastern side of England; but, just a few hundred yards east of the Oxfordshire border, the old main line from Paddington to Birmingham cuts through the south-western end of my home county. The two stations at Aynho have closed, but the one at Kings Sutton is still served by local trains. The beautiful tall spire of Kings Sutton church is typical of Northamptonshire, but the village itself, with its mellow brown stone cottages, looks to me as if it could equally well be in Oxfordshire or Warwickshire.

The train re-started from Banbury, the first vigorous exhaust beats faintly audible five miles away. Then there was silence for a minute or two as the train began to accelerate, but soon the roaring of the locomotive could be heard as it got its train moving faster and faster on the slight falling gradient. There was no main road near here, nor any other source of extraneous sound: my attention, and the attention of everyone else on Kings Sutton station, was claimed by the noise of the approaching train.

Over the last few years I have seen preserved steam locomotives working in many parts of the country, and I have found them to be especially impressive when seen in the upland setting of the Settle and Carlisle main line in North Yorkshire and Cumbria: but until I saw the special at Kings Sutton, I had seen no steam locomotives at work in Northamptonshire for at least fifteen years. I found it a strange experience, even a little moving, to hear the oncoming train thundering through my home county in the still autumn twilight. The engine - a Great Western "Castle" - was again obviously being driven very hard., it must have been heard for miles around, and I imagined people in the various stone villages of that Dart of the country, on both sides of the county boundary, listening to the sound from a bygone age of transport swelling through the grey October evening. There could be no mistaking the fact that a powerful steam locomotive was at work in the vicinity. The sound had become very loud when the locomotive at last came into sight; it was travelling very fast, much faster than any steam engine I had seen on the Settle and Carlisle, smoke and steam erupting from its chimney and leaving a white trail in the evening air. Cameras were raised: and when the driver saw the spectators and photographers waiting on the Platforms, he put on yet more steam to his locomotive. I had thought that the engine was already on full power; but now the blast redoubled to a deafening crescendo, and the train tore through the little station like a tornado, smoke and steam and sparks flying and hot cinders raining down behind it. In a moment it was past, the thrilling sight and sound diminishing away southwards, the noise gradually fading as the train shed on towards Oxford.

Full of nostalgia for the days of steam, we drove home, past more mellow stone villages, through the dying day.

## **ALL OUR YESTERDAYS**

by **ED**

A nostalgic look back at notes and sightings of years gone by 1985 somehow doesn't seem five years, but an April 13th the following notes were recorded on a visit to Lancashire.

Class 31s ruled the roost on the Cleethorpes-Manchester services, no Sprinters in those days - oh to be able to turn the clock back. 31428 worked the 0841 Manchester-Cleethorpes, whilst 31460 headed the 0737 in the reverse direction. 45145 headed the 0829 Leeds-Cardiff. Football specials were in abundance on this date with 47408 leaving Sheffield carrying both Wednesdayites to see their team play at Ipswich where they could meet their opponent's supporters whereby the six of the them could kick hell out of each other. At Manchester Victoria 47539 headed the first train out of Edge Hill for Liverpool's visit to Manchester United, subsequent workings were 47624 on 1L06 1140 Edge Hill-Manchester, 45109 on 1L07 1205 Edge Hill-Manchester, 47107 on 1L08 1220 Edge Hill-Manchester and 47594 on 11.09 from Edge Hill. Two further workings were in the hands of DMU's. More normal workings were 47419 on the 0815 Newcastle-Bangor and 45108 on the 0847 Holyhead-Newcastle. 45117 developed problems whilst powering the 0750 Scarboro-Liverpool and arrived at Manchester 66 minutes late, assisted by 47343, the pair working back on the 1405 Liverpool-Scarboro.

25297 headed a van train and 47587 worked the 1009 Barrow-Nottingham. Peaks and 47s shared the Pennine workings as 47423 headed the 1205 Liverpool-Scarboro, 45140 the 1100 Scarborough-Bangor, 45127 the 1115 Bangor-Newcastle and 47431 the 1125 Newcastle-Liverpool.

Five days later saw Buxton hosting 20163/170, 47130/335.

Some of you will remember the memorable Anston Travel Kyle Weekend trip of April 19th/20th 1985. I certainly recall an enjoyable trip with than one or two Pennine celebrities enjoying (?) 47477 for just a few miles from Chesterfield to Mossend where 47425 took over to Inverness. Here 37414 was provided but 26041 provided the train heat, and a memorable trip to Kyle and back. 47049 provided the power back from Inverness to Mossend where 47213 took over for the rest of, the Journey. An excellent trip highlighted by the sight of 27050/55 on the 2048 Inverness-Aberdeen which we swear we could hear leaving Forres whilst we were heading south!

June the 8th of that year saw my first visit of the year to the south west, with many long-lamented trains in evidence. There were some great trains in those days – Padd- Paignton loco hauled every hour, the 0836 Cardiff-Paignton, the 0910 Paignton-Newcastle, the 0945 Padd-Newquay and my two favourites, the 0700 Oxford-Paignton which returned on the 1145 Paignton-Paddington and the 0924 Paignton-Birmingham which returned at 1344, this trains was sometimes a Class 50 and sometimes a peak. On this particular day only two steam heat locos were noted. These were 45013 on the 0820 Liverpool-Paignton and 45058 on the Paignton-Manchester.

A truly 'historic shot' was obtained when 50039 headed the 0700 Oxford-Paignton. 47524 headed the 0655 Plymouth-Old Oak Vans and 50035 crept up on us on an up Truro-Wembley Hockey Special and we missed a shot of it. 45139 headed that fine train, the 0910 Paignton-Newcastle and 50037 the Paignton-Birmingham and return, large logo liveried in those days of course. I quite vividly remember 50022 storming past Wellington on the 0730 Penzance-Aberdeen/Glasgow, quickly followed by 50012 on an up relief and 50013 on the 1045 Paignton-Padd, little were we to know then .....

The 0932 Penzance-Paddington 'Jumbo' train had 50043 in charge whilst 'Rodders' put in an appearance on the 0936 Liverpool-Penzance.

Another most memorable day in the south west was experienced when on June 30th, I spent the day around the Taunton area. Semaphores and loco hauled trains everywhere! Memorable locos sighted on passenger workings included 47205, 47194, 45001, 47237, 47258 and 50014 (sorry TC).

And so by now we were well into the summer and spoilt for choice where to go for the best. The south west for the hourly Padd-Paignton plus the many other excellent trains, a little further north for the Bristol-Portsmouth's and Class 33s or just stay close to home for the 0645 York-Portsmouth, the 0805 Chesterfield-Scarborough and



the 0744 Leicester-Scarborough. Oh the good old days, the good old days. Could British Rail ever develop a Tardis of dreams, life is made.

Editor.

## **PENNINE QUIZ No 63**

After the last edition's map quiz, this edition is a simple answer the question variant. Entries should reach Ed by August 15th.

- 1) Which was the home depot of 'Jubilee' class which worked the Euston bound services from Birmingham and Wolverhampton?
- 2) In which town was Cross Newydd shed?
- 3) In which town was East Sutton Jcn?
- 4) Name the tunnel north of Charwelton on the GC.
- 5) Which was the first preserved steam loco to break the BR ban on steam operations over BR tracks in 1971?
- 6) Where on the S&D were assisting engines attached for the northbound climbs to Masbury summit?
- 7) What other name apart from Penyghent, has been carried by Class 44 D8/44008.
- 8) In which town was Duffryn Yard shed?
- 9) Where was Class 40 no 40106 first allocated?
- 10) To which railway did the Liverpool and Manchester Railway sell the heavily rebuilt 'Rocket' In 1836?
- 11) When did the first Great Western Railway coal train pass through the Severn Tunnel?
- 12) What was the first ex BR Main line diesel to be sold for preservation?
- 13) How was the 6M88 Harwich-Willesden Speedlink significant on July 15th 1986?
- 14) The overall roof of which London terminus collapsed in 1905?
- 15) What was the number of the Electric loco damaged beyond repair in the Hixon rail accident?
- 16) How many Stirling 8ft singles were built for the Great Northern Railway between 1870-1895
- 17) What was the first depot D9000 was allocated to?
- 18) When was Class 71 re-numbered from E5001?
- 19) Which was the 7000 loco to be built at Crewe?
- 20) How many depots was the prototype Deltic allocated during its stay on the eastern region?
- 21) Where was Deltic 55019 named?
- 22) When was Kilsby Tunnel, on the London & Brighton Railway, opened to trains?
- 23) Which works built all 8 of standard Class 4MT 4-6-Os between 1951-57?
- 24) On what date was now preserved Hymek D7076 withdrawn?
- 25) In which year was warship D821 painted maroon?
- 26) Which was the last 'Western' to be used on China Clay traffic out of St Blazey on 15th Feb 1977?
- 27) Where the last three ex BR 57xx pannier tanks on London Transport kept?
- 28) Where was the locomotive works of the West Cornwall Railway prior to 1865?
- 29) Which preserved loco, other than Deltic 550t6 carries the name Gordon Highlander?
- 30) What was the first depot D8000 was allocated to?

## **PENNINE OBSERVERS NOTES**

### Scottish Region:

Pennine members visits north of the border are not common place these days, but on April the 7th, the membership secretary ventured farther than Goldthorpe for once, and sighted the following:- 0657 Coventry-Edinburgh 47595, 1240 Edinburgh-Aberdeen 47641, 1333 Glasgow-Inverness 47461, 1715 Edinburgh-Birmingham 47578 and 26015 was on Glasgow Queen Street pilot. Several Push-pull Class 47s were in evidence, before their transfer away from these services and 47708 worked the 1230 Edinburgh-Glasgow, 47716 worked the 1325 Glasgow-Dyce, 47717 the 1525 Glasgow-Dyce, 47703 the 1530 Glasgow-Edinburgh and 47707 the 1705 Edinburgh-Cardenden.

Also on the same date 37413 headed the 0650 Glasgow-Central-Fort William and 37417 the 0933 Glasgow Queen Street-Inverness, 47701 failed on the 0725 Glasgow-Aberdeen and 47715 replaced it leaving 35 minutes late. The 0925 Glasgow-Aberdeen had 47710 at its head whilst 47460 worked the 1125 service. The 1142 Edinburgh-Inverness was powered by 47539 and the 1636 service by 47470.

Noted on Eastfield Depot were 26004/8110/11/14/15/25/35, 47703/9, 47636, 08622, 37188/403.

### Eastern Region:

Essential repairs to Selby swing bridge resulted in delays on the Hull-Leeds service during the period March 2<sup>nd</sup>-5<sup>th</sup>. Services were terminated at Howden with delays of approximately 45 minutes.

The 1700 Hull-Sheffield and 1905 return was powered by 47417 on March 2<sup>nd</sup>. The same loco headed the same workings two days later. The same day saw 31456 head the 2002 Sheffield-Leeds via Dearne Valley and the usually HST powered 1830 FO Kings X-Newcastle had 47406 in charge. The 1915 Kings X-Newcastle had 91002 to Doncaster and 47586 forward.

The following day found 47471 on the 0625 Newcastle-Liverpool and 47569, in the place of the usual pacer, worked the 1245 Carlisle-Newcastle. 58036 and 47456 powered the full 0825 Leeds-Carlisle and 1242 return. 47406 worked the 1351 Sheffield-Leeds whilst other S&C workings were in the hands of 47418 on the 1615 Carlisle-Leeds and 31447 the 1757 Carlisle-Leeds. Monday 5<sup>th</sup> March found 31452 working the 0514 Hull-Sheffield in place of a sprinter, and on the 10<sup>th</sup> the 1245 Carlisle-Newcastle failed again to produce the usual pacer with 47523 taking its place.

The 0825 Leeds-Carlisle and 1242 return had 37104 and 47456 as train engines. The following 1045 Leeds-Carlisle had 209051906147422 at the front, the 1757 Carlisle-Leeds had 47477.

Monday 12<sup>th</sup> saw the opening of the Swinton curve with the 0514 Hull-Sheffield with 150102 and 47483 the 0540 Wolverhampton-York being the first service to use the new section.

The Newcastle-Weston Super Mare started at Doncaster with power cars 43185/43151, due to operating problems on March 12<sup>th</sup>.

Two days later saw steam return to Sheffield with a vengeance when 71000 Duke of Gloucester worked a Derby-Sheffield-Derby test train with 14 coaches. According to reports the loco made a storming climb up Heeley bank which will be remembered for quite some time.

The 2002 Sheffield-Leeds still sees loco haulage with 31458 on the train on March 14<sup>th</sup> and 16<sup>th</sup>.

March 17<sup>th</sup> found the 0825 Leeds-Carlisle with 56075/47453 at the head. The 1135 Carlisle-Newcastle saw 31200 and failed DMU 54242153953 in tow.

Old ECML favourite 47520 still lives and was seen on March 22<sup>nd</sup> on the 0540 Wolverhampton-York and on the following day 47838 worked the train. The 1915 FO Kings X-Newcastle was powered by 91006 to Doncaster with 47407 taking over from there. Saturday 24<sup>th</sup> saw a Doncaster-Kings X charter worked by 47853. Various Class 47s can now be seen on the Trans Pennine Newcastle-Liverpool services with 474241418/631 seen on this date. The 1615 Carlisle-Leeds had 47503 and the 1757 47406 at their respective heads. On March 28<sup>th</sup> and 29<sup>th</sup> 47413 worked the 2002 Sheffield-Leeds but in early April the usual Class 31 worked the train with 31447 on the 2<sup>nd</sup> and 31458 on the 6<sup>th</sup>.

Class 91s are now in everyday use on the ECML service with 91011 on the 1610 Kings X-Leeds on the 5<sup>th</sup>, with 91004 working the 1810 Leeds-Kings X. On the following day 91007 worked the 1915 Kings X-Newcastle as far as Doncaster whilst on the 11<sup>th</sup> 91005 worked the 1715 Kings X-Leeds and 91010 the 1750 Kings X-Harrogate. 91002 powered the 1930 Kings X-Leeds. On the 12<sup>th</sup> 91006 on Mark 1 stock worked a 1203 King X-Leeds additional and 47413 turning back the clock twenty years ago worked a 1300 Kings X-Edinburgh additional, again using Mark 1 stock. April 15<sup>th</sup> saw 37042/110 double head ballast wagons through Cottingham for work between Beverley and Bridlington. Probably the first Class 37/4 to visit Hull stabling point occurred from April 19<sup>th</sup>-21<sup>st</sup> when 37407 'Loch Long' was noted there. 47592 worked a Hull-Kings X 'Rugex' for the Rugby League Cup Final.

April 12<sup>th</sup> found no fewer than eight Class 91s in evidence on the ECML with no's 91002/4/5/6/7/10/11/12 to be seen. 47418 worked a 1405 Kings X-Edinburgh additional with green and cream coaches included in the rakes. The 0645 Kings X-Edinburgh additional had 47406 at the head.

Several additional services over the Easter period saw some interesting workings with loco hauled trains making an early return to Skegness. Saturday 14th April saw the 0730 from Sheffield in the hands of 47406 while 20110/031 headed 0920 ex Derby. The 0837 Leeds-Skegness was worked by 47459 and the 0944 ex Sheffield by 47407. Easter Monday saw an 0835 ex Leicester worked by 20176/145 with 20102/092 working the 0920 ex Derby. The 0944 ex Sheffield was this time headed by 47524.

The following day saw the 1135 Edinburgh-Kings X additional prematurely terminated at Doncaster when 47852 expired. 31447 worked the train forward as an ecs working.

Occasional HST replacements on the Sheffield-St Pancras services continue to appear in the shape of loco-hauled trains and such was the case on April 25th when 47836 worked the 1855 to the capital. On Sunday 29th a 1530 Kings X-Hull 'Rugex' was powered by 47407 still notching up the miles on the ECML.

Noted during a two and a half hour period at Barnetby were nine loco hauled or light engine manoeuvres. 47374, 47380, 47115 and 47294 all worked tank trains returning to Immingham, as did 31185/257, 31210 worked a freight to Scunthorpe, and 31210 and 37004 worked steel trains to Immingham. 31210 returned to Immingham on a steel train from Scunthorpe and 31221 worked light engine.

An area not usually reported in this section is East Anglia but obviously is still an area with plenty to see. The following Class 86s were all seen on the Norwich-Liverpool St services over the period April 27th-29th:- 86210/214/217/221/222/223/227/230/2351238/246.

Noted on Ipswich depot were 37013/32/57/140/216/219/244/358, 31187/196, 47003/292/599, 86419/425/8/602/635/636, and at Cambridge were 08612/3/711, 31209/234/400, 47565/603. On the 27th the following Class 47s could be seen on Liverpool St-Kings Lynn services -: 47579/632 ex Liverpool St, 47596 1728 Kings Lynn-Cambridge and 1820 return, 47576 on the 1950 Cambridge-Kings Lynn.

The following day saw 47576 on the 1728 Kings Lynn-Cambridge and 47596 on the 1632 Liverpool St-Kings Lynn and 1920 return with 47579 on the 1832 ex London and 2100 return.

May 7th saw more loco haulage to Skegness with 20139/160 working from Derby and 20105/177 from Nottingham. Easter Monday, April 16th also saw loco haulage on the Sheffield-Cleethorpes line with 47557 making a welcome change from the usual Sprinters, while on May Day Monday 7th May 91006 worked 'Blunt End' first with the 1703 Leeds-Kings X Additional with the following 1710 service being an HST. 31443 worked Sheffield-Cleethorpes services.

The Class 20 loco society 'Vladivostok Avoider' of May 12th saw 20010/132 in grey livery perform faultlessly for almost 12 hours on a meandering, but enjoyable trip around various parts of South and West Yorkshire, Humberside and Scarborough.

### Midland Region:

Stoke-on-Trent is another location not often reported on but on March 19th 08635, 20057/149, 31112/412 were in the sidings, 20029/48 and 20021/75 worked light engine, 20010/132 worked a coal train. 37501 worked a steel train. Class 87s were much in evidence with 87001 on the 1418 Manchester-Birmingham, 87015 on the 1429 Birmingham-Manchester and 87026 on the 1208 Birmingham-Manchester. 90005 headed the 1400 Manchester-Euston.

On April 28th 08842/899 were Derby station pilots where 37682/3 passed through on a stone train. Black Five 44932 arrived on the 'Risborough Venturer' from Sheffield, which was taken forward by Pacific 35028 'Clan Line'. Stoke-on-Trent again on April 17th played host to while noted at Crewe were 20055/80/2/135, 31320, 47144/343/450/479/848, 90017.

With the Class 90s and 91s now grabbing the headlines the 'older' Class 87s are taking a back seat from the sightings point of view but there are nevertheless, still much in evidence. 87024 worked the 1630 Euston-Blackpool on April 20th whilst 87032 worked the up Clansman. The following day saw the up 'Irish Mall' worked by 87004 with 87005 on the 0720 Euston-Glasgow and 87003 on the 2330 Euston-Manchester/Liverpool. 85011 worked the 2320 Edinburgh-Euston.

Due to engineering work the 2359 Euston-Manchester had 31101/465 from Euston-Bletchley, 90027 forward to Crewe and 47592 for the remainder to Manchester.

Class 37s are still seen working Cardiff-Manchester/Liverpool services, at least at the time of writing and on April 14th 37427 headed the 1315 Cardiff -Liverpool and 37426 the 1610 Cardiff -Manchester. On May 5th 37428 and 37431 both worked Cardiff-Liverpool workings. However on April 6th 47605 arrived at Manchester on the 1610 ex Cardiff, some 35 minutes late. It then worked the following days 0830 return service.

On Sunday April 22nd the 0655 Manchester-Euston had 47441 as far as Crewe where 87027 took over to the Capital. The 0905 Birmingham-Manchester was powered by 47812 and the 0910 Birmingham-Llandudno Jcn by 47456. WCML services from Euston-Manchester /Liverpool see a variety of electric traction. The 0945 from Liverpool-Euston had 90011 whilst the 0810 Euston-Liverpool had 86212 at its head. The 1330 Euston-Manchester was in the hands of 87027 and the 1700 Manchester-Euston by 90003 and the following 1750 ex Manchester by 90019.

The 1345 Birmingham-Paddington (return of the 0915 Paddington-Birmingham) was a still 50150 (pardon the pun) chance of a Class 50 or 47 (Setting confused?) On May 5th the 1345 had 47705 in charge whilst two days later 50026 only worked as far as Coventry where veteran 85030 took over to Manchester. Also on this date Railfreight liveried 90040 worked a Birmingham-Liverpool service and 90037 propelled the 1800 Manchester-Euston out of Piccadilly, proving contrary to rumours that the new batch of Railfreight liveried members of the class are to work passenger services.

### Western Region:

With a certain amount of doubt being cast onto whether the Class 50 locomotives will be working the Paddington-Oxford services from the start of the new timetable, this popular class are still providing the most intense interest and reports of workings. Every one of the following sightings was reported by our illustrious treasurer who is renown (pardon the pun) to be the Class 50s number one fan.

March 16th found 50023 on the 1015 Padd-Ox and 50035 on the 1047 Padd-Newbury, whilst 50036 worked the 1100 Oxford-Paddington. On March 23rd 50035 worked the 2110 Padd-Ox but 47598 worked the 2135 Ox-Padd. Noted at Laira on this date were 50003/7/110/17/40, 08792/840/941, whilst Exeter stabled 37412/50027 and 56037. 47821 worked an additional 0750 Exeter-Plymouth relief due to the late running of the overnight service from Scotland.

The departmental sectors Class 50s get very little coverage mainly due to their very limited use in a rather confined area. However some reports have been rather forthcoming in the last few weeks. On March 23rd both 50020 and 50037 worked freights from Exeter-Tavistock. 50004/46 worked ballast trains on the Exeter-Honiton on the evening of March 23rd.

The following day 50034 powered the 1910 Paddington-Plymouth and the next days 1150 Plymouth-Paddington.

With regard to the departmental sector members March 28th found 50004 on Bristol trip workings, 50008 on a Bristol-Merehead, 50015 at Exeter, 50019 at Bristol Bath Road, 50020 at Bristol East Depot, 50021/37 out of service Laira and 50042 at Oxford and 50046 at Exeter.

The following day saw No.4 on Bristol trips, 15 Laira, 19 Bristol trips, 20 Exeter, 21/37 Out of Service at Laira, 42 at Oxford, 46 en route Exeter-Bristol on the 1852 Tavistock-Gloucester Freight.

May the 10th saw 50008 on the previous nights 1852 Tavistock-Gloucester whilst 50046 worked the 1142 Exeter-Meldon and 1335 return. It then ran round in riverside yard and worked to Bristol. 50015 worked light engine from Bristol to Exeter arriving at Exeter at 1810 hours. The following day saw 50019 arrive at Exeter from Westbury whilst 50015 worked to Meldon and back during the afternoon. Supplementing the interest on the Meldon workings, but largely overlooked, are the Class 33 workings to and from the Southern region. On the 10th 33113/008 worked the 1120 Meldon-Tonbridge and 33101 the 0840 Eastleigh-Meldon. 33002/117 worked the Exeter Riverside-Bristol East late afternoon service. On the following day 33201/211 worked a Meldon-Riverside stone and 33117/002 the 0840 Eastleigh-Meldon. Late that afternoon 33113/008 worked Riverside-Meldon. Other interesting workings were the 1732 Sellafeld-Bridgewater nuclear flask with 31275. 47270 worked the 1500 Coatbridge-Tavistock Flt and 47277 the 1056 Fawley-Tavistock oil train whilst 47538 was

employed on the 1415 Tavistock-Riverside departmental freight. These workings all occurred on May 10th. On the 11th 37294/220 powered the Waterston-Heathfield tanks whilst 47277 again worked the 1056 Fawley-Tavistock.

Undoubtedly the highlight of these West Country workings was the failure of 47809 on the 1618 Manchester-Plymouth in Dawlish station, which resulted in the following 2048 Exeter-Laira ecs forming a 2149 Dawlish-Plymouth relief working wrong line to Teignmouth. 50044/43 made a storming departure from Dawlish on the relief and were followed by 50042 which had been sent light engine from Exeter to tow the defective 'duff' and stock to Laira. 47809 was however back in service the next day.

Occasional double heading of the Padd-Ox services by Class 50s occurred during the spring end on April 1st 50033/24 paired on the 0930 Ox-Padd and 50026/32 on the 1115 Padd-Ox, 26 then worked back light engine whilst 32 returned on the 1250 Oxford-Paddington and 50031 did the 12465 Padd-Oxford and 1445 return. 50036 powered the 1513 Paddington-Wolverhampton. Due to there being no loco at Oxford 50034 worked empty stock to form the 1630 Oxford-Paddington.

April the 29th saw the magnificent line up of 50026 on the 0930 to Padd, 50031 for the 1130 to Padd and 50036 the 1630 to Paddington all stabled at Oxford sidings. 50033 did the 1115 Padd-Ox and 1250 return. 50026 did the 1445 Padd-Ox and 50024 the 1513 Paddington-Wolverhampton. Odd man out was 47530 on the 1245 Padd-Ox and 1430 return. Most unusually on May 5th 33027 and 73004 headed light engine through Cholsey presumably en-route to Bescot Open day.

April 16th found 50033 working 5A77 1130 Old Oak-Plymouth ecs to work the 1707 Plymouth-Paddington. 50030 unusually headed the 1550 Plymouth-Paddington. The following day saw 50033 work the 1550 ex Plymouth and 50019 run light engine from Laira to Exeter. Also Class 37s no's 37412/4, 37669/671/3 worked china clay trains in Cornwall with no's 412/4 on the 1545 Blazey-Gloucester Speedlink. 50004 worked the 3C25 Plymouth-Penzance vans providing Cornwall with a very rare sighting of a Class 50. 47533 powered an engineer's train from St. Blazey-Tavistock Jct.

The 0712 Newton Abbot-Exeter still sees the occasional double heading of a Class 50 and on April 18th 50028/009 provided a fine spectacle. May 11th however found 50044 clone working the train.

On April 18th the 2330 Waterston-Heathfield was most unusually powered by 50003. 37670/4 worked the Burngullow-Irvine China Clay service and 47003 the 1210 Tavistock-Gloucester. 50028 worked the 0845 Aberdeen-Plymouth leaving Exeter 60 minutes late, presumably due to an engine failure, 50008 worked to Meldon, as did 33114/109 on the 0840 ex Eastleigh and 50042 headed the 1437 Bristol East Depot-Exeter Riverside Yard Departmental Freight.

Pairing of Class 50s on ECS workings from Exeter-Laira continue regularly particularly the 2050 working.

April 15th saw 50043/29, 17th 50002/3 and on the 18th 50029/48.

### Southern Region:

During the period April 13th-20th eleven different Class 50s were noted on Waterloo-Exeter services. Those seen were numbers 2/3/16/17/18/28/29/43/48/49/50. However the very occasional Class 47 Interloper does still appear. April 14th saw 47828 on the 1622 Exeter-Waterloo, working the 0815 Bas-Ex and 1228 return the following day.

50016 failed at Salisbury on the 14th whilst working the 1715 Waterloo-Exeter and was piloted by 50049. '49 then took the ecs to Laira and 16 was towed onto Exeter depot by 08945. On the 16th 50048/27 headed the 0915 Waterloo-Exeter running 45 minutes late at

Talaton due to the failure of '27 at Salisbury. 50019 later towed '27 to Laira

April 20th found 50018 working the 0811 Exeter-Waterloo and 50009 the 1115 Waterloo-Exeter. 73005 worked through Hershams on stock although it is not known what the working was. 50045 did the 1215 Waterloo-Salisbury, 50028 the 1020 Exeter-Waterloo and 50001 the 1315 Waterloo-Exeter.

## Late News:

Despite rumours of possible withdrawals or Sector Transfer for the start of the summer timetable, a TOPS report of May 15th showed no change to the Class 50 sector allocations. Any further development on this subject remains to be seen,

Out thanks go to Messrs Dewing, Slater, Caddick, Barclay, Gossan, Stewart and Wesley Jnr.

## **PENNINE RAILWAY SOCIETY - MEETINGS/TRIPS LIST - JUNE-SEPTEMBER 1990**

### **Meetings List No.3 June-September 1990**

All meetings are held at the Corporation Brewery Taps, Cleveland Street, Doncaster at 19.45 for a 20.00 prompt start on EVERY first Tuesday and EVERY third Tuesday of EVERY month. Everyone welcome, members and non-members. If anyone would like to do a slide/film show, please contact Robin-we have dates available.

Tuesday 19 June - Mexborough's own favourite son, Tony Caddick. Illustrated show 'MIDSUMMER NIGHTMARE'

Tuesday 3 July - Illustrated Show-Robin Skinner. One evening Not to be missed. Be there or be square. See his award winning exhibits

Tuesday 17 July - Illustrated show-Geoff Bambrough and Tony Booth - an evening of nostalgia with the veterans

Tuesday 7 August - Illustrated show-Paul Wesley. Those not there without good reason will have P. Wesley Senior to answer to.

Tuesday 21 August - Illustrated show - celebrity to be announced

Tuesday 4 September - Illustrated show - turn to be announced later

Tuesday 18 September - Illustrated show - volunteer to be conscripted.

### **Fixtures List No.3 1990 David Whitlam**

Sunday 22 July Doncaster Works.12.00 PR4-9o/3 Meet Plant Hotel entrance 11.50 Members £3 Non-m-embers £3.25

### **DATES FOR YOUR DIARY**

July 1 Gloucester 150 Rail Day

July 21 BREL Crewe Open Day

July 29 Sandtoft Transport Centre Vintage Vehicle Gathering Come along and view the fleet of PAST Tours  
September 15/16 Midland Railway Centre English Electric Weekend September 23 Middleton Railway Gala Day

September 29 Tinsley TMD Open Day