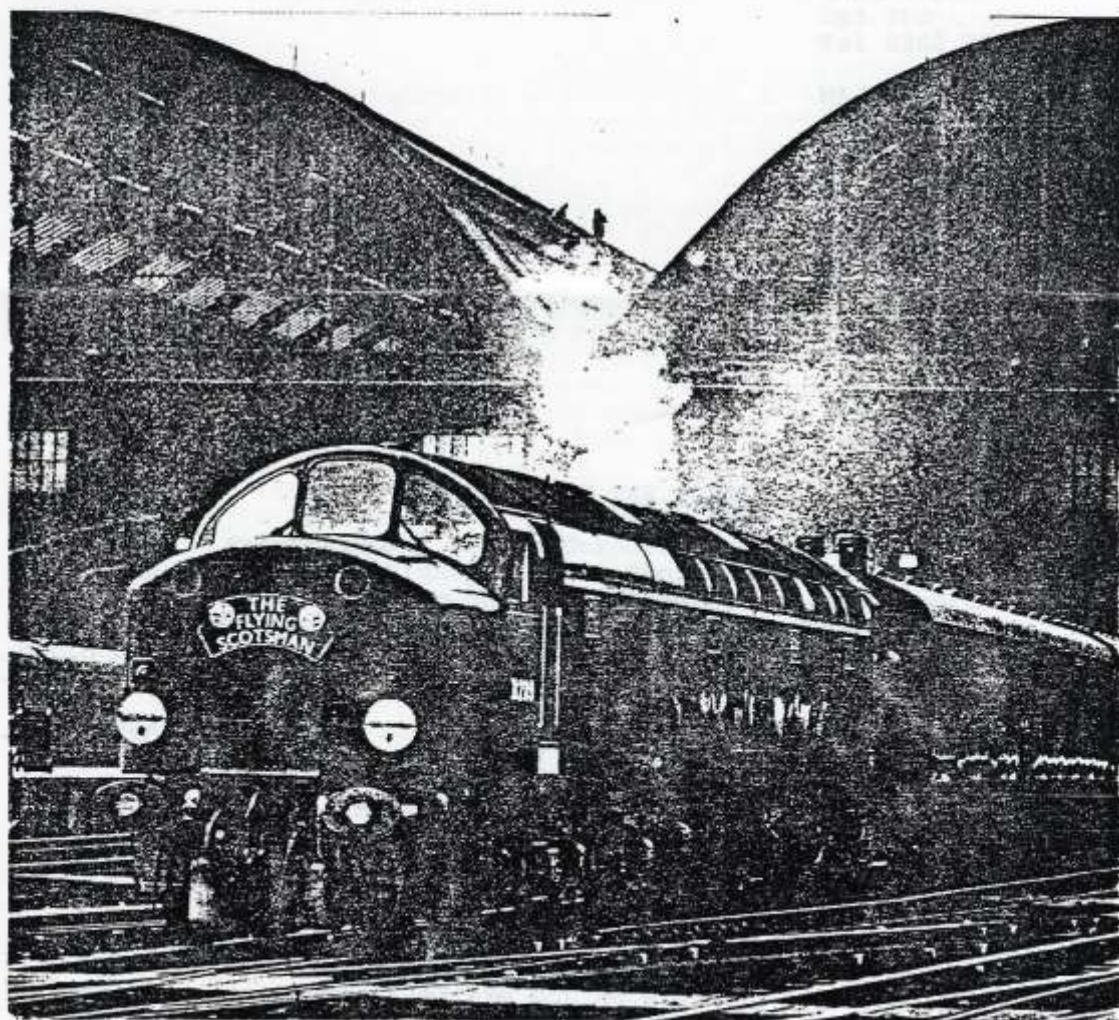


TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



MAGAZINE No 73 SEPT 1990

EDITORS NOTES

Welcome to the Autumn edition of 'Trans Pennine' The long hot summer has certainly made a mock of those eternal pessimists who say that Summer Saturdays always bring rain. This year we've almost forgotten what that is! Well we have only another month of the Summer Saturday haulage basher to go but we now welcome back that other dubious part-timer, the football hooligan. As Leeds, Millwall, Newcastle and others start out on their latest quest for glory, their ardent loyal followers will be up to their usual antics. Beware normal rail travellers.

The cover photographs on the last edition of 'Trans Pennine' firstly left a lot to be desired in its choice and in its contents, and secondly left enough room for the most suitable caption to be printed underneath. The top photograph showing Our Illustrious Chairman (insult to a perfectly good Class 50) doing his impression of Maradona (or is it Madonna) only proves he cannot read when he is doing what the sign says he should not. The bottom photograph could, one may suppose, show England cricket Captain Gooch and Vice Captain Gower, heading down under to try and regain the ashes.

Unfortunately, they came back and yes, our Treasurer has still got that same jacket, sorry blazer, and the same hairstyle. Still he does seem to have put on a little weight. Well we hope to feature a similar photograph on the cover of a future issue showing the wonderful couple embarking on a similar venture to, let's say Kuwait.

NOTES FROM THE COMMITTEE

SOCIAL REPORT

Entertainment at the Corporation Brewery Taps continues to be of the highest order. Geoff Bambrough and Tony Booth, both veterans of the Society, recently relived memories of the early days, particularly embarrassing former railway clerk Robin Skinner and Treasurer John Sanderson, shown 'moonlighting' on the buffet cars.

Religious section

(a) Caddick visited by the lord

At a recent slide show at the Taps by TC, amongst the audience was 'The Lord', Peter Fox, the panda-proportioned director of Platform 5 Publications. Which other Society can boast The Lord and God (Tony Smith-Sheffield) amongst its friends and members?

Religious Section

(b) Watts Turned Down for Canterbury

Commiserations to the Pennine's Religious Adviser Rev Andrew J Watts, Canon of Cannock who was turned down for Archbishop of Canterbury due to lack of relevant experience. In the Archbishop of Canterbury Stakes, Ladbrokes were offering 1000/1 against Watts (the same as Desmond Tutu and Arthur Scargill). However, those in the know with a direct line Above were able to win a small fortune on the winner, George Carey, by placing bets hours before the official announcement was made, before the bookies smelled a church mouse and closed the book. Our Treasurer is awaiting a donation from Andrew's winnings.

TRANS PENNINE

TRANS PENNINE is produced by the Pennine Railway Society. The views expressed are not necessarily those of the Society or the Editor.

CHEQUE-MATE

Friends of our Chairman and ex-railway clerk, Robin Skinner may wish to take the opportunity of asking him why our Treasurer is not keen on accepting cheques from him and has not been for 10 years.

CEC IL NOT RECOGNISED IN SHEFFIELD

In an article in the Sheffield Star on 1 August 1990, reference was made to an investigation on South Yorkshire Transport buying out competition and who were warned earlier against such continued action by the then

Transport Secretary, Cecil Parkinson. The Star does not say who it considers to be Transport Secretary now - Robin Skinner perhaps!

WAS YOUR TRAIN CANCELLED LAST YEAR?

In 1989 93,000 trains were cancelled. One way BR is reducing this number is shown in table 26 of the current passenger timetable where many advertised connecting services were withdrawn due to economy measures between the timetable going to the printers and eventual publication. If they should never run, they cannot be cancelled, can they?

CLASS 50 SOLD FOR £3

Pennine Spiv Geoff Bambrough recently bought a print and frame of a Class 50 from Doncaster Library for £3 (it had been on sale for 4 months and the frame was worth £2.95). This was raffled at a recent meeting at the Taps with profits going to club funds. It proved a popular auction, although the winner did have to take home the print of the obsolete locomotive. Our Magazine Editor, GG, was distressed not to have won - he was sure it was a print of his favourite 50019 'RAMMLE-ESE'. The real winners of the raffle came 2nd and 3rd - they won free pints (including Doncaster Rugby League fan Chris Tyas - Pennine's own hooker).

HOW (NOT) TO APPOINT A CHAIRMAN

BR Chairman Sir Bob Reid (BR MkII) former Chairman of Shell UK was offered the job of running BR when he went to the Energy Department to tell rubicund Cecil Parkinson about the submission Shell would be making to the Monopolies Commission inquiry into the supply of petrol. He read the submission to CEC IL who said "That's very good. How would you like to run BR? Sad, but true. BR MkII has taken the job because there is so much scope for change and so much money to spend on making the changes.

BR SELL OFF PLAN AXED

Plans to privatise BR will be scrapped by the Government because investors will not back the loss-making network. This setback follows on the beleaguered Cecil Parkinson's failure to succeed with privatising the electricity industry. Rubicund Cecil will have to tell the Tory Party conference that a full-scale privatisation will not be on the agenda if the Conservatives win the next election. Cecil, while still in post, will now concentrate on his plan to improve the railways which will include an increasing element of private sector involvement, including a new venture, Charter Rail, operating "piggy back" goods trains using freight containers which can be carried either by road or on trains.

AL BOOST

Over the next 10 years the taxpayer will support £600m of improvements to the A1 to bring it up to motorway standards. Over the next 3 years Network SouthEast will be denied any further money from the taxpayer.

ADVERTS OUT OF LINE

Rail adverts that promised a stress-free Inter City service have been criticised for their "exaggerated claims". Images of travellers enjoying a place of sanctuary, starved of interruptions, and fortified by an excellent meal had infuriated commuters, said the Advertising Standards Authority.

Wellingborough Rail Users' Association complained that their Inter City service regularly had up to 100 passengers standing and buffet facilities were severely restricted. They said BR should make it clear that "stress-free" services were available to first class ticket holders only. Saatchi & Saatchi said the adverts were "lighthearted". The ASA told BR to take greater care "to avoid disappointments among users of a typical service".

BR's image-maker's latest gaffe comes when describing the scenic delights of taking the Bradford Pullman. BR has spent £28,000 on a newspaper advertisement which shows the cricket pitch at Shipley as seen from the 06.50

Pullman from Bradford to London. Sadly the pitch featured is in Saltaire, two miles from the line and cannot be seen from the train. When the train really does pass through Shipley passengers really see a scrapyard and a sewage plant.

PENNINE SLIDE COMPETITION

This popular event will be held on Tuesday 2 October at the Taps. Bring along 4 of your railway slides which you think will have the best chance of success (obviously these do not need to be your best 4 going by previous results). Prizes galore.

Who can forget Magazine Editor GG's astonishment when he was awarded 2nd place last year or Robin Skinner (Skazza's) tears of a clown when, yet again, he came nowhere. Rumour has it that this year he is donating the R.Skinner Cup to be contested by slides entered only by people called Skinner, who used to be railway clerks, and to be judged by him.

All welcome - a night not to be missed.

PENNINE SHIELD

Yet another year passes and we are already making arrangements for the Pennine Shield for 1990. The PENNINE will host a round on Tuesday 4 December 1990 at the Taps and we are already scouring the county looking for anyone who knows more about railways than our team last year. Interviews/ selection will be held from the 6,500 already identified throughout October and November. Details of other rounds of the quiz, as are available at the time of going to press, are shown in the meetings list at the end of the magazine.

THE TRAIN FROM SKEGNESS DEPARTS AT (IS IT RAINING?)

Two sets of Choppers went from Derby to Skegness on Bank Holiday Monday. Respected Pennine member, Mr Robert Whittington from Sheffield asked a member of the station staff at Skegness what times the trains would return. He was told (a) "it depends on the weather" and (b) "they will leave when I feel like it" It appears that departures should have been at 17.30 and 18.00. The first train left at 18.15. How very unusual!

NB Last August Bank Holiday, Pennine's own "one-armed bandit", Mr Graham Dawson GPO was told a train would leave at 19.00 It left full at 18.00 and he had to take a unit to Grantham for a unit to Sheffield. You pays your money and hopes you get home.

WEST YORKSHIRE MERRY-GO ROUND

West Yorkshire PTA is again threatening to withhold monies from BR for providing services in the METRO area, due mainly to an unacceptable number of late running and cancelled trains. BR has retaliated by threatening to cancel more trains if the money is not paid. West Yorkshire will then withhold even more money said spokesperson Mr Zebedee.

WHITTERS HAILS SUCCESS

Uncle David Whitlam is celebrating the success of the United Nations XI playing under the banner of Derbyshire County Cricket Club in winning cricket's Mickey Mouse competition, the 40 overs Sunday League slog. What is even more remarkable is the fact that on the day they won the trophy, they actually had in the team one person that was actually born in Derbyshire (Chris Adams).

Our own JR (John Dewing of Hull) is even more ecstatic with Yorkshire having beaten the United Nations XI in proper cricket, the County Championship, at Scarborough recently with a team comprised of players all born within the county boundary.

END OF AN ERA FOR COALVILLE

The closure of Coalville freight centre is due in October, due to a reduction in traffic and changing requirements by Railfreight Coal's customers. Coalville is on the Leicester-Burton 'Ivanhoe' line and is due to have its

passenger service reinstated in 1992. With sidings still remaining the Open Day committee is considering staging another event next year,

CHESTER REDUCTIONS

There is a planned reduction in facilities at Chester traction depot to meet the changing requirements of the Provincial sector. Heavy maintenance on DMUs will end in October and all first generation units be transferred to Tyseley or replaced by new units maintained elsewhere.

CLASS 56s ACROSS THE FORTH

Rail freight has won two major traffic flows to shift Scottish coal to English power stations meaning for the first time Class 56s crossing the Forth Bridge on scheduled services. Low sulphur coal will be taken from Blindwells Opencast, near Prestonpans to York for disposal by MGRs to any of six Yorkshire power stations and coal from Westfield Opencast, near Thornton will also be carried. Engineers cleared the 56s to run across the Bridge at 20mph but restricted the number of wagons to 24 making a trailing load of 1100 tonnes. That calls for three round trips a day from Millerhill to Thornton before the vehicles are marshalled to form two 36 wagon trains for the final journey south.

CLASS TO BE NAMED AT CAMBRIDGE

The naming of a Class 47 locomotive 'Cambridge Rolling Stock Depot' will be the main attraction at Network SouthEast's Gala Day '90 at Cambridge on 29 September 1990.

STEAM IN THE COTSWOLDS

P Slater

I stood on an old loading-dock near Stroud station, listening to the repeated whistle-blasts, each louder than the one before, as a GW150 steam special approached from Swindon. I did not know which locomotive would be working the train, and I was very pleased when the massive bulk of a "King" came round the bend up the line.

I had only seen 6000 "King George V" in the shed at Hereford, never at work before. It made a fine picture in the brilliant August sunshine, gleaming with green paint and shining brass and copper, and its rake of brown-and-cream carriages completed the scene; the hilly suburbs of Stroud, and the beautiful Golden Valley through the Cotswold hills, provided a backcloth.

From a road below the station, I watched 6000 depart and cross a small viaduct en route to Gloucester. Later that day, I waited on Kemble station for the returning special. I would have liked to see 6000 climbing Sapperton bank, but I did not know the area or the best viewpoints, there were no suitable places for parking on the main road, and the side roads seemed to be a maze of narrow lanes shut in by high banks and hedges.

The special was late returning from Gloucester, and by the time it arrived at Kemble the sun had set and the light was fading. Nevertheless, 6000 made a fine sight as it steamed slowly in past the old water-tower. The platforms were thronged with people, making me realise what a tremendous attraction this was, this weekend of Great Western steam in the Cotswolds. 6000 had a long stop at Kemble, as it would have to wait for a Cheltenham diesel to clear the single-track section from Swindon. I braved the cold wind for a little longer, remembering that this was the last day of summer, then shivered, and decided to drive back to Cricklade, where I was staying the night. Over pints of cider, in the warm bar, I thought back over the day. I had decided only two weeks earlier to drive down to the Cotswolds for this weekend of steam specials; now, the views I'd had of "King George V" at work made the long trip down the Fosseway seem worthwhile.

I was away to Swindon after breakfast. A 31 towed in 75069 and 6000, the latter blowing off steam ready to work the first special of the day, one of Swindon's 08s shunted the brown-and-cream stock into the platform, I bought a ticket to Gloucester, and soon we were away, accelerating past rows of condemned diesels and out into the attractive countryside, steam blown back from the locomotive, and many spectators and photographers out by the lineside. It was my first ever ride behind a "King", There were no appreciable gradients against us in this direction, but the speed was high enough to give impression of an old-time steam express. Kemble and Stroud

were passed without stopping, then the Cotswolds were behind us and ahead was tree-crowned May Hill and the hills of the Forest of Dean on the far side of the Severn.

I would not be able to return to Swindon on the special, as it was fully booked from Gloucester. The compensation for this was that I could not only watch 6000 backing out of Gloucester and turning on the triangle, I could also see it departing for Swindon with its train. A high bank provided a good vantage-point for me, and a crowd of other photographers, as "King George V" pulled Slowly out of the old Central station with its train, past the diesel depot, and round the curve out of sight to the south.

Returning to Swindon on a diesel from Cheltenham, I again regretted that I would not see or hear 6000 on Sapperton bank; but the ride was pleasant, the countryside most attractive, the sun shone, and when my train arrived at Swindon 6000 was simmering in the yard and 75069 was getting ready to haul the second special. I drove quickly to Kemble; the villages of Cotswold stone were beautiful, but I was intent on reaching Kemble station in time to photograph 75069 steaming through on its way to Gloucester. I made it with minutes to spare, and the green BR locomotive, although not so impressive as "King George V" added variety to this weekend and was in itself well worth seeing.

I went to my car and began the long drive back up the Fosseway to Lincolnshire. My weekend of steam in the Cotswolds was over.

PENNINE OBSERVERS NOTES

Scottish Region

Saturday June 16th saw A4 60009 haul two special Edinburgh-Thornton-Edinburgh trains leaving the Capital at 1010 and 1445. Also noted in the area on the same date were 08571/793 at Haymarket depot with 47518 hauling ecs to Waverley. 47470 worked the 1210 Edinburgh-Inverness while 20137/198, 26039/40 and 37380 were at Thornton. 47509 headed the 1440 Edinburgh-Inverness and 47701 the 1248 Aberdeen-Edinburgh. Millerhill played host to 08570/710/720/791, 26001/10/11, 47004/52/706, 56074/29/108 and Grangemouth to 08630, 20066/148, 26026/37/38, 37080/188/191/359/708. Noted on Eastfield were 08753/763/851/952, 20118/156/185/211, 26004/15/007/14/24/25/34/36/42, 37013/88/196/403/404/423/407, 47307/461/467/635/643/703/8/9 and at Motherwell 08568/732/622, 37015/401/51/47/026/070/092/097/118/137/201/209/373, 60005.

Southern Region

Tonbridge is not a location frequently mentioned in these columns but on June the 8th 47476 was noted there on a parcels train, 73138, minus nameplates, was also seen hauling EMU 3171 and 33065 headed a freight. Noted at Ashford were 33007/114/208/211. 47817 was noted at Dover heading a service to Manchester. 08606/637, 09021/2, 33205/6 were also seen at Dover.

With the almost total disappearance of Class 50s from the Paddington-Oxford and West Of England services the Waterloo-Exeter services are becoming very popular amongst 'bashers' and photographers alike and will see increased inclusion in these columns over the next twelve months or so. The occasional pairing of locos is taking place providing additional interest. On July 22nd 50005/27 worked the 1722 Exeter-Waterloo. Other members of the Class seen on this date were 50001/7/17/18/23/26/27/48/49.

August 5th saw another pairing this time 50009/2 on the 1445 Plymouth-Waterloo. 50028 failed on the 1228 Exeter-Waterloo and was terminated possibly at Yeovil Junction. The defunct 50 and ecs were hauled to Salisbury by 33030. Others out on this date were 50001/7/23/24/26/33/44/48. August 18th found 33101/2 heading the 1622 Exeter- Waterloo and 50044/33 on the 1942 Exeter-Waterloo.

Stabled at Woking on August 26th were 33002/26/102/118, 73110/139, 50007/9/17/28/29/44/45/49 all worked Waterloo-Salisbury and Exeter services. 47802 headed the 1100 Poole-Edinburgh.

Western Region

A typical day at Paddington - lots of Class 47s on Oxford trains. July 20th saw 47573/579/581/2/3/599/707 on such services. 37230, 47289/627 were seen at Gloucester.

The sea wall at Dawlish just isn't the same these days with little to relieve the monotony of 47s and HSTs. However a more than welcome interloper came in the shape of 33111 on an engineer's train on August the 19th. Even the 0915 Plymouth-Brighton was devoid of the diagrammed Class 50, 47584 being provided. 50044 did work the 1023 Portsmouth-Plymouth, however with 37671 assisting a northbound HST during the afternoon 47826 worked the 1020 Paignton-York, 47808 the 0736 Wolverhampton-Penzance, 47806 the 0810 Penzance-Glasgow and 47441 the 0802 Padd-Paignton, 47810 the 0835 Padd-Penzance and 47432 the 0820 Paignton-Liverpool. 47714 hauled the 0935 Padd-Penzance and 47716 the 1102 Padd-Penzance, whilst 47423 headed north on the 1215 Penzance-Glasgow.

The following day did see Class 50 activity on the sea wall with 50028 working the 1105 Paignton-Waterloo, 50048 the 0815 Basingstoke-Paignton and 1735 Paignton-Waterloo and 50045 the 1445 Plymouth-Waterloo. 47566 was at the head of the 0840 Padd-Paignton. August 19th found the 0712 Newton Abbot-Exeter commuter train in the capable hands of 50028. 47852 hauled the 0605 Derby-Plymouth while 50024/43 headed light engine Laira-Exeter. Much patience is needed to see a large logo Class 50 on the sea wall these days. Reward was gained however on the 19th when 50016 worked a Tavistock Jct-Riverside engineers, working back light engine. 50048/26 worked the 2055 Exeter—Laira ecs.

To prove that there is no consistency August 20th saw no less than six Class 50s traverse the sea wall. 50045 worked the 0712 Newton Abbot-Exeter and 50007 headed west light engine at 0955. At 1035 nos 9/17 worked light engine to Exeter and then amazingly nos 36/32 headed west light at 1023.

Midland Region

Noted at Worcester Shrub Hill on June 3rd were 47819 on the 0720 Manchester-Poole and 47834 on the 0855 Wolverhampton-Exeter diverted via Worcester due to engineering work. 47830 had charge of the 0810 Paddington-Wolverhampton. 58001 was at Kidderminster while Ivatt Class 2 46443 and Sulzer D7633 were at work on the Severn Valley Railway.

An open day at Castle Donnington Power Station on June 23rd found Black 5 44932, Rutland Railway Museum 0-4-0St 'Dora' and Powergen 0-4-0Sts 'Castle Donnington Power Station No 1' and 'No 2' in steam. Modern image locos on display were 20084/170, 56091 and 58029.

Noted at Westhouses station site on June 27th were 20007/166 and 60010 on test.

The 1120 Peak Forest-Hindlow trip freight on August 2nd was in the hands of 'Grey' 47605 Crewe station on July 9th found the following electric locos on passenger duties—:
86234 on 1000 Plymouth-Edinburgh, 86237 on 1318 Holyhead-Euston, 86241 on 1456 Birmingham-Liverpool, 86255 on 0918 Brighton-Glasgow, 86437 on 1325 Euston-Glasgow, 87001 on 1042 Edinburgh-Plymouth, 87010 on 0716 Penzance-Glasgow, 87011 on 1250 Blackpool-Euston, 87012 on 1040 Poole-Glasgow, 87014 on 1300 Euston-Manchester, 87032 on the 1350 Euston-Liverpool, 90011 on 1510 Liverpool-Euston, 90014 on freightliner and 90042 on 1133 Glasgow-Brighton.

Noted on the depot were 20103/186, 31110, 47187/330/426/435/448, 85011, 86254, 90034/41/48.

July 17th found A3 4472 'Flying Scotsman' on the 'North Wales Coast Express' Crewe-Holyhead-Crewe Special with 31423 piloting (or hindering) the train during reversal on the Llandudno branch. 08585 47432, 86207/405/6, 87021, 90027/38 were seen at Crewe station with 08907, 25083 and 45108 at the Heritage Centre. 08692, 20013/73/75/141, 47441/463/5/517/852, were on Crewe Diesel Depot with the Electric depot playing host to 08823, 85013/22/8, 86607, 87004.

Noted at Chester were 03073, 47353/508 with 31142 at Llandudno. 47322 was at Bangor and 08737/742 at Holyhead.

Eastern Region

June 30th found 31308 on the 0627 Sheffield-Skegness and return whilst on July 7th 31285 worked the train with 31160 on the 0919 working. On the same date 91010/82207 suffered a brake failure at Wakefield on the 1510 Leeds-Kings X, causing serious delays to all services. 47515 eventually arrived hauling the ensemble leaving Wakefield 75 mins late. 47515 had previously worked the Tenby-Leeds service.

Noted at Worksop on this date were 08723, 20126/136/151/178, 56002/80, 58019/26/28/46.

The following Saturday saw 31159 head the 0627 Sheffield-Skegness and return with 31160 on the 0919 service. Sunday July 29th found 47716 and accompanying Network South East stock on the 1315 Newcastle-Exeter. Whitwell, near Worksop, found 56027 on MGR empties travelling in one direction at 1725 with 58050 heading the opposite direction at 1725 with 58050 also with empties on July 23rd.

A week later, the 30th, found 20214/210 on empties at 1705, 56020 on empties at 1715 and 58016 at 1730 also empty.

The only loco-hauled service out of Hull produced 47503 on the 19th July and 47418 on August 11th. The service is the 1700 Hull-Kings X as far as Doncaster.

August 4th saw 31257 head the 0627 Sheffield-Skegness and 31533 on the 0919 service. 47288 head the 1144 York-Cardiff after the inward service, the 0612 Bristol-York had arrived behind 47826. The 1037 Leeds-Skegness was entrusted to 47352.

The following week found 31290 on the 0919 Sheffield-Skegness the earlier service having departed behind 31556.

47433 powered the 1021 Skegness-Newcastle and 47558 the 1037 Leeds-Skegness. EMU 310054 made an unusual eight working through Retford ecs to Doncaster or York. 47279 headed the 1047 Leeds-Carlisle and 1516 return - all on August 11th. Also on this date 47479 disgraced itself failing at Chesterfield with brake seizure whilst hauling the Tenby-Leeds working. Passengers were detrained and sent forward on the Yarmouth-Leeds, headed by 31432, arriving in Sheffield approx 80 mins late. Numerous other services were delayed as a result. 47311 was sent to Chesterfield and hauled 47479 and ecs to Neville Hill.

Thanks to Messers Gossan/Dewing/Slater and Gary from Exeter.

PENNINE QUIZ No 63

First Prize quite coincidentally went to Messers Gardener and Marshall both with 29 correct answers, third prize to J. Dewing. Answers were as follows:-

1) Monument Lane, 2) Wrexham, 3) Ipswich, 4) Catesby tunnel, 5) 6000 KGV, 6) Evercreech Jct, 7) Schichallion, 8) Port Talbot, 9) 5A Crewe 10) Brampton Rly, 11) 9/1/1886, 12) D821, 13) hauled EMI from Holland, 14.) Charing Cross, 15) E.3009, 16) 53, 17) Haymarket, 18) Jan 1974, 19) Ivatt 2MT 41272, 20) 4, 21) Glasgow Central, 22) 1838, 23) Swindon, 24) 21/8/74, 25) 1965, 26) D1041, 27) Neasden, 28) Carn Brae, 29) G.N.S.R. 49, 30) Devens Bow.

PENNINE QUIZ No 64

Try the latest quiz whose theme is 'Years'. Entries to Ed by November 15th please.

- 1) In which year was 'Atlantic' 32424 'Beechy Head' withdrawn?
- 2) In which year was the stretch of track between Dawlish Warren and Teignmouth opened?
- 3) Which year saw Class 40 D283 involved in a derailment, also involving a more famous locomotive?
- 4) Which year saw the demolition of the old roundhouse at Leicester shed?

- 5) Which Class 40 was named by Sir J. L. Brocklebank Chairman of the Cunard Steamship Company at Liverpool Riverside, on 20 Sept 1960?
- 6) Which year saw the first diesel hauled Cornish Riviera Express?
- 7) In which year did the Edinburgh and Dalkeith Railway open?
- 8) In which year did D405 become the first of the class to carry its Class 50 number?
- 9) Which year saw the death of Isombar Kingdom Brunel?
- 10) Grange Class locos nos 6801 'Aylburton Grange' and 6805 'Broughton Grange' made history in the winter of 1960/1. How?
- 11) 11) Which year witnessed the running of the first Great Western Motor Bus?
- 12) Which year saw the last Class 3 enter service?
- 13) In which year was the Wolverhampton-Penzance 'Cornishman' actually named?
- 14) Which year saw the first Crewe built 'Western' enter service?
- 15) In which year was Class 33 no 33104 involved in an accident, resulting in its withdrawal?
- 16) Which year saw the centenary of the Royal Border Bridge over the River Tweed at Berwick?
- 17) Which loco, withdrawn in May 1973 from Bristol Bath Road depot eventually made its way to Derby Technical Centre?
- 18) Which year saw Doncaster Works take over repairs of Class 50s from Crewe?
- 19) In which year did Padstow see its last train?
- 20) In which year did Guildford steam shed close?

PENNINE RAILWAY SOCIETY – MEETINGS/TRIPS LIST – SEPT-DECEMBER 1990

Meetings List No 4 September-December 1990

Robin Skinner

All meetings are held at the Corporation Brewery Taps, Cleveland Street, Doncaster. We meet at 19.45 for a 20.00ish prompt start on EVERY first Tuesday and EVERY third Tuesday of EVERY month. Everyone is welcome, members and non-members.

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|---------------------|---|
| Tuesday 2 October | - Pennine Slide Competition. Bring along 4 of your railway slides for judging by an expert. One of the highlights of the year, not to be missed (even if you don't take slides). PRIZES GALORE! |
| Tuesday 18 October | - Chris Theaker – Illustrated Show –
Cleethorpes Cranks (whatever that means) |
| Tuesday 6 November | - Graham Lee (BR Sheffield) Illustrated Show |
| Tuesday 20 November | - Ian McCracken (Ned Scunthorpe) Illustrated Show |
| Tuesday 4 December | - Pennine Shield. The Pennine hosts its round of the annual quiz. Support the Pennine's futile attempts to win this much sought after trophy. There will be the usual banquet after the quiz and a chance to meet old friends again. |
| Tuesday 18 December | - Eeevility night. Bring along any slides you wish to show – the more embarrassing to certain individuals the better – no one takes offence (even me if you show slides of me in my former life as a railway clerk)
A pre-Christmas fun night out. |

Fixtures List No4

David Whitlam

- | | |
|-------------------|--|
| Sunday 28 October | - Doncaster Works 12.00
Meet Plant Hotel entrance 11.50
Members £3 Non-members £3.25 |
|-------------------|--|

DATES FOR YOUR DIARY

- | | |
|-----------------------|--------------------------------------|
| Saturday 29 September | - Tinsley TMD Open Day |
| Sat/ Sun 6/7 October | - Nene Valley Railway Diesel Weekend |

Sat/ Sun 13/14 October - Severn Valley Railway Autumn Diesel Gala

Late News - Pennine Shield

Fast Tours (the Felix and Sheffield Transport Bus Groups) will host their round of the Pennine Shield on Tuesday 27 November at the Railway Inn, Doncaster in the upstairs function room. The pub is adjacent to Doncaster Railway Station (if you couldn't have guessed).