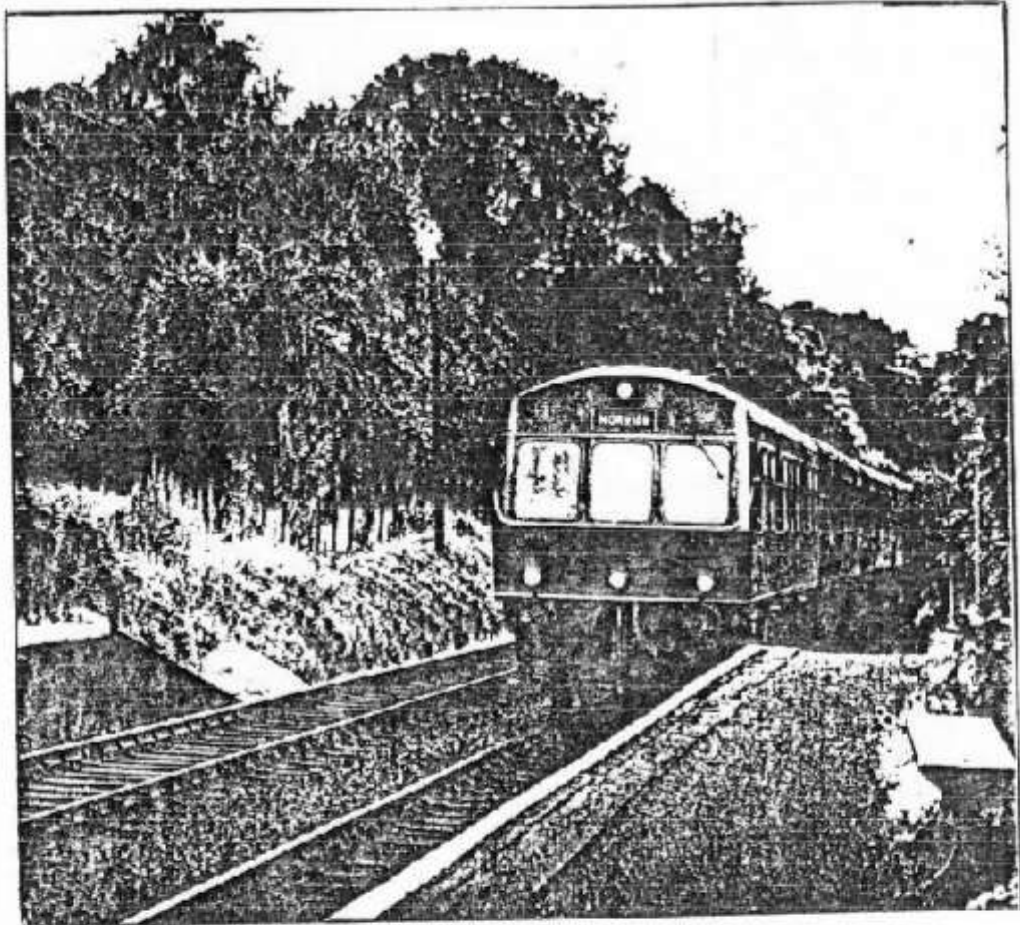


# TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY  
SOCIETY



**No.75 - Spring 1991**

## **NOTES FROM THE COMMITTEE**

### **ANNUAL GENERAL MEETING**

The Society's AGM was held in the Corporation Brewery Taps on 6 January 1991. The well-attended meeting re-elected the Committee to the positions they held at that time (two were on the floor). Yet again there were no stalking horses or Heselteenies and therefore your Committee will remain unchanged during 1991.

Members will be delighted to hear that a "winner takes all" raffle organised by the Landlord was won by our Treasurer, John Sanderson who always looks forward to AGMs with relish. On receipt of his £40 winnings he quietly offered to buy all members at the meeting a drink. Unfortunately, most had left by that time.

### **RENEWAL OF MEMBERSHIP FEES**

We would like to thank all those members who have renewed their subscription to the PENNINE RAILWAY SOCIETY for 1991. For those who have forgotten to renew, or, more likely, been too busy, it is not too late. Simply send your £3 fee to Tony Caddick, our Membership Secretary, and you will instantly be rejoined and be sent a much sought after PRS diary and a map of routes to fourth division grounds especially for Rotherham, Doncaster, Chesterfield, and Scarborough supporters, and to Wembley for Sheffield Wednesday fans.

### **FAREWELL CEC 1L**

Sad to see the final demise of former Transport Secretary, the rubicund Cecil Parkinson, who resigned from the Cabinet following the defeat of his beloved Leaderene by John Major-Ball, and he will now also leave Parliament at the next election.

### **PENNINE HEALTH WARNING**

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

### **PENNINE SHIELD**

After a slow start to the 1990 competition, the PENNINE made a storming finish only to be pipped at the post. Final scores were Sheffield Transport Group 10.5; SYRPC 10; Dore Loco 10; Pennine 9.5, with Pennine winning the last round and being joint winners of the penultimate round. This was our best performance for some years.

Other teams demanded a random drugs test from a Pennine member. Paul (Chief) Sutton was chosen but unfortunately he could not produce a sample before closing time at 23.30. Other PRS team members had made regular sorties to the Gents throughout the evening. What could that tell us?

Quote of the Quiz - Robin Skinner "I have never known it so tight at the end". Wrong Answer of the Quiz - Glyn Gossan "MS&W Wath" electrics change from electric to diesel power at Lincoln". Wrong Name of the Quiz - Robin Skinner, referring to our Fixtures Secretary as David Whittam. Sighting of the Quiz - Geoff Bambrough, turning up with a damaged, bandaged thumb looking 8" long as a result of an "industrial injury" (probably trapped in a till). He declined to give a 'thumbs up' saying that had caused his accident in the first place.

### **MEMBERS SLIDE COMPETITION**

This popular event was recently held at the Taps when the audience judged slides entered on the night. A total of 70 slides were entered and the result was; 1st-Gary Stewart; 2nd-Glyn Gossan; 3rd-Les Howell.

Remarkable features were (a) the number of Class 50 slides entered (some even showing the locos working) and (b) Les Howell's slides actually coming 3rd, 4th, and 5th, almost emulating the Reverend Watts' achievement of winning 1st, 2nd and 3rd prizes a few years ago.

Thanks to Geoff Bambrough, Dave Whittam and Glyn Gossan (who scored suspicious) for ensuring the evening went off successfully and to all those who entered slides.

## **YELLOW VESTS**

Our ace Doncaster Works guide Neil Taylor announced at the AGM that most of the yellow high visibility vests purchased by BREL Doncaster for use by punters touring the Works have at the end of visits continued walking into cars and coaches thus leaving them with only a small stock. We have agreed to ask all members attending our visits to the Works to bring their own yellow vests along with them, if they own one, to ease the problem. We were going to give you an address from where you could purchase one if you wanted but the firm recommended by Gerry Collins, Lincoln, has just gone broke.

## **HELLO GRAHAM DAWSON**

We would like to say a special hello to Graham Dawson of the Globe Inn, Sheffield, Pennine's own "one armed bandit" who every time he sees a Committee member asks when the next issue of TRANS PENNINE will be published. The Committee have voted him our No 1 reader. Thank you, Graham, from us all.

## **WRONG SNOW**

BR's abysmal track record in the recent adverse weather was due to the intake of snow into electric power units causing motors to short circuit or burn out completely because of the position of air intake pipes which suck in huge volumes of air to cool the electric motors. Pipes are fitted across and underneath with the 2 open ends close to the ground. One end sucks in air at the rate of 2000 cu ft per minute and then blasts it (and dirt, debris, and water) out the other side. The system introduced 50-60 years ago came unstuck when fine, powdery snow began to fall. Too light to pass straight through it sticks to the motor causing electrical failure. Continental train motors are immune because intake pipes are positioned vertically to suck air in from the roof. The system has not been introduced by BR because our trains are narrower and the pipes, each one as wide as a train seat, would not fit in. Class 317, 319, 321 sliding door stock is vulnerable as well as the Inter City 225s on the ECML.

There is hope for commuters as new local Networker trains will have an enclosed motor generating little heat and therefore not requiring the same amount of air cooling.

## **SAHARA SNOW**

Snow has fallen in the Algerian Sahara for the first time in 30 years complicating the widespread notion that the greenhouse effect is warming up the earth's atmosphere. Commuters will wonder if the Sahara snow is playing havoc with the local camel trains.

## **WELL DONE BR**

BR has come in for some stick regarding its unfortunate "wrong type of snow" announcement resulting in chaos throughout the system, yet we must not allow to go unmentioned the sterling efforts of BR staff when confronted by bombs (real and hoaxes) recently.

On two Mondays running, BR had to close down access to all major London stations in literally 10 minutes in the morning rush-hour. The logistics of such an operation were enormous! Well done and let's hope the Government bears this in mind when considering the economic effect this has had on BR which has on several occasions advised passengers not to travel into London by rail for their own safety.

## **DUBIOUS ACHIEVEMENTS AWARD - BR CUP FOR PASSENGER CARE**

BR wins this award for the sacking of two train stewards on the Plymouth-London route. They were dismissed for trying to improve the standard of food. A chef was punished for adding freshly sliced tomatoes to sparsely filled rolls while a steward got the sack for selling them. An industrial tribunal ruled that they had been unfairly dismissed.

## **BLUE NOSES**

Ace works Guide Neil Taylor, also the Pennine's real ale expert was recently spotted in the revamped "The Howard" in Sheffield walking around with his usual half pint, also sporting a blue nose. The blue nose was a result of Barry Marshall inviting Neil to sniff pool cue chalk (rather too closely).

## **HOLE IN ONE**

Friends of BR employee Paul Wesley, photographic ace from Mexborough may wish to ask him about his recent investigation regarding holes mysteriously appearing in certain panels of Class 156 units. You'll wet yourself when he tells you!

## **EDITOR'S NOTES**

Welcome to the Spring edition of "Trans Pennine", and I sincerely hope that when your copy reaches you it is Spring that is upon us and not more of that dreadful white stuff. Mention has to be made of the recent atrocities that have taken place in certain of London's termini station but let us all hope that these are only one-off tactics.

On a happier note, you will all be pleased to learn that our illustrious Honest John is still employed by that fine Mr Betts of Sheffield City Council, but it is rumoured that he is to be put in charge of the new Wheely Bins.

Congratulations to the Boys in red and white who have made a remarkable recovery from their disastrous start to their Division One campaign and are now well on their way to a play off place.

## **GRADED GRAINS MAKE FINER FLOUR**

Veterans of the Society will remember the MacDougall's Flour advert, with the cuddly flour grader telling us that graded grains make finer flour. The resemblance of the gentleman featured in the photograph above to a flour grader is uncanny. What is more unreal is his resemblance to a certain Chairman of the PENNINE RAILWAY SOCIETY who doubles up as Station Manager at Lincoln BR.

## **THE "SUPER CONTINENTAL"**

**by P Slater**

After my railcar ride across the prairies from Calgary, I continued my Canadian rail tour on the "Super Continental", which departed from the main CN station in Edmonton at 8.00am. This was the Canadian National's cross-Canada express, running daily each way between Montreal and Vancouver, and on the day I travelled it was an enormous train of 17 vehicles + baggage car, restaurant car, buffet/observation car, and the rest either sleeping cars, dayneters or day coaches - hauled by a triple-unit diesel in black-and-white livery with a red nose. The train was very well filled; several sittings were necessary to accommodate all passengers wanting meals in the restaurant car, and the final sitting for the evening meal did not start until 10.00pm, by which time many items on the menu were no longer available. After the evening meal I retired to my "dayniter", a comfortable reclining seat on which it was possible to get quite a good night's sleep. From the front of the train came the sound of the locomotive horn, mournfully melodious like the steam locomotive chime whistle on which it was modelled, soothing me as I dozed and reminding me that I was in a far-off country.

By nightfall the "Super Continental" had left Kamloops in the interior of British Columbia having travelled about 500 miles from Edmonton, at first across farmland and flat wooded country, then through forested hills, and then over a spectacular stretch through the Jasper National Park and the Rocky Mountains. I had spent a good deal of the day's journey admiring the passing scene through the green-tinted glass of the dome on the upper level of the double deck buffet/observation car. Although comfortable and well equipped, the train was by no means fast; the highest speed I recorded was 76mph, and for much of the time it was travelling at about half that speed, especially on the curving sections through the mountains. In marked contrast to British practice, the express was several times switched into passing loops to leave the single-track main line clear for eastbound freights. Most trains seemed to consist of several dozen box cars and grain tankers hauled by a pair of black-liveried CN freight diesels, with a bright red brake van or caboose bringing up the rear.

At Jasper I saw the connecting passenger train for Prince George and Prince Rupert standing on the adjacent track to my train; it looked very much like a smaller version of the "Super Continental". Also at Jasper was a Canadian National steam locomotive 4-8-2 no. 6015, preserved in a small enclosure on the station platform. It fitted fairly closely to my idea of what a North American express engine ought to look like; powerful and functional, without too many accessories, painted plain black with gold lettering and number plate, and white wheel-rims and running plate. I thought it made a fine sight against a background of mountains, with a notable example of an Indian totem pole nearby.

The "Super Continental" arrived at Vancouver at 8.00am, exactly 24 hours after leaving Edmonton. The last part of the journey had been in pouring rain alongside the River Fraser, through the industrial suburbs of Vancouver, past a huge engine shed housing dozens of freight diesels, and finally into the terminal station which CN share with the Amtrak service to Seattle. In the yards outside the station I saw the bright green locomotives and cabooses of the Burlington Northern Railroad, and during my 3 days in Vancouver I also saw the dark green diesels of the British Columbia Railway (formerly Pacific Great Eastern) at the BC station on the northern outskirts of the city. I returned from Vancouver to Calgary on the "Canadian", the transcontinental train of Canadian Pacific, and I will describe this journey in a future article.

## **FAREWELL TO THE LAST ROUNDHOUSE**

**by Editor**

Monday morning, February 11th saw locomotives leaving Barrow Hill depot for various local pits to work MGR trains for the last time, as BR closed the depot from this date, with footplate men being transferred to a new depot at Worksop. This heralded the end of an era with the closure of BR's last roundhouse.

On February 11th evacuation of the depot and boarding up of the offices were due to take place, prior to a six-month interim period to see whether a preservation attempt to save the roundhouse is successful. Either way, the office block is due for demolition more or less immediately.

I visited the depot on several occasions in recent weeks, which still stabled a number of locos at weekends, and the roundhouse always made for interesting photographs, especially when the sun was out, giving a balance of light and shade.

On January 5th, 58017/45 were inside the roundhouse, with 20163/177/210/4, 56002/26, 58018/27/31/34/47 outside. January 20th found 20088/194, 56025, 58014/19/31/33/37/40/49 stabled, whilst on my last visit, for some night shots, on the 26th I found 20108/163, 20177/215, 56011, 58018/21/5/37/40/43/47 outside with 56022 being the sole occupant of the roundhouse.

Unfortunately, adverse weather conditions put paid to visiting after that, especially the last weekend of all, as visits during the week were not permitted.

Many of us will fondly remember some excellent Open Days held at the depot in past years, where celebrities such as 'Blue Peter' and Kestrel' were great attractions. There was usually a Deltic to be seen and we all remember the Class 03 cab rides! Happy days indeed. Never again will a weekend visit to Barrow Hill roundhouse be on the agenda, but there again let's hope the preservation attempt succeeds, and then, who knows?

## **CONGRATULATIONS TO SALISBURY**

Salisbury station staff picked up a cheque for £500 after their station was voted best medium sized station, and Templecombe best small sized station. Major plus points picked up by the national judges included excellent customer information, good clear announcements, and plentiful tourist information - and, of course, Class 50's !

## **COVER PICTURE**

Our cover picture shows a diesel railcar on its way to Norwich approaching Brundall Gardens Halt in 1959. The station received a first-class award in the station gardens competition that year.

Photo - A. Newcastle-Brown.

## PENNINE QUIZ No 65

Hope you enjoyed the slight change in format. The answers we were looking for were:

1) Knightsbridge, 2) Marble Arch, 3) Paddington, 4) Kings Cross, 5) Islington, 6) Baker Street, 7) Bank, 8) Holland Park, 9) Cockfosters, 10) Vauxhall, 11) Royal Oak, 12) Oxford Circus, 13) Clapham Common, 14) Barbican, 15) Pimlico, 16) Farringdon, 17) Marylebone, 18) Shoreditch, 19) Wapping, 20) Shepherds Bush, 21) Blackfriars, 22) Elephant & Castle, 23) Seven Sisters, 24) Golders Green, 25) Earls Court, 26) Kennaway, Coryton, Phillott, Clerk's and Parsons, 27) Named after landowners, 28) Special Scotch Express, 29) 12/5/1851, 30) 9/9/1848, 31) Inverness/Dingwall-Kyle, 32) 1935, 33) 28/3/1964, 34) 1927, 35) 5, 36) Queen Street, 37) 1010 Campaigner, 38) D6595, 39) D200, 40) Between Tipton and Walsall in West Midlands, 41) 30/4/72 42) 27/9/35, 43) last Westerns withdrawn, 44) Titfield Thunderbolt, 45) Paddington, 46) 37.6 miles, 47) East Lancs Railway, 48) Barnstaple-Bideford, 49) Jan 1959, 50) 1961.

Re question 46 leeway has been given as several members said 37.75 and 37.5 miles, but unfortunately, some members answer questions requiring dates with just the year and these are marked incorrect. (Controversy, controversy, boo, hiss).

Winners were 1st John Dewing (45), 2nd M Bell (43) and joint 3rd Barry Marshall and Peter Gardner (Fitsmoor Feet) (41)

## PENNINE QUIZ No.66

by Editor

Try your hand at this edition's offering based on Isle of Wight railways.

- 1) Which section of line was the first to open to passenger traffic and in which year?
- 2) On what date did the last BR steam train run on the island?
- 3) Electric traction first operated on Ryde Pier in which year?
- 4) On what date did ex-London Transport electric stock commence operation on the Ryde-Shanklin line?
- 5) In which year did the 02 class steam locos receive their nameplates?
- 6) What was the length of Ventnor Tunnel which passed under St Boniface down?
- 7) In which year did the Ryde & Newport Railway become part of the Isle of Wight Central Railway?
- 8) What was the number of the last operational Stroudley El 0-6-0T on the island?
- 9) What was the name of the wharf constructed by the Ryde & Newport Railway in 1877?
- 10) In which year did the Ryde Pier tramway close?
- 11) St John's Road signalbox originally came from where?
- 12) In which year was Ryde "New Shed" opened?
- 13) Where was the 208 yd long tunnel on the island?
- 14) Which station served as the alighting point for Osborne house?
- 15) Which station is the headquarters of the IOW Steam Railway?
- 16) What was the name of the bank between Wroxhall and Ventnor?
- 17) Which station was 294 ft above sea level?
- 18) What was the other name for the Brading-Bembridge branch?
- 19) On what date did the Sandown-Newport line close?
- 20) In which year did Wootton station close?

## PENNINE OBSERVERS' NOTES

Our thanks to Messrs Payne, Dewing, Caddick, Barclay, Bolland, Gossan, Collins, and Taylor for the information contained in this section.

## SOUTHERN REGION

Noted working Victoria-Gatwick services on November 30th were 73201/2/4/6/7/10/12. Class 33 and 47 interlopers still work Waterloo/Salisbury/Exeter services instead of the Class 50s. 47479 headed the 10.20 Exeter-Waterloo, 33116 the 12.15 Waterloo-Salisbury on November 30th, with 33101 working the Clapham Jcn-Kensington services.

Withdrawn 50044 has been replaced by 50046 in the loco pool, providing another very welcomed opportunity to photograph a large logo liveried Class 50 on passenger services. Long may it last!

Horsham continues to see a variety of power providing a welcome break from EMUs. November 16th saw 09010 head for Selhurst after a spell as yard pilot. Also 73128 worked light from Three Bridges. Three days later 09010 returned, presumably after servicing and light repairs. November 22nd saw 37705 work the Cory oil train and 73119/126 work light to Three Bridges. The same pair worked back light four days later. 73140 delivered one PHA to the yard on the 27th and 73110 headed light to Three Bridges on the 28th and 29th.

09010 again headed for SU on 30th November, being replaced by 09020 on December 3rd. The following day 37709 headed the Cory oil train. December 7th saw a visit by 73130 on empty rail flats and 73001 on the 8th. 73108 and 33027 provided a memorable sight as they worked towards Ford with loaded Seacows on the 10th, and the 17th found 73101 shunting the yard with 73108 arriving from Three Bridges on Seacows. December 20th saw 37893 on the Cory oil train and 09020 returning to SU the following day.

The Christmas period illustrated the unreliability due to poor maintenance and lack of interest by Laira staff of the Network Class 50s with regular instances of Class 33 and 47 replacements, as well as Departmental Class 50s working.

Thursday 27th December saw 33116 work the 10.15 Waterloo-Salisbury and 13.18 return and 33114 the 12.15 Waterloo-Salisbury and 15.13 return. The following day found 33116 head into Waterloo on the 08.09 ex Salisbury and worked the 11.15 Waterloo-Exeter, returning at 16.22. Also, 33101 went to Exeter on the 06.52 ex Capital returning at 12.28 and then worked the 17.34 to Yeovil. 33113 also saw Exeter on the 15.15 ex Waterloo, returning at 19.42.

50027 failed at Exeter running around the Plymouth-Portsmouth and was replaced by 50036. 50015 worked the 10.20 Exeter-Waterloo returning to Salisbury at 16.40 and re-engining the 18.1 Waterloo- Exeter at Salisbury.

33113 and 33116 also saw work on the line on the 29th whilst 50031 made it to Waterloo on the 10.20 from Exeter. 33002 worked the 15.15 Waterloo-Exeter as far as Basingstoke. The situation worsened on 30th and 31st December and by mid-afternoon only 5 of the 18 Network 50s were in traffic due to excessive amounts of Christmas pud and bad ale being consumed by those who should service and repair these fine engines. The highlight of the week, for some, would have been 33208 on the 14.15 Waterloo-Salisbury but that failed at Clapham Jcn being replaced by 33002 which went to Salisbury as ECS returning at 17.24. 47490 and 47821 were also in evidence. 50048 failed at Pinhoe (Never) on the 14.22 Exeter-Waterloo, being rescued by 47813 with 33118 providing a replacement service from Salisbury.

The New Year saw 09006 sent from SU as new yard pilot at Horsham while locos used on the Cory oil train during January included 37888/891 and 47669. Class 33s have also supplemented the Class 73s on engineers and electrification trains with 33019/47/101/116 and 73001/106/110/114/118/126/133/140/142 being observed during January.

Two of the last ZGV's have appeared at Horsham marked "to work between Peak Forest and Buxton TMD" and "to work between Ashton Road Wagon Shop and Ince Moss Tip". The Southern has extended its area further than originally thought!

On January 31st services in and out of Waterloo were severely delayed due to adverse weather conditions. Ice on conductor rails around Basingstoke resulted in several cancellations.

An extra service resulted in 50033 working to Eastleigh on the 09.30 ex. Waterloo via Woking, returning to Salisbury to work the 15.13 to Waterloo. 33047 and 73129 were on freights at Woking. The weather also resulted in the cancellation of the Pathfinder Railtour "Cornishman II" on February 2nd and has been re-scheduled to May 4th - snow permitting.

January 13th found 5 Class 50s to be seen at Salisbury. 50037 was on the 08.28 to Waterloo, 50029 on ECS to Waterloo, 50024 stabled on stock and 50043/8 in the bay.

## **WESTERN REGION**

On January 12th 47972 and 56041 worked a special service from Newport to Crewe and return and then 37037, 37042, and 47584 worked further services. Noted at Hereford were 09015, 37097/719, whilst at Newport were 08479/652/664, 37141/2/174/799/883 and 47150.

## **MIDLAND REGION**

Noted at Preston on December 28th were various diesel and electric locos, including 47559 on the 05.59 Paddington-Glasgow, being replaced by 90013; 47971 on the 10.48 Manchester Vic-Barrow; red liveried 86425 on the 08.25 Glasgow-Poole; 87022 on the 09.00 Glasgow-Euston; 90006 on the 08.35 Euston-Inverness; 90009 on the 09.25 Euston-Carlisle; 87018 on the 10.32 Glasgow-Birmingham; 86257 on the 07.10 Plymouth-Aberdeen; 90050 (red-liveried) on a Glasgow-Euston relief and 87019 on the 12.25 Euston-Blackpool. On this date Manchester Vic-Barrow services were in the capable hands of 47597 on the 12.48 outward, and ex-Scottish region 47635 "Jimmy Milne" on the 13.18 Barrow-Manchester.

January 2nd found veteran "generator" 47413 heading the 13.25 Liverpool-Newcastle, with sisters 47422/443 and 512 working other 11TransPennine" services. On the 16th 47512 failed at Oxford Road whilst on the 09.25 Liverpool-Newcastle and the train was taken out of service at Piccadilly. Passengers for the north were diverted to use the 10.51 Manchester-Scarborough two-car Sprinter. 47443/597/642 also worked "TransPennine" services on this date. 47492 headed a 19.14 Manchester-Liverpool, instead of starting at Manchester. An EMU failed outside Manchester Piccadilly causing delays and disruption between 18.00 and 19.00.

Noted at Warrington Bank Quay, which still sees a variety of power, on January 16th were 08613/694, 20057/140, 47356/8, 47003, with 47157, 85105 and 90046 on freights. 47423/6 were seen on passenger services. Longsight hosted 31101/147, 47206/473, 85018, 86218/252, 87005 also on the 16th.

Three days later 47488 worked the 09.25 Liverpool-Newcastle, 47422 the 15.25 Liverpool-Newcastle, and 47597 the 07.19 Newcastle-Liverpool. This date proved to be the last Saturday of loco hauled services on the Manchester Victoria-Barrow services. 47635 headed the 10.48 Manchester Victoria-Barrow and 13.18 return. 47492 worked other services. 31113/147, 47258/355/440 were at Manchester Victoria.

January 23rd saw only one Class 90 seen at Preston all day with all other services worked by Class 86/87 locos. 90019 was the one seen and that failed at the head of the 10.15 Glasgow-Euston. 87029 was attached and left 15 minutes late.

## **EASTERN REGION**

History was made on December 22nd with Sheffield United registering their first victory of their Division One campaign, beating Nottingham Forest. 47527 "Kettering" proved the unlucky omen to the visiting supporters, hauling their Footex. By Christmas Eve this loco was finding employment on Blackpool-Preston services (Euston trains). New Years Eve saw ScotRail liveried 47706 head 1Z31 15.52 York-Birmingham relief. Two days earlier 47007 headed a failed DMU on the 18.51 Doncaster-Peterborough, the same train being worked by 31272 on January 6th. Similarly, 31552 headed up the Joint Line on Christmas Eve on the 12.30 Peterborough-Doncaster.

Class 91 locos are proving both commonplace and reliable on ECML services now with 91005 on the 14.50 Leeds-KX and 91021 on the 13.30 KX-Leeds on December 23rd. The following day 91003/5/8/20, 91023/4 were in evidence. On the 23rd 47430 towed HST 43041/99 60 minutes late on the 15.33 Plymouth-York, terminating at Doncaster.

On the 27th 47535 saw employment on the 07.30 Newcastle-Liverpool with 47418 working the 15.50 M-Bradford forward from Leeds. The following day 47717 worked a KX-Leeds parcels and 47813 the 06.00 Derby-York. Various Class 47 locos were used on Newcastle-Liverpool services over the Christmas period, apart from those mentioned previously. 47422/443/492/568/640/642/413 were all noted on such duties. On New Years Eve 47706 worked up-country on the 10.10 Bristol-York, prior to retiring on the 15.52 mentioned above.

The 06.00 Derby-York seems solid 47/8 these days with 47834 on January 2nd, 47814 on the 12th, 47823 on 23rd, 47802 on February 7 and 47803 on the 8th. Also on the 2nd there were two additional services from Scotland-KX, the 09.20 Dundee-M and the 09.17 Perth KX, worked by 47828/841 respectively as far as York with 91007/17 forward.

On the 6th, due to a landslip on the Doncaster-Leeds line, trains between Doncaster-Leeds were diverted via Normanton, not calling at Wakefield. The 15.16 Doncaster-KX additional was powered by 91022 whilst the 14.30 Bradford-KX had 31442 at the head as far as Doncaster. KX-Leeds services were forwarded from



Doncaster by Class 47s with 47517 on the 14.10 ex-KX and 47810 on the 12.15 ex-KX. The 13.30 Edinburgh-KX was not an HST, being replaced by 47852 running 25 minutes late.

January 4th saw "Dutch" liveried 47974 pressed into InterCity service on the 14.43 York-Bristol. Because of the landslip mentioned above Class 47s dragged Class 91 hauled services with 47517 hauling 91015 and stock ECS to Doncaster. 47517 then hauled 91002 to Leeds. 91022/4/5 were also dragged.

On 11th January at midnight 60009 "Wild Boar Fell" took tanks from Immingham through Lincoln whilst on 22nd January 37420 hauled a fertiliser train on the Midland line into Lincoln.

On 27th January 47833/82211/91006 and 47517/91003/82205 were noted at Lincoln on ECML diverted services, whilst on 2nd February ex. TransPennine loco 47488 was seen at Lincoln.

Class 144 No. 144012 worked a Sheffield train at Lincoln. It appears a MetroTrain destination blind does not include Lincoln. The future does indeed look bleak!

The old gates at Lincoln Central have been replaced with barriers resulting in reduced traffic congestion though the signalmen react at different speeds in raising the barriers! Friday January 11th saw 08562 on passenger duty when 307105 failed near Castle Hills on the 18.51 Leeds-Doncaster. The 08 hauled the defunct unit into Doncaster. A sign of the times with KX-York services now being electric hauled; 91009 seen on the 20.45 on the 11th.

The following day saw 307105 fail again on the 07.31 Doncaster-Leeds, being rescued by 31158. The 17.10 KX-Harrogate had 47517 at the head from Doncaster, whilst 47462 led the 18.10 KX-Bradford from Doncaster. On the 16th 91021 failed on the 05.00 Leeds-KX and was pushed by 47805 resulting in an 85-minute deficit and the train being terminated at Doncaster.

On the 29th 47827 stood in for an HST on the 13.11 Newcastle-Cardiff and 47704 worked 1A40 Newcastle-KX vans. 91005 failed at Wakefield on 06.10 Leeds-KX on February 7th, being rescued by 91023, but running 110 minutes late.

Adverse weather meant 47813 worked the 07.10 Leeds-KX instead of the usual Class 91 on February 13th whilst two days later 47402 worked its first passenger train since re-instatement when it powered the 06.10 Doncaster-KX, rekindling past memories. It was seen two days later on the 17.35 KX-Newcastle. The 13th found two HST substitutes in the shape of 47832 on the 13.11 Newcastle-Cardiff and 47709 on the 15.15 Newcastle-Plymouth.

Class 60s are now becoming more commonplace with 60032 heading through Lincoln on tanks. 37419/420 have also been seen working through Lincoln, as has 47401/D1500. Strathclyde liveried Met Camm 51224/53241 has also been working in this area.

Noted at Hull Paragon on February 9th were 37414 and 31547/563. The 31s were plough fitted and worked to Scarborough and back. 47379 and 47536 "Solario" were also at Hull.

A landslip at the entrance to Ardsley Tunnel caused problems on Leeds-Doncaster services and the line was closed for four days during January. On January 22nd two freight locos failed at Hessle resulting in Hull-Brough services being severely disrupted between 17.00 and 19.00. The 17.28 Hull-Doncaster left at 18.40.

Noted at Haxey on February 2nd were 47517/91009/82209 on the 14.35 Leeds-KX and 47584/91020/82204 on 12.10 KX-Leeds. 37893 worked an oil train and 47332 on freight with 47488 working light engine.

February 16th saw Pathfinders Tours "Sulzer Salute" with D7672 "Tamworth Castle" visit Lancashire and Yorkshire after it had replaced 47828 which had brought the train from Swindon into Sheffield.

Noted outside Doncaster Works on 9th March was electric 86639 whilst 37370 was also seen sporting front end (nearside) collision damage. Noted the day before was 91030 on the test train stock, stabled in the yard.

## **BR EXTENDS WINTER**

Owing to this year's severe weather conditions with over 3" of snow falling in a single 24-hour period, BR has taken the unprecedented step of extending the 1990/91 winter. Subsequently, the Winter 1990/91 public

timetable will be extended to run until July 7, 1991. It is not known at this stage whether our EC partners will follow suit.

## **PENNINE RAILWAY SOCIETY - MEETING/TRIPS LIST - APR 1991-JULY 1991**

### **Meetings List No.2 April 1991-July 1991 Robin Skinner**

Bored on Tuesday nights? fed up with Emmerdale Farm? fed up with watching Donny Rovers? Come to our social evenings at the Corporation Brewery Taps, Doncaster. We meet at 1945 for a 2000 promptish start every first and third Tuesday. Everyone welcome; bring a friend, meet Paul Sutton, meet the Committee; meet our President, Geoff Bambrough. What excitement. Our programme is:

Tuesday 2 April - Illustrated show by Jack Davis

Tuesday 16 April - Illustrated show by Mexborough's own No. 1 son Tony Caddick

Tuesday 7 May - Captain Chris Nicholson - all the way from Scarborough. "A legend in his own mind" - Sunday Sport.

Tuesday 21 May - David Bladen's annual slide quiz- He shows slides and asks questions. Enter into teams and win prizes.

Tuesday 4 June - Slide Show - Guest to be confirmed

Tuesday 18 June - Tony Smith (Retford) slides

Tuesday 2 July - Steve Payne (Lincoln) a long-awaited debut

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

Sunday 12 May - Doncaster Works 11.00am. Meet Plant Hotel entrance 10.50. Members £3; Non-members £3.23. **IF YOU HAVE A YELLOW VEST PLEASE BRING IT ALONG WITH YOU. NEIL TAYLOR WILL BE HAPPY.**

**BUTTERLEY** At the AGM it was decided we should try and organise an evening visit to the Midland Centre at Butterley. The visit would consist of a tour of the line by train, a walk round the museum complex and a cheese supper provided by the centre. Cost-approx £6

Because the centre require at least 30 people on a visit I need to know who would want to go on the trip before making a booking.

The proposed date is Tuesday 6th August (replacing the scheduled social evening). Would those wishing to go please let me (or any other committee member) know by 13th April.

Payment will be required as soon as the booking is confirmed. Transport from Doncaster, Mexborough and Sheffield may be provided by our friends from FAST Tours (subject to confirmation). Donations not included in above price.