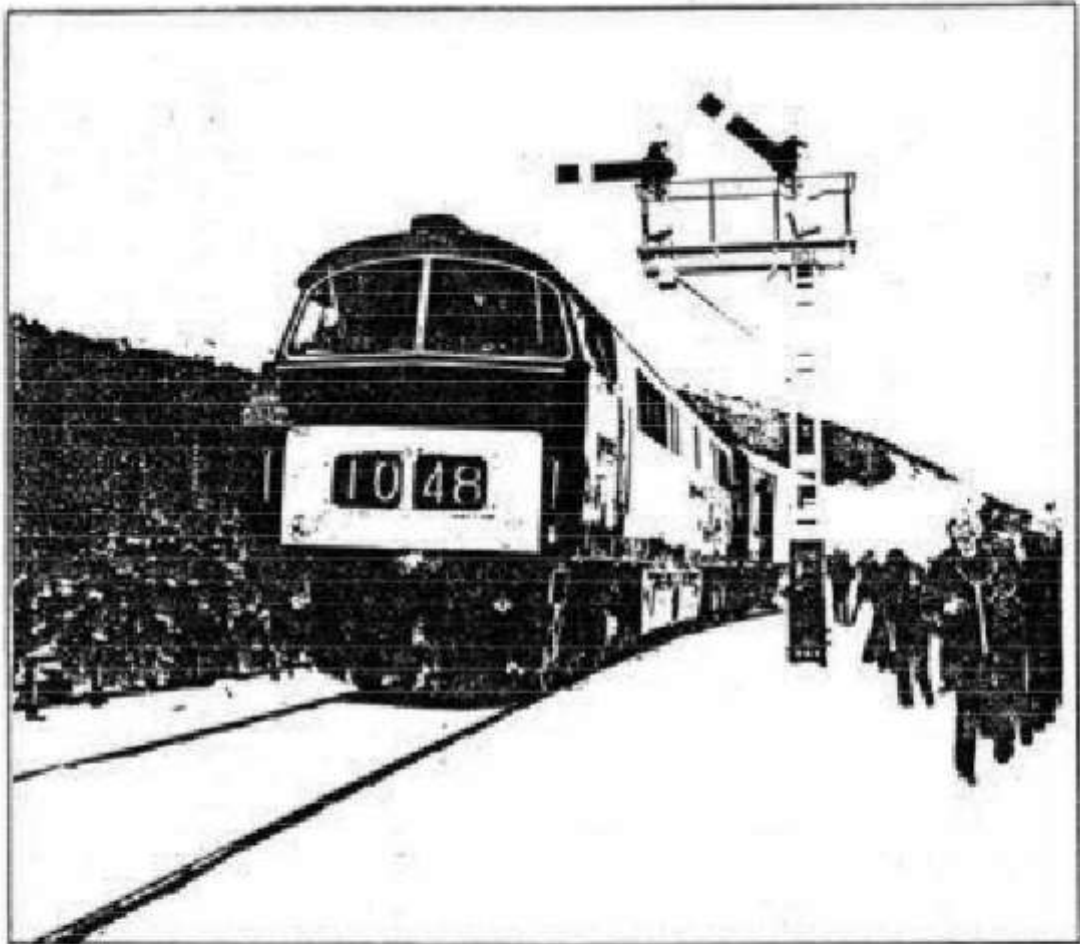


TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



No.79 - Spring 1992

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

ANNUAL GENERAL MEETING

The Society's AGM was held at the Corporation Brewery Taps on 12 January 1992. At the meeting the Committee were re-elected en-block.

There was considerable discussion on trips that might be organised during 1992 and David Whitlam, your Fixtures Secretary, will take these "on-board" wherever possible. One event we look likely to run will be an evening visit to the Keighley & Worth Valley Railway which will include a ride on the line "behind" the railbus. This is an event which we have organised before and which has proved popular.

Full details of fixtures are always shown at the rear of the magazine.

RENEWAL OF MEMBERSHIP FEES

We would like to thank all those members who have renewed their subscription to the PENNINE RAILWAY SOCIETY for 1992. For those who have forgotten to renew, or, more likely, been too busy, it is not too late. Simply send your £3.50 fee to Tony Caddick, your Membership Secretary, and you will instantly be rejoined and be sent a free PRS 1992 diary.

FRONT IMAGE

Our front image shows preserved BR class 52 diesel hydraulic locomotive D1048 "Western Lady" at Levensham on the North Yorkshire Moors Railway on 18 March 1979 with the RPPR "Western Recall" tour.

The old fella legging it through the snow to get a prime spot is not our President/Quality Assurance Officer, Geoff Bambrough.

BR MANAGER OF THE YEAR?

"Standards agreed with the Government are that one quarter of our commuters should stand, and have no seat, provided their journey is 20 minutes or less. On this basis too many seats are being provided and withdrawals must be made."

So said Bob Breakwell, director of the West Anglia and Great Northern Division of Network SouthEast, writing in the division's staff magazine in November 1991.

GONG FOR BR SAFETY CHIEF

In the New Year's Honours List, David Rayner, for four years in charge of BR safety, was awarded the CBE. In that time 48 passengers have died and 896 injured in crashes, and an average of 19 killed each year falling from trains. Major accidents during this period have occurred at Clapham, Purley, Glasgow, Cannon Street, and in the Severn Tunnel.

PRIVATE FARE'S NOT FAIR

When city bus services were deregulated (i.e. privatised) in 1985-86 outside of London it was claimed that fares would go down and passengers would go up. In fact, allowing for inflation fares are up 31.8% and passengers down 26.1%.

In London where the buses are still public fares are up only 12% and passengers are up 3.9%. The Government is pressing full steam ahead with privatising buses in London.

BR TO BEAT WEATHER BY CANCELLING TRAINS

BR has revealed its latest solution to bad weather - a threat to halve services. BR have said that by reducing services from half-hourly to hourly, or from every 15 minutes to every 30 minutes, this thinning out would enable trains to keep running, be more reliable, and trains could be kept in reserve for when the weather improves!

BR TO INTRODUCE LONGER HOURS

BR is to enter the realms of science fiction by inventing the 66 minute hour, since 60 minutes is too short to fit in the advertised number of services.

From May the hours will go more slowly during peak periods at Charing Cross and Cannon Street. At present 30 trains an hour go into or out of each station during the three-hour evening rush. The signalling can handle no more so any delays can accumulate.

Rail chiefs believe that by adding 6 minutes to the train operating hour, delays can be absorbed. The number of services will remain the same.

A BRIEFISH HISTORY OF TIME

Did you know that if the 66 minute hour had been invented earlier, you'd celebrate your 18th birthday when you were 19.75 and the book "Around the World in 80 Days" would be 88 days.

There is, however, a precedent on the railway. Until the introduction of Bradshaw's Railway Guide in 1832 there had been "local" time in such places as Bristol and Cirencester which were six minutes later than London because of the Earth's rotation.

WHAT TIMETABLE?

BR boss Sir Bob Reid has recently announced that the set timetable on the notoriously unreliable Fenchurch Street/Southend commuter line would be abandoned, and, as an experiment trains would run as and when they can. Sir Bob believes this could improve the frequency of trains.

GREAT CENTRAL TO RE-OPEN?

Britain's first privately-owned railway line since nationalisation in 1948 may be operating before the end of the century if Parliament gives the go-ahead.

The £2.1bn 180 mile route would carry freight trains from a special terminal at Leicester to the Channel Tunnel. The Route would use the disused track bed of the old Great Central line from Leicester to Banbury, run beside existing BR tracks through London, and to the Tunnel via Redhill, Tonbridge, and Ashford. It is expected a Private Member's Bill will be put before Parliament in November.

RIFKIND GOING OFF THE RAILS

Do not be surprised if current Transport Secretary Malcolm Rifkind is left out of the Government if the Tories win the impending General Election, and so, like Cecil "Daughtergate" Parkinson, and Paul Channon before him, become the victim of the curse of Transport.

Party organisers are furious that he has so far failed to produce the White Paper on the future of BR, an embarrassing failure which could cost much-needed votes. Many also believe that he has allowed himself to be influenced by Sir Bob Reid and is now but a creature of the industry. But his real problems lie in Downing Street. Prime Minister John Major-Ball is determined the denationalised railways should follow the pattern of the rail system of the 1930's. Rifkind thinks this is barmy and is apparently letting his views known. His supporters are openly mocking the PM's vision.

Apparently Major-Ball won't be happy until the cream and chocolate coaches of the Great Western Railway are trundling to the West Country and Jack Hobbs is back opening the batting for England.

THE FIRST TRAIN THROUGH THE CHANNEL TUNNEL: "WE REGRET TO ANNOUNCE".

The opening of the Channel Tunnel, planned for 15 June 1993 has been put back and will not now be operating until the end of the Summer 1993. Delayed delivery of rolling stock is blamed, as has construction delays (which has been denied). In fact a full fleet of trains will not be operational until mid-1994.

WILL REID STAY?

Speculation mounts whether BR Chairman, Sir Bob Reid (BR MkII) will continue if the Conservatives win the next Election. Current Transport Secretary Rifkind is intent on privatising BR quickly and, against Sir Bob's wishes, section by section.

It seems likely that profit-making InterCity and freight network are schemed to go first, but Sir Bob wants the entire network sold off as a single unit and only at the end of his ten-year £10bn "Future Rail" programme aimed at achieving super-efficient services comparable to those in Japan.

This disagreement follows the Government's decision to ignore Sir Bob's advice over the route of the new Channel Tunnel high speed passenger link.

RIDE THE "ROLLERCOASTER"

Rail bosses have launched a belated propaganda blitz on the line dubbed the "Rollercoaster Railway".

Stung by the revelations that 50 new Class 465 Networker trains were the wrong size to fit tunnels and bridges, they said they knew all along. It was just that they forgot to warn passengers of the disruption that would be caused.

Miles of the Ashford to Folkestone line in Kent will be lowered and scores of bridges raised to make for the trains. The work will cause massive extra delays and rail staff have already dubbed it the Rollercoaster Railway.

Network SouthEast managers have apologised for the disruption and described as "inaccurate" reports that executives were embarrassed about the new trains. They said that "When the design for the trains was drawn up we were fully aware of the need for infrastructure improvements including modification of tunnels to accommodate them". The trains are slightly wider to incorporate new customer comfort and safety aspects.

OLYMPICS AT MANCHESTER VICTORIA?

As part of the Government's gift of £55m to Manchester to support its bid to host the Olympic Games in the year 2000 is a scheme to build a sporting arena within the site of Manchester Victoria station. What with trams soon to run through the station and boxing matches being held on the site of Manchester Central (now G-Mex), whatever next? The fact that there are a score of marginal constituencies in the North-West which would benefit from this gift is pure coincidence with the General Election only weeks away.

STAFF TO BE IDENTIFIED

As part of the Rail Passengers' Charter staff will have to wear name tags to identify anyone who is impolite or unhelpful. The scheme, described as a "pantomime" by BR chairman Bob Reid was also strongly resisted by rail unions, fearing it could lead to reprisals against individuals by angry "customers".

EDITOR'S NOTES

Welcome to the Spring edition of "Trans Pennine". At the time of writing we have had a relatively mild winter, but even so we are all no doubt looking forward to the spring. It has been mooted that the most important date this spring will be April the 9th and thereafter we must wait and see what will happen to our beloved transport system. With more changes to the BR timetable due in May that rapidly declining species, the loco-hauled service, will become even rarer. There is however, some good news of someone seeing sense with services in Scotland set to revert to Loco haulage on certain lines. Let us hope that this latest trend spreads back to other parts of the network.

EDITOR AVAILABLE FOR SELECTION

You may recall in the last edition's 'Notes from the committee' section that it was announced that your Editor had been dropped from the Pennine Quiz team, due to un-availability caused by attending an adult "sex!" education class for several weeks. You will therefore no doubt be pleased to learn that although some time away, the Editor now announces his availability for selection for this year's events.

Your Honourable Treasurer has also now decided to attend night classes to study juggling, so that he can 'balance' the books, both at work and at the 'Pennine' Railway Society.

SKINNERBALLS

1. Man, when asked directions in the city centre promptly answered that if it were him, he would not start from here.
2. On hearing that trains were halted by a bomb warning, man shouted "I hope this isn't another hoax".
3. On hearing that a TV set had been stolen from Lincoln BRSA, man said "They shouldn't have put it in a place where everyone could see it!".

PENNINE NEWS ITEMS

LIMBERING UP BEFORE THE PERMANENT WAY

Pre-work exercises for P.Way gangs have been brought in with the news that a rather pleasant looking Physiotherapist (beast) has been showing track-men how to limber up in Scotland, in an effort to make BR's workforce more fit for its job. Let us hope that it spreads to Lincolnshire so that all of BR's employees can benefit.

PADDINGTON PROJECT

A recent announcement has been made detailing a £40 million pound investment programme totally replacing signalling and the current track layout at Paddington station. The bulk of the work will take place between May and September with only eight of the fourteen platforms being use, others becoming available during the works progress.

In 1996, the Heathrow Express services will start, taking on an estimated six million passengers per year from the capital to the airport in just 16 minutes.

Paddington's famous roof will be refurbished at a cost of £4 million including replacement of the remaining sections of Brunel's original spans.

IVANHOE LINE GETS THE GREEN LIGHT

The Government has given the green light to a £16 million plan leading to passenger services once again using the currently freight only Leicester-Burton line by 1995. The line lost its services in 1964 but local councils have sponsored plans to re-open it. No less than 16 stations will be opened or reopened.

FLOOD CHAOS

"At one time, Nunnery Jct at the stations north end, was under about twelve feet of water. In all some 13 signalling location boxes and 63 points were virtually wrecked", a quote from relief station manager Mr Robin Skinner during the clean up operation after Sheffield station was recently flooded. The much publicised incident led to widespread chaos, with local services in particular being affected and disruption continuing long after the Initial damage which took place on the Saturday before Christmas.

BR employees must be congratulated on their actions and endeavours during and after the chaos and all services are due to get back to normal during February.

FLOODY WATERS

by T.C.

Saturday the 21st of December 1991, the last Saturday before Xmas, started out as just another rainy day, although on arrival at Doncaster station I noticed that the TV monitors were showing that due to a landslide and derailment the Hope Valley line was blocked.

After noting various Class 91s on ECML expresses, ex-works 31407 on the Doncaster breakdown train (en-route to the derailment at Edale) and also 47818 on the 09.20 York-Poole I did a spot of Xmas shopping (for 10 minutes). Then I made my way to Sheffield on an extremely "wedged" 08.05 Edinburgh-Penzance HST (power cars 43120/43078). The first sign of problems ahead occurred when we ground to a halt at Holmes. After a few minutes we were told that this train was being diverted due to "severe flooding in the Sheffield area", passengers for Sheffield were advised to change at Meadowhall interchange for a special bus connection to Sheffield station.

After much confusion (the platforms at Meadowhall Interchange are only long enough for 2 Sprinter units!) I waved goodbye to the HST (or so I thought) and made my way to the Bus station, where courtesy of a very raucous "Sheffline" Leyland National I completed the journey to Sheffield station to view the chaos.

The scene outside Midland station was amazing with "welly fitted Police" and BR staff much in evidence. The whole station frontage & car park area was flooded to well over 2 feet in places. Stranded passengers were escaping on a hastily assembled line of Post Office trolleys as the station was hastily being evacuated. One of the last evacuees being our very own Pennine member, Mr "Bo-Bo" Barclay, who could hardly contain his excitement after having made part of his escape on a specially commandeered Bus!

As it became patently obvious that there would be no trains from Sheffield station for the rest of the day, I made my way back to Doncaster via a 'SYT Fastline X78' service.

By the time I got back to Doncaster the rain had stopped and many indignant passengers were demanding to know why there would be "no further trains to Sheffield today". Although if these same people watched the national news bulletins later in the day then perhaps they may have changed their minds.

As these notes were being written (early February) the situation at Sheffield has just returned to normal. BR are claiming damages from the National Rivers Authority (the bill for lost passenger revenue alone over the Xmas/New year period must be staggering). A special display of dramatic pictures taken during the flood are on display in the station concourse and the ordinary passenger is already beginning to forget that the Midland Station sits on the confluence of rivers.

Footnote

A further visit to the station on Monday 23rd December saw what a fantastic job the BR staff had done to clean up the appalling mess and at least try to run a skeleton train service. However with every piece of signalling equipment out of action they were fighting a losing battle. I was also surprised to see an HST standing on platform 8 and with further inspection I discovered the power cars to be 43120 and 43078. It seems I could have stayed on my train on Saturday and gone into Sheffield station on Saturday after all, and made my escape on a GPO trolley - typical, anyone want to buy a pair of wellies???

RAILS TO BLYTH

by Paul Slater

The engine shed and power station at Blyth are served by an interesting network of lines in the Northumberland coalfield, some of these are modern, whilst others go back to the days of the North Eastern Railway.

The line which diverges from the East Coast Main Line at Backworth originally ran via Newsham, Bedlington and Ashington to the seaside town of Newbiggin, with branches from Newsham to Blyth and from Bedlington to Morpeth. There was also a goods only branch to North Blyth from a triangular junction south of Ashington.

Passenger services between Bedlington and Morpeth were withdrawn in April 1950, although excursion trains continued to run until August 1963. The lines to Blyth, Ashington and Newbiggin were closed to passengers in November 1964.

The old goods branch to the coal staithes at North Blyth is the basis for the present line to Blyth depot and the Power Station. The depot is actually situated in the village of Cambois, close by the sea-shore and beyond it a siding continues to an aluminium terminal on the north side of Blyth Harbour. A modern signal box with colour lights controls the junction with the Blyth power station branch and adjacent level crossing, but the triangular junction with the Ashington line is controlled by old North Eastern signal boxes with

brackets of semaphores. Winning Signal Box at the eastern apex of the triangle and Marchey's House Signal Box at the northern apex stand against level crossings on the road from Cambois to Ashington.

At Bedlington there are two more signal boxes of North Eastern pattern. South Box controls the level crossing over the main street, whilst North Box controls the junction with the Morpeth branch as well as another level crossing. Yet another North Eastern signal box can be seen at North Seaton. Also there is a fine lattice viaduct that takes the line over the River Blyth near Bedlington, and just to the north of Marchey's House Signal Box an even more impressive structure carries the line over the estuary of the River Wansbeck.

The section of line between Ashington and Newbiggin has been abandoned, but a new extension northwards from Ashington has been built to serve Ellington Colliery and Coal Preparation Plant as well as the Power Station and the Lynemouth aluminium smelter. Another extension north from Ashington serves Butterwell Colliery before joining the East Coast main line at Butterwell Junction, between Morpeth and Widdrington.

SOUTHERN STEAM AT PLYMOUTH

by Paul Slater

Of the three overnight excursions I made with my School Railway Club, the third one was in some ways the most enjoyable. The first two trips had taken us from our homes in Northamptonshire to Glasgow and South Wales. The third trip was to be to Devon, visiting engine sheds at Plymouth and Exeter as well as travelling between London and the West Country via both the Western Region and Southern Region main lines.

It was July 1960 that we went to Plymouth and Exeter, at which time the Western Region main line from Paddington to Cornwall was in the middle of change-over from steam to diesel. The overnight train on which we travelled from Paddington was hauled by a "Warship" diesel-hydraulic and later I noted two of these engines on Laira shed, D801 "Vanguard" and D816 "Eclipse". There was still a great deal of steam on the Western Region main line however, and in the foreground of the photograph I took at Laira was one of the depots own "Castles" 4-6-0s no. 7022 "Hereford Castle".

A pilot engine was provided for our train between Newton Abbot and Plymouth and this was 4-6-0 no. 5934 "Kneller Hall". I understand that at that time mixed steam & diesel double heading was commonplace but it was a great novelty to me. I remember leaning from a carriage window in the grey early morning light, fascinated by the sight and sound of "Kneller Hall" and the "Warship" going at full blast on the climb to Dainton summit.

The excursion to Devon in 1960 is particularly interesting to remember that the Southern Region main line to Plymouth was then still in operation and unlike the Western Region, was entirely steam worked. One of the Bullied "Battle of Britain" light Pacific's, in original air smoothed form, 34079 "141 Squadron" of Exmouth Junction shed, stood among the Western Regions engines at Laira Depot, and there were two more - 34061 "73 Squadron" and 34080 "74 Squadron" - at the Southern Region depot in Plymouth.

The Southern shed was named Friary and it was coded 72D. It was much smaller than Laira and at the time of our visit there were only eight engines there. Besides the two "Battle of Britain" Pacifics there were two Class 'N' 2-6-0s from Exmouth Junction - 31837 and 31841 - and two ex London & South Western Railway 044 tanks - 1M71 no. 30036 and '02' 30183 - from Friary's own allocations as well as 2-6-2T no. 41316 and diesel shunter no.11228.

From Plymouth our party returned to Exeter and Waterloo via the Southern Region main line, which is no longer open as a through route west of Exeter. As far as Okehampton we travelled on a Plymouth-Brighton express, first stop Tavistock, hauled by a "Battle of Britain" Pacific. I can remember the fine views of the Tavy estuary and the great bridges of Saltash as we left Plymouth, then the long bridge across the Tavy followed by the climb to Bere Alston. The air-smoothed Pacific in front twisting and turning on the sharp curves and obviously working very hard. This section of the former Southern Region main line as far as Bere Alston is still used by trains to Gunnislake, but from Bere Alston to Meldon it has been closed completely whilst from Meldon to Yeoford is now only used by goods trains.

After a quite scenic run around the western and northern fringes of Dartmoor, our train halted at Okehampton and here we alighted for a picnic lunch. At Okehampton was a small engine shed - a sub depot of Exmouth Junction - and we saw two "T9" 4-4-0s there, 30717 and 30719, as well as another Class "N", 31845. At Okehampton I got my first photograph of an air smoothed Bullied, "West Country" no. 34106

"Lydford" which was heading a Plymouth bound train. Shortly after which another "Battle of Britain" arrived with a Plymouth-Exeter train which we all boarded for an all stations ride to Exeter and the next stage of our excursion.

"MIST" OPPORTUNITIES

by Ed

February 1st proved to be quite a memorable day in our quest to remain loyal to the end and see out our beloved Fifties. On this day I accompanied Messrs Stewart, Stewart & Stewart (that well known firm of Solicitors from Sheffield) in an effort to photograph the Class 50 hauled railtour which ran from Waterloo to Meldon Quarry via all points south and west. We headed down the M1 motorway at 06.30 hours with plans of hopefully getting two or three shots of the railtour. It had been decided to head for somewhere in the Bath area for the first photograph and then to chase the railtour westwards. After the worst of the dense fog had been passed through by Nottingham, hopes were beginning to rise of a good day ahead, but unfortunately not the temperature.

Mist and then clear patches were driven through repeatedly before we passed Cirencester on the A429 in bright, glorious sunshine, clear blue skies and thick frost. We thought that for once we had cracked it with the weather and were all looking forward to finding a location somewhere around Bathampton to enjoy the conditions and of course to sizzle for breakfast.

Unfortunately "Him" upstairs had other ideas and was determined to spoil our plans. Passing through Bathampton and then Claverton the mist returned and although not as bad as earlier it was enough to bring Mr Stewart 'Senior' to chomp on his pipe and yell something about our old pal Mr Kettle, and further question the accuracy of the fine chap's high pressure forecast. Well we set up camp at Freshford and duly sizzled, flagging the 'things' that now operated Cardiff-Portsmouth services and remembered when the trains along this route were always tittling.

We were, as you can guess, most impressed when at the sound of a horn, which was recognised as that not belonging to a 156, 158 or the like, we were all holding a sausage cob in one hand and a cup of coffee in the other as a Class 37 rolled by on an engineers train. One of the Stewart clan did manage to drop both cob and cup, grab his camera and leg it up to the steps of the station bridge in time to photo the Class 37, only to find that he had no film in his camera. The rest of us had to be content with finishing the sausage cobs and letting the Class 37 finish us.

Nevertheless, sometime later another more recognisable noise descended upon us and, right on time "Glorious" rounded the curve from Bradford-On-Avon and was duly photted heading for Bath.

We promptly piled everything into the boot of the car and set off to try and get another shot of the train at Cogload Jct. Unfortunately, due to poor weather conditions, naff roads and Sunday drivers, this proved fruitless end so it was decided to head the train off at Okehampton.

By Taunton the weather had cleared again, and bright sunshine raised our hopes once more. We travelled up the A30 for the thirty odd miles from Exeter to Okehampton in absolutely superb weather and felt that this time we couldn't fail.

We dropped down into Okehampton and found the station, and so did the thickest mist we had seen all day. On arrival at 'the spot', the line which was only 20 feet below the parapet of the bridge, could not be seen through the murk!

Imagine having travelled about 250 miles, the last 40 in superb weather only to arrive at one's destination, firstly to see Dr Death and then not being able to see the track, let alone jostle for position on the bridge in order to get a shot. However Dr Death and three other complete barmy pots were unbelievably standing on the road-bridge, lining up the shot of a train that was not even visible!

Now it is at times like this that you wonder about the comments made by the average Joe Public doubting the sanity of Rail Enthusiasts. It is the first time that I can remember travelling 250 miles for a shot and not even getting the camera out. It was a hard choice between laughing and crying - the former won, just.

Still, the sound of "Glorious" storming out of Okehampton seemed to make it all worthwhile. As we dropped back down to Crediton the weather cleared slightly, although by now the threat of dusk rather than

mist descended upon us. A shot of 'Thirty-three' storming Crediton was had and that together with the magnificent result coming from the City Ground, Nottingham was raising our spirits at last. Even a chorus of "Swing Low, Sweet Chariot" was heard sung when all the afternoons sporting event's results were heard, followed by Jammy Sods Wednesday (3-2 winners at Luton).

The short journey to Exeter St Davids for a pit stop was taken and then we continued to the footbridge at Exeter Central to see the unusual, but splendid sight of "Glorious" storming the bank, and storming non-stop through Exeter Central, a first and last perhaps?

The journey home was then embarked upon, involving an un-scheduled diversion thanks to those nice men with shovels who were digging up the M5 and, finishing again somewhere near Worcester - damned cones!

Well, the end of an eventful day was near as we listened to the car stereo on the way home. I kept expecting to hear it but it never came Play Misty for Me"!

My thanks to the Stewarts, in particular Gary, for the rarity of a chauffeur driven day out!

PENNINE QUIZ No. 69

Well done to 1st prize winner K Bell (37), 2nd: J Dewing (35), 3rd: I. Shenton (34). The Required answers were:-

1) East Ville and Sibsey, 2) Bridgend and Llandow Halt, 3) Sibleys and Thaxted, 4) Blandford and Bailey Gate, 5) Marsh Mills and Bickleigh, 6) Lowesby and East Norton, 7) Galashiels or Clovenfords, 8) Ipswich, 9) Troon, 10) Langport West, 11) Alton, 12) Didcot, 13) Truro/Probus, 14) Bodorgan/Gaerwen, 15) Ormside/Crosby Garrett, 16) Matlock Bath/Cromford, 17) Shepley + Shelley/Skelmanthorpe, 18) Garsdale/Hawes, 19) Kingsbridge, 20) Swanage, 21) Calne, 22) Knott End, 23) Dartmouth, 24) Abingdon, 25) Trevoise Head, 26) Queen Charlotte, 27) Sir Balin, 28) Hereford Castle, 29) Ryde, 30) Curlew, 31) Market Harborough, 32) Barnstaple Jct, 33) Brunswick - Liverpool, 34) Manningham, 35) Immingham, 36) 40145/40445, 37) 53964/54247, 38) Hull-Leeds freightliner, 39) 283, 40) Royal Seaforth Container depot, 41) 50046 Ajax (RIP.).

*** Apologies to you all as for some reason Question 28 was not printed. Sack the WP typist - ED! (You can always type it yourself - WP Typist).

Try you hand at Quiz no.70 thanks to Ian Shenton for compiling it.

PENNINE QUIZ No. 70

- 1) What was the closure date of Otley station?
- 2) What is the name of the Public House on Moorthorpe station?
- 3) What year did the East & West Yorkshire Railway Union close?
- 4) What year was the overall roof removed from Wakefield Kirkgate station?
- 5) What year did the Barnsley Court House station close?
- 6) What was the date of closure of Canklow depot?
- 7) What was the name of the first station In Aberdeen?
- 8) Who designed Leicester London Rd station?
- 9) What was the former name of Gatwick Airport station?
- 10) What year did Burlescombe station close?
- 11) Between which two stations is Buckshead tunnel situated?
- 12) What are the buildings on the up platform of Starcross station used for?
- 13) Which was the first tunnel through which passengers were hauled by a steam train?
- 14) What was the name of the first station In Bradford?
- 15) Name 62738?
- 16) What date did Hunslet station close?
- 17) What stands on the site of Leeds Central station?
- 18) Which shed had the code G.O.?
- 19) Which was the first Class 26 to be withdrawn?
- 20) Which was the first Deltic to have a TOP'S. number?
- 21) Where was D6502 cut up?

- 22) What was the second loco to leave Woodham Bros. at Barry?
- 23) Which Class 40 was ETH fitted?
- 24) Which loco was involved in the accident at Morpeth on 24-6-1984?
- 25) Which was the last Standard Clan class loco to be withdrawn?
- 26) Where was the turntable, now at Scarborough, previously used?
- 27) Who named Class 47 no.47715 'Haymarket'?
- 28) Where was the Yorkshire Television programme "Fred the Fugitive" filmed?
- 29) Which was the first Class 86 to arrive at Ipswich on test?
- 30) What was the date of the accident that closed Summit Tunnel?
- 31) What was the date of closure of the Woodhead route?
- 32) What date did Rawtenstall station close?
- 33) Which loco hauled the Honeymoon train of Queen Elizabeth II?
- 34) Where was Merchant Navy class no.35002 cut up?
- 35) Name 61243?
- 36) What date did Manchester Victoria station open?
- 37) Name the stations that have been in Oldham?
- 38) On What date did Pontefract Tanshelf station close?
- 39) Who named Castle class loco no.7037 "Swindon"?
- 40) Which was the last Class 40 to be named?

PENNINE OBSERVERS NOTES

Southern Region

Three Bridges has become a stabling point for the rapidly spreading Class 60s. with one to be found there most afternoons. 60042 has been the most frequent member of the Class to visit.

On February 7th 56053 stormed through Three Bridges on hoppers leaving a smoke trail any steam buff would have been proud of!

Horsham sees the two Southern oddities 455/8 unit no. 5800, and 421/4 unit no.1800. Quite often at the moment unit no. 5800 works in on a Friday evening and stables in the up siding until Monday morning, whilst 1800 is often on the 12 coach Portsmouth Harbour service.

The Cory oil trains have only produced 47223 and 47369 so far this year on the Tuesday only working. A recent Selhurst signing from Ashford 08649 arrived at Horsham on Jan 27th instead of the usual Class 09. Unfortunately it has proved unreliable and a Class 33 or 73 has had to come down from Three bridges to help out.

February 9th saw some of the BR's enthusiast charters running between Waterloo and Weymouth, motive power was as follows:

47297 + 47704 Waterloo-Eastleigh,
 08831 Eastleigh Depot Loop,
 47600 + 47221 Eastleigh-Yeovil Jct-Salisbury
 47600 + 47227 Salisbury-Waterloo.

Also on this day 56116 and 56008 worked another enthusiasts charter from Waterloo-Weybridge-Chertsey-Clapham Jct.

A survey of Waterloo-Exeter services on the 15th/16th/17th February revealed the following engines working - 33102/47579/47701/702/703/708/709/712/801. Highlight of the three day spell occurred on the 17th with the use of 33063 on the 08.40 Waterloo-Exeter, the less said about the absence of the 50' s during this period the better.

On the 16th February the charters were out again. The Solent and Wessex Wanderer ran from London-Weymouth and back with the following motive power in charge.

37350 + 33109 Waterloo-Southampton,
 60079 + 33109 Southampton-Weymouth-Southampton,
 37667 + 33109 Southampton-Waterloo.

Eastern Region

Noted at Frodingham on December 21st were 08632, 20025/42/43/61/107/176, 37100/109/512/719, 47233/346 and 60037. Seen at Doncaster on December 28th were 47973 and 58041 in the depot, 86607 outside the works, 47221, 56069 light engine and 47835 on E.C.S. The usual crop of Class 91s were in evidence, including nos 4/10/15/28.

Also seen on February 1st at Doncaster were 37244 and 47340 in the depot and 47852 outside the works.

The well documented arrival of condemned Class 50s to Booth Roe Metals, Rotherham recently, did not go without notice amongst Pennine Members. Nos 1/20/40 arrived behind 47705, Nos 26/36/45 behind 706 and 4/16/23 behind 31462.

Northbound services from Kings Cross were delayed from 18.00 to 20.00 hours on the 2nd December due to the late arrival of a service from Glasgow, worked in by 91008. The 18.30 Kings X-Edinburgh left at 19.02 stopping at Peterborough to collect passengers from the failed 18.40 Kings X-Bradford (91003). This 18.30 departure also called at Grantham, Newark, Retford arriving at Doncaster 75 minutes late.

December 28th saw a power failure at Neville Hill resulting in severe delays specially to Settle and Carlisle line services. A special 12.40 Leeds-Carlisle charter departed behind 31418 + 60022, it should have left Leeds at 09.47! Furthermore the train was terminated at Appleby with both locos hauling the return service.

Settle and Carlisle Charter trains over the festive season resulted in 47479/37071/83 northbound and 37049/95 southbound on December the 27th. 31418, 60021 northbound and 60022 southbound on the 28th. On the 30th 31418/56134 northbound and 56117 southbound whilst finally on New Years Eve 47475/56108 northbound and 26040 + 26011 southbound.

A most interesting working over the New Year Holiday was the 09.15 Dundee-Kings X which was routed via Perth and consisted of refurbished Mk 1 coaches and diesel haulage throughout, bringing a touch of nostalgia back to Pennine Deltic buffs. January 2nd found 47835 on this service and 47813 the following day.

January the 4th saw HST power cars 43085/95 at Hull Paragon having worked in on a 'Footex' carrying Chelsea supporters for their FA Cup tie with Hull City. December and January also saw regular visits of Class 37's to Hull Paragon, with 37015/65/73 and 37285 seen over the period.

Seen at Immingham on January 4th were 08445, 31210/221/249/319, 37686, 47319/373/413. On the 18th January York MPD hosted 08605/706/806/31552, 37221 and 47280. Whatever happened to the lines of locos always to be seen there?

December 3rd saw 47841 on a charter from Manchester-Leeds consisting of former Manchester Pullman stock, which has been re-liveried to crimson and white and renumbered & re-named as follows:-

Former 504 now Manchester 99678 named 'White Rose'.

Former 506	now Manchester	99679	named 'Red Rose'.
Former 546	now Manchester	99670	named 'City of Manchester'
Former 548	now Manchester	99671	named 'Elizabethan'.
Former 549	now Manchester	99672	named 'Prince Rupert'
Former 550	now Manchester	99673	named 'Golden Arrow'
Former 551	now Manchester	99674	named 'Caledonian'
Former 552	now Manchester	99675	named 'Southern Belle'
Former 553	now Manchester	99676	named 'King Arthur'
Former 556	now Manchester	99677	named 'Talisman'
Former 14102/17102	now Manchester	99680	To Be Named

The Charter consisted of Numbers 586, 546, 504, 506, 549, 550, 17102.

Over the December/January period several HST services were either substituted by loco-hauled or vice versa. On December 11th the 09.28 Sheffield-St Pancras was hauled by 47841 instead of the booked HST.

The 27th of December saw the 20.12 York-Derby as an HST service with power cars 43187/165 in charge, this being instead of the booked loco and stock.

January 17th saw 47819 work the 17.13 FO Bristol-Newcastle vice HST. The following Friday the 07.14 Bristol-Newcastle had 47847 as power(?) instead of an HST. February the 1st saw the 08.56 Derby-Cardiff worked by 47975 instead of the usual sprinter. The 8th of February saw the 06.25 Plymouth-York HST service terminate at Bristol due to failure of the set.

December the 22nd found the 14.20 York-Swansea suffer an enforced engine change when 47842 was taken off at Doncaster in favour of 47483. On the same day the 11.50 Glasgow-Kings X with 91007 on, failed at York, to be assisted to its destination by 47500 which had to be diverted via Leeds due to flooding north of Doncaster, the train eventually arrived at Kings X 85 minutes late.

On the 27th the 17.35 Newcastle-Bristol was cancelled so the stock of the 11.40 Poole-York returned west as the 18.47 York-Bristol service.

January the 2nd saw the unusual sight of the 08.40 Poole-Edinburgh with only one power car - 43092. The rear coach was Mk11 5708, resulting in a 98 minute late arrival.

January the 5th saw the following Class 91s at Doncaster - 91001/8/9/10/11/12/13/14/15/16/19/21/27/28/31.

On January 25th a visit to Booth Roe Metals Yard at Rotherham found the following coaching stock waiting to be scrapped:- 84029, 9386, 5477, 5540, 5295, 5489, 26109, 5508, 7553, 5496, 5321, 17114, 17103, 1956, 5440, 5539, 5332, 6526, 5466, 13565, 7558, 13566, 5269, TDB977498, RDB977530, with DMU's 54278, 52049, 54245, 54269, 54243, 59249 also present.

On February 8th the 09.20 York-Poole had 31563/47849 as far as Derby where the pair were taken off in favour of 47829. The 10.27 Derby-York had 47972 as power and ran to HST timings.

Midland Region

February the 8th saw the unfortunate followers of Manchester City have 47558 as power for their 'Footex' to Sheffield where they were well beaten by the home team.

Warrington is still the place to be for freight trains and during a two hour spell on November 29th the following locos were observed on freight services:- 31174/242/306/524, 37077/99/251/418, 47353/8/206, 60032/45/57/69, 37710, 60046 and 90130 all passed light engine. Also on the 29th of November 37430 headed the 17.14 Manchester Victoria-Blackpool and 37426 the 17.21 to Southport.

November the 30th found 20013/57 head the "Two Counties Crusader" Pathfinder Railtour from Swindon to Manchester Piccadilly, and then on to Buxton, Burn Naze and Rose Grove. Noted at Buxton were 31511, 37578, 47318, 60058/80.

Saturday February 1st found 90014 on the 11.25 Wolverhampton-Euston, 86226 the 10.30 Euston-Shrewsbury, 86101 the 12.35 Birmingham New Street-Manchester Piccadilly, 87007 on the 12.28 Wolverhampton-Euston, 87005 the 13.00 Euston-Wolverhampton, 90003 the 14.48 Birmingham-Euston, 86260 the 17.22 Birmingham-Glasgow, 90008 the 16.00 Euston-Wolverhampton and 87021 the 14.40 Edinburgh-Euston.

Scottish Region

The 17.26 Edinburgh-Brighton service had 86205 in charge on New Years Eve and possibly a first in these columns is news of the North Berwick branch, EMU 305519 worked the 17.05 Haymarket-North Berwick service also on New Years Eve.

Western Region

A Survey of Paddington-Oxford & Newbury services on February the 15th revealed the following locos in working:- 47423/425/441/446/449/581/587/636, how interesting!

Other News

It is reported that LMS Crab 42765 has moved from the Keighley and Worth Valley to the East Lancs Railway and that Class 20 no. 20107 has been purchased by the East Lancs Railway.

The coaches listed below have been leased to the private sector, but are still owned by BR until finally sold. However they have been re-numbered and repainted into maroon livery, numbers are as follows:-

Old Number 3131	new number 99190
Old Number 3132	new number 99191
Old Number 3133	new number 99192
Old Number 4860	new number 99193
Old Number 5032	new number 99194
Old Number 5035	new number 99195
Old Number 35469	new number 99196***

*** still carrying old numbers as of 1st Feb 1992.

Thanks go to Messrs Bolland, Slater, Caddick, Dewing and Barclay for their contributions to the magazine.

MEETINGS LIST

MARCH - JUNE 1992

Robin Skinner

Social evenings are held at the Corporation Brewery Taps, Cleveland Street, Doncaster on the 1st and 3rd Tuesdays of every month. Meetings start at 20.00hrs and a varied programme is always offered. Our Spring Fayre is shown below.

Everyone welcome to attend. All events are open to non-members, so bring a friend. Introduce him, or her, to the Pennine.

Tuesday 17 March - Geoff Newall; Star of the Dore Loco Group a first visit to the Taps.

Tuesday 7 April - Gary Stewart; Many a Slide Competition winner will be shown tonight.

Tuesday 21 April - Chris Tyas; A brief history of the success of Doncaster's football and rugby league clubs, lasting approx 1 min, followed by an evenings entertainment of excellent railway slides.

Tuesday 5 May - David Bladen's slide quiz - he shows the slides and then asks evil questions. Take part individually or as a team. Prizes galore.

Tuesday 19 May - Ian Shenton; a popular return visit of our friend from West Yorkshire.

Tuesday 2 June - Dave Cawley; another show by our giant from Retford.

Tuesday 16 June - To be announced (conscript not yet notified)

SEE YOU AT EIGHT - DON'T BE LATE

Fixtures List No 2

David Whitlam

Wednesday 1 July Keighley & Worth Valley Railway. PR4 - 92/1 Evening tour of the line and installations on our specially hired railbus. Meet Haworth Station at 19.15.

Cost approx £3 (to be confirmed)

It is hoped that a preserved bus will be available from Doncaster, departing 17.00. All bookings to David Whitlam, enclosing SAE. Please indicate whether you wish to travel on the bus.

A letter has been received from Doncaster Depot stating that due to increased security and safety considerations visits are prohibited for the foreseeable future.

Robin is hoping to arrange a visit to York Power Box. Details will be announced in due course.

Dates for your diary

April 25/26 Longsight Open Weekend

May 3 Bescot Open Day