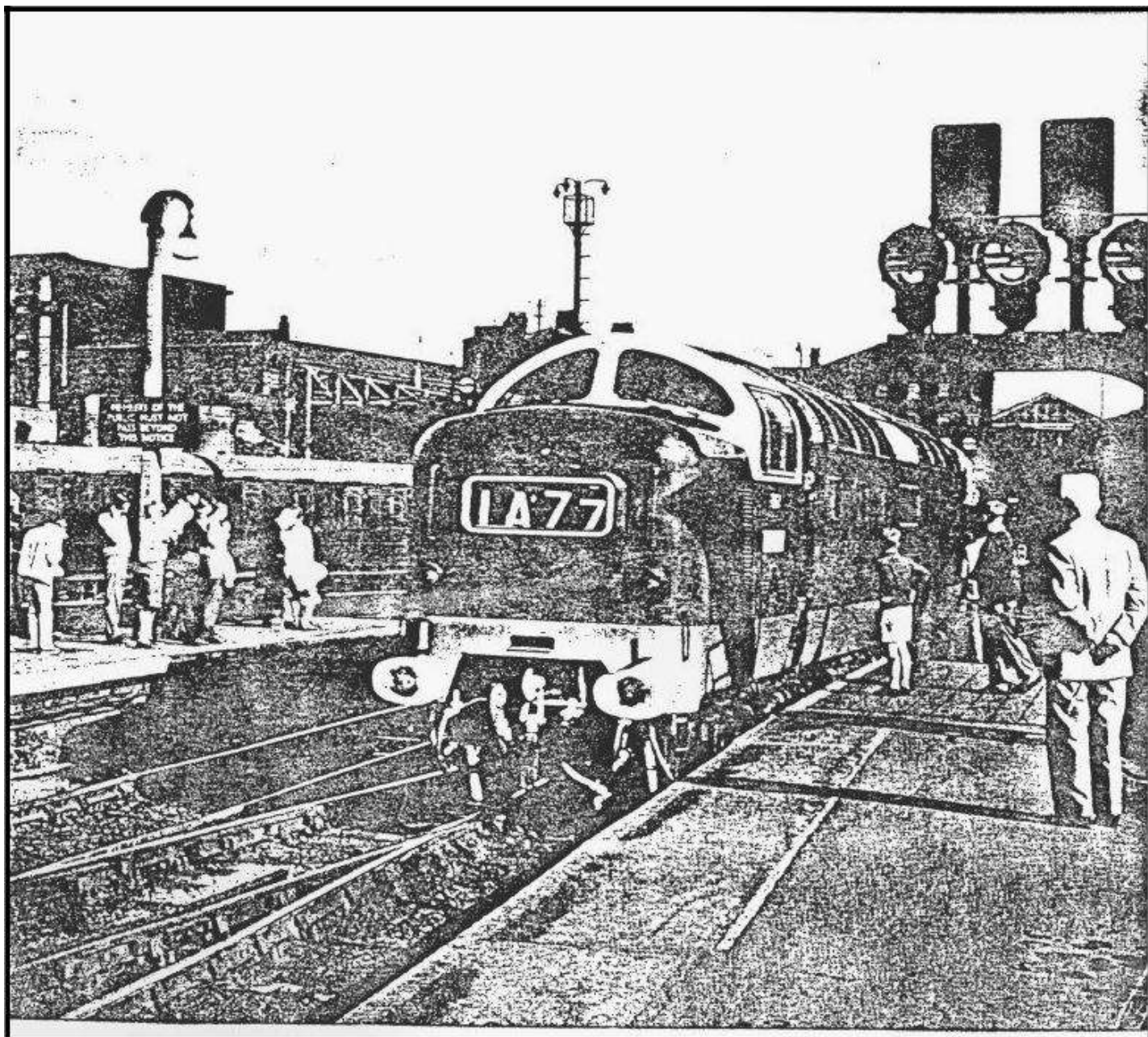


# TRANS PENNINE

## THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



No.81 - Sept 1992

## COMMITTEE BRIEFS

### **Pennine Slide Competition**

Members are reminded that the annual Pennine Slide Competition will be held at "The Taps" on Tuesday 6 October 1992. This is always a popular event so don't forget this date and bring along 4 of your railway slides which you think will catch the judge's eye and maybe win you a trophy.

Judging will begin from 20.00hrs so please be early. Thanks.

### **Jim and Pat Dolan**

Contrary to expectations Jim and Pat Dolan did not relinquish "The Taps" during May and were likely to remain in charge until late Summer (their replacements gave back word).

Unfortunately many excellent tenants are being messed around by breweries, and often "forced out" of their pubs by the offers of extortionate leases. Aficionados of Sheffield will regret the enforced departure of Peter and Margaret Drabble at "The Globe", Howard Street on 4 August 1992 (several Pennine lads drank his farewell on 29 July 1992 and wished them well).

### **The PENNINE Charter**

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

### **Alan Pett**

It is with sadness that we have received the news of the death of Alan Pett.

Alan was one of the first members of the society and was, for many years, a regular participant in our events. He was always a very popular figure in the Society and we know the news of his death will sadden many of you.

We send our condolences to his family.

### **Eric Straw BR Manager of the Year?**

"The Sun" was delighted with an "exclusive" recently, about the sacking of BR clerk Alex Bryson for having a farewell shandy with office colleagues.

Alex, 63, whose appeal against the decision to sack whilst "drinking whilst on duty" failed, stood to lose £22,000 in redundancy payments.

"The Sun" devoted an angry leader to the subject, demanding: "The jumped-up jackass who sacked Alex Bryson should be tied to the tracks".

The "jumped-up jackass" in question is BR's Doncaster area manager Eric Straw. Straw got the MBE in the 1985 Queen's Birthday Honours.

His achievement as BR general manager at Worksop was to defy industrial action by drivers in solidarity with the miner's strike. Men like Mr Straw won the enthusiastic admiration of Margaret Thatcher and her fans, including "The Sun".

If only they knew before writing the article!

The story has a happy ending. BR have overturned the ruling "in the light of specific circumstances".

Happy retirement to you Mr Straw!

## **Brain Drain**

Unconnected with the above item (honestly) .

State of the art signalling will replace traditional lever frame control on the Waterloo & City line in 1993.

The new signalling, which will feature the latest technology to control the colour-light signalling throughout "The Drain" under the River Thames, will be commissioned during a 4-week close down of the route next Spring. The present lever-frame operation takes place in the signalbox underneath one of the Waterloo arches and is thought to be one of the oldest systems of its type still operational in London.

The commissioning will take place at the same time as new vehicles start to arrive to replace the 1940s stock.

## **Graham Lee**

Members will be saddened to hear of the sudden death of Graham Lee. Graham was a BR driver at Sheffield and keen railway photographer and painter.

Graham made a number of visits to the Corporation Brewery Taps providing the evening's entertainment. We will particularly remember his excellent cine of the Manchester-Sheffield Hope Valley line taken from train cabs and from the lineside.,

The Pennine send condolences to Graham's family and friends.

Graham will be sadly missed.

## **Front Cover**

The front cover shows a platform-end audience at King's Cross Station as a "Deltic" locomotive backs on to a down East Coast Route express in 1965.

## **The Railway Charter**

Isn't it amusing to note that in the BR Charter passengers are once again called passengers since somebody must have told them that to call it the Customer's Charter would have sounded as if it were meant for shoppers.

## **Robin Rabbits On**

BR Station Manager Lincoln, Robin Skinner, has been seen on local TV recently defending BR's policy of exterminating the rabbits residing in embankments adjacent to BR lines. There has been a substantial increase in the rabbit population which is annoying (to say the least) the local farmers who in turn are blaming BR since they inhabit its land.

Measures by BR to rid areas of rabbits are believed to include removal of embankments, the use of tagged ferrets (if a ferret gets trapped down a rabbit warren its location is identified by the homing signal and can be rescued), and poisoning.

When members see Robin we are sure he will update you on the situation. Incidentally, Robin now allegedly offers a mean rabbit pie to visitors to his abode.

## **One Of Our Trains Is Missing**

BR now have "thieves" on the line - a locomotive was recently lost for 13 days. The loco vanished on 28 July 1992 after being tracked by a BR computer at Redhill, Surrey. Six days later it was officially listed as missing and staff were faxed; "Someone has stolen one of our locomotives. Could you please look around your yard/station/siding to see if it is there before we have to cancel trains because of lack of locomotives. The locomotive is approximately 54ft long painted similar to InterCity colours, with the number 73117 on

the side". After the engine turned up at Three Bridges a BR spokesman explained that lost trains did "occasionally occur".

### **Chunnel "Phobia"**

The "Daily Mirror", a well respected organ within the newspaper industry, has revealed that "millions of worried Britons are too afraid to travel through the Channel Tunnel and that fears of flooding, explosion or a terrorist attack are just four reasons pointing to a big boycott- when the Tunnel opens in Autumn 1993".

This sensational item of news follows a survey by the London College of Clinical Hypnosis of 500 (yes 500!) people which The Mirror has chosen to take notice of.

Bring back Maxwell.

### **Blackpool Rocked**

Blackpool is to lose its InterCity service to London from September. Currently up to 3 trains a day run direct from Blackpool to the capital. The once-a-day Lancashire Pullman will operate from Lancaster. BR say the InterCity services to Blackpool are no longer commercially viable and passengers will be well catered for by extensive regional train services.

BR have also announced plans to axe 4 weekday InterCity trains between Birmingham and London and that tenders to build a new generation of trains - the InterCity 250 capable of speeds up to 150mph - for the London-Glasgow route have been allowed to lapse. (Let Branson pay for them).

This follows shortly after the abandonment of through services between Euston and Shrewsbury.

### **Queen Mother in Drag Fiasco**

Pennine's royalty specialist Tony Caddick has informed TRANS PENNINE that an electric loco had to be towed into a station to be officially named by the Queen Mother. The incident happened at King's Lynn station where the QM had been booked to name the engine "King's Lynn Festival" as part of the celebrations for the King's Lynn electrification.

Unfortunately the £40m electrification project, originally to be completed late 1991, was still not finalised because of signalling equipment problems, and so the electric was dragged into royal presence by a diesel locomotive.

BR insisted they only resorted to dragging to fit in with the QM's diary.

### **Trains Halted by Low-Frying Crows**

Trains are now being delayed by suicidal crows. Two of the birds were blamed for plunging rush-hour services into chaos after they flew into a 25,000 volt overhead power line on 4 June 1992.

The crows were killed *instantly as* they short-circuited the cable, snapping it in two and stopping trains for 3 hours near Colchester. Hundreds of commuters had to switch to buses while repairs were carried out.

BR said it was unusual for crows to cause damage like this. Normally it's swans or herons.

### **PENNINE CHARTERS LOCO-HAULED TRAIN**

A first for the PENNINE Railway Society. On Wednesday 1 July 1992 we hired our own private train on the Keighley & Worth Valley Railway. Those on the trip were delighted to travel the line behind preserved Class 20 No 20031 in the comfort of a Mk1 BFK coach. We have organised visits to the line before but always made use of the railbus.

A total of 23 members and friends took part in the visit, including, wait for it, society Chairman/Minister for Fun, Robin Skinner. In fact all your committee were present except for Tony Caddick (a Coronation Street fan) and your magazine editor GG who was completing his adult education course in welding prior to him seeking employment in the disposal of the remaining Class 50's.

Loudest cheer of the night came when our "guide" took the party into Oxenhope sheds and pointed out "the funny little Barclay. We've had no work whatever out of any Barclay". Our Andy was not amused and didn't even write its number down.

Thanks also to our friends from FAST Tours (Sheffield Transport/ Felix Preservation Groups) who provided transport to Keighley in the form of preserved bus Felix 41.

For those of you who missed the visit David Whitlam will be considering organising another trip in 1993 and possibly requesting Class 25 haulage (unless they have got a damn 50 by then).

### **Anoraks in Paradise**

The anorak and Thermos flask fraternity has found its Mecca in Lancashire. It is 15 Buttercup Drive, Adswold, Stockport, a new Barrett home with the Manchester-Euston line running along one side of the garden and a freight only line along another.

Five members of the Cross Bridges Crew including driver Mel Thorley have bought the £56,000 leasehold on the Daisyfields estate as a base for rail enthusiasts.

However neighbours have complained to Barrett's about the stream of spotters arriving and departing (perhaps they'd prefer usage as a "massage parlour" for Tory MPs and members of high society !). Barrett's have said these activities must cease forthwith and warned of "further action" if they broke the lease. The lads will contest the objections. One neighbour, the wonderfully named Mrs Elaine Hidden has erected a 5ft high fence and moved a row of conifers into position (that should make a good bonfire in November).

Will our Uncle David be arranging a Pennine visit to the shrine? Or should the Committee club together to buy our own shrine ("The Mallard" on Moorthorpe station would be ideal).

Treasurer beware.

### **ROUTE TO A REVOLUTION**

After a torrent of leaks, the future of BR has been outlined in a Government White Paper. British Rail will be split into two in the biggest shake-up of the network since nationalisation. Under privatisation plans, one section will operate all the track and infrastructure, while the other will run passenger services until they are all franchised to the private sector.

The White Paper said the plans were aimed at providing "more competition, greater efficiency and a wider choice of services more tailored to what customers want".

These are the revolutionary changes:

#### **Who Will Run The Services?**

Thirty independent companies may eventually be running their own trains when passenger services are franchised to the private sector. Profitable InterCity will be the main attraction, particularly the London-Edinburgh east coast route where £515m has been spent on improvements.

Companies operating on heavily loss-making Network SouthEast, and on regional commuter and cross-country routes can expect Government grants. The new operators will be allowed to run services on any part of the network.

## **Who Monitors The Sell-Off?**

The Government will set up a franchising authority to award licences to the new private operators. It will specify the number of services a franchisee has to run, ensure that timetables are adhered to and monitor standards of service, with particular emphasis on the targets set by the Citizens' Charter.

Franchises will be set for a fixed period and if at the end of that time an operator is judged not to be up to scratch, the licence will be awarded to a rival. The authority will ensure that companies get access to all routes and organise the leasing of trains from BR, so the new operators can rent locomotives and rolling stock instead of building their own.

Eventually the private companies would be expected to invest in new equipment of their own.

## **What Is The Fate Of BR?**

BR will be restructured to form a new organisation, Railtrack. As well as controlling all train movements and being responsible for maintaining lines and signalling, it will charge the private operators for use of the lines.

Railtrack will receive no state subsidy - it will be expected to pay for the upkeep of the rail network from the usage fees. There could, however, be one-off Government grants for big improvement projects.

Meanwhile, BR will continue to operate its own train services, but only if there are no takers for the routes in the private sector. This "residual authority" will gradually diminish over time as increasing numbers of private operators gain licences.

## **The Staff**

Under the proposals staff will automatically switch to the new companies as and when they are formed. This means that terms, conditions and pensions will be safeguarded for 133,000 employees, who include drivers, guards and station staff.

The hope is, however, that they will take part in worker buyouts of BR services, buying share stakes and sharing in the fortunes of their new enterprises.

There will be full consultation with the rail unions.

## **Stations**

All 2500 stations will be up for grabs. The Government believes their revenue-earning potential has not been fully exploited by BR. It wants companies to buy the stations, believed to be worth at least £10billion, and introduce shopping precincts, restaurants and leisure facilities to the bigger ones. Others could be rebuilt to include hotels. The buyers would have to lease platforms and be private railway operators.

For the smaller stations, which could be the target of local business consortiums or bus companies, Transport Secretary John MacGregor envisages the new owners providing cash-earning outlets such as coffee bars.

The object is to increase the attraction of the railways - as well as make money for investment in yet more station facilities.

The first round of auctions could take place in 1993.

## **Watchdog**

A new watchdog authority, likely to be known as Ofrail (not Offrail!), will be formed. Its aim will be to ensure that the private operators do not profit excessively and that a percentage of their takings are ploughed back in the form of investment in new equipment.

The 20-page White Paper acknowledges that a "potential for monopoly power" on some parts of the network will still exist, even after the private sector becomes involved.

Ofrail will be expected to ensure that it does not operate against the interests of the passengers.

BR chairman Sir Bob Reid has warned against the creation of any new bureaucracy which might be created by the new structures to constrain "the entrepreneurial flair" the new proposals would release in the industry.

## **Freight**

The freight business will be sold off within the lifetime of the present Government. The main attraction will be the now profitable Trainload Freight section, a bulk carrier of coal, steel and petroleum. The other section, Railfreight Distribution, which carries mixed goods, runs at a loss but is still regarded as a good long-term investment, particularly with container traffic set to rocket when the Channel Tunnel opens in 1993.

The parcels service will also be sold outright to one or more private firms.

## **PENNINE MAGAZINE No.81 SEPTEMBER 1992**

### **EDITORS NOTES**

Welcome to the Autumn edition of "Trans Pennine". Now that summer is out of the way we will be able to look forward to seasonal delays on BR caused by the wrong sort of leaves. Still the good news is that the end of the recession is very near and just around the corner, so say Major John and Stormin' Norman", but I've been looking around that many corners for it that I've got neck ache.

### **THE 'HONEST JOHN' SHOW**

We're seeing so much of 'Honest John' these days that it is rumoured he's putting in more appearances at the Pennine than he is at work and being that every other social evening now features 'Treasurer Treasurer' we must have seen every slide he owns five times I hear you cry. Still every show is a good 'un - the old 'uns are always the best!

### **PENNINE QUIZ No. 71**

Prizes for the last quiz are awarded as follows:-

1st-  
2nd -  
3rd  
RESULTS NOT AVAILABLE AT TIME OF GOING TO PRESS. WINNERS WILL BE NOTIFIED BY POST

Answers were as follows:

1) D34 Class 62471, 2) Dornoch Branch, 3) 9F-92063, 4) E6049, 5) D2858, 6) J .Cashmore Ltd at Reddish TMD,  
7) St Anne's Park and Keynsham, 8) Yeovil Pen Mill and Taunton, 9) 00.02 Kings Cross-Newcastle, 10) 126 Tonnes, 11) 20102 + 20214, 12) £76, 13) Gwili Railway, 14) 50048, 15) Great North of Scotland Railway, 16) Watling St, 17) Home Signal Defect, 18) First Class 20' s of the year to work to Skegness 4/5/92 09.20 Derby-Skegness, 19) Selby, 20) London Brighton and South Coast Railway, 21) 1972, 22) Bournemouth Belle, 23) 34064, 24) Table 70.

### **TYPIST SCORES LIFEBOAT**

The usual but anonymous magazine typist had a day out to Weymouth last month and indulged in a boat trip fill in turn to Portland Bill. Unfortunately the boat failed one mile out and was rescued by the Weymouth

Lifeboat which 'Dragged' the failed Cruiser back to Weymouth Quay. Hands up all those who have had a pair into Weymouth Quay!

## **STEAM BEFORE BREAKFAST**

**by Paul Slater**

I have never been much of an early riser, especially on holiday, so it is amusing to remember that during one stay at the seaside I voluntarily left my bed on several occasions so that I could enjoy train-spotting sessions before breakfast. It was during the summer of 1959 when I was fifteen years of age. The weather was warm and sunny throughout the fortnight with days being taken up on the beach and on family outings. Therefore the early mornings were the best time for me to go and watch the trains. This summer I was making my first real attempts at Railway photography, steam trains were in abundance at the two towns we stayed at during our seaside holiday and the bright morning sunshine gave me good lighting for my rather basic and antiquated bellows camera. I still look back with pleasure at the pictures I took on those pre breakfast sessions 33 years ago.

For the first half of the fortnight we stayed at the coastal town of Exmouth and the station was only a short walk through the streets from our hotel. Exmouth station was the terminus of two single track branches, one from Exeter and the other from Tipton St Johns on the Sidmouth Line. Exmouth station had two long island platforms so four lengthy trains could be accommodated at once, a small engine shed was adjacent and this was a sub-depot of Exmouth Junction. One evening we saw two locomotives on the shed and these were London Midland 2-6-2T 41307 which was very familiar to me from the branch lines in Northamptonshire whilst the other engine was an old ex London & South Western 0-4-4T no. 30323. I saw both these engines working out of Exmouth that week and in fact I photographed 30323 waiting to leave with an Exeter train on one of my early morning visits to the station. Another type of Locomotive common on the East Devon Branch lines at that time was the BR Standard Class 3 2-6-2T and the second photograph I took at Exmouth station showed one of these engines, 82013, heading a train for Plymouth via Exeter, Okehampton and Tavistock.

We moved to Penzance for the second half of our fortnight holiday and I continued my pre-breakfast train-spotting sessions here. It was quite a long walk from our Hotel to Penzance station but it was very pleasant in the early morning sunshine. The walk took me along the sea front and then by the harbour, with views across the water to St Michael's Mount. Two overnight expresses from Paddington would usually arrive whilst I was at the station along with one or two trains awaiting departure and the station pilot, a "94xx" 0-6-0 pannier tank would often have been fussing around.

The first Western Region diesel-hydraulics were starting to appear on the expresses in Cornwall at that time and I noted examples of the North British Type 2 and 4 classes numbered in the D6300 and D600 series during my early morning sessions.

There were though still plenty of the distinctive Great Western 4-6-0s also to be seen - "Castles" "Counties", "Halls" and "Granges", and as these were always my favourite steam Locomotives I was very pleased to be able to get a few photos of them. I especially like a snap I got of 6826 "Nannerth Grange" standing in the bright sunshine with a departure to Swansea and another one, dramatically lit, of 5058 "Earl of Clancarty" backing out with the empty stock of an overnight express from Paddington.

## **PRESERVATION NEWS by Pitsmoor Pete**

A tour of West Yorkshire and Lancashire on 12 January 1992 found 08016 at Craggstone (this loco is now at Meadowhall). Slightly further north the Middleton Railway was the home of LNER 1310, Dept 54 and LMSR 7401. 08054 and LMSR 12083 were also in industrial use at Grassington whilst D2203 and D9513 were seen at Embsay with the former in use on service trains. On the other side of the Pennines at Carnforth several locos were seen including GWR 5538, SR 850, LMSR 5000, 6441, LYR 1300, LNER 4498, FR 18, 25, BR 48151, D2196, D2381, D5500 and 08220. At Haverthwaite LMSR 2073 2085, GWR 5643, D2118, and D2072 were seen, with D2272 being seen later at Blackburn.

A week later (19 January 1992) the Mid Hants Railway was home to the following; SR 506 (in steam), BR 30499, 31625, 31806, 31874, 34016, 34067, 34100, 35018, 73096, 76017, D3358, D5217, and D5353.



A trip to Keighley on 2 February 1992 found the following ex-BR engines ; TVR 85, GWR 5775, BR 30072, 34092, 41241, 43924, 45212, 45596, 47279, 48431, 51218, 68077, 75078, 78022, 80002, LYN 752, LNWR 1054, D2511, D3336, D5209, D226, 20031, and visiting 8F 48773. GWR 5775 was in use.

At Loughborough for the "Farewell to Butler Henderson," gala on 22 February 1992 the following were in steam; GWR 7029, 7760, 5224, BR 30926, 35005, 62660, LMS 5593 and 68088 pottering about in the yard (sorry Mr Dawson). Also on view were D4067, D3180, D3101, D9019, BR 92212, 34101, 69523, 61264, 48305, 47406, 35025, and GWR 6990.

A further visit to the Midlands the following week (1 March 1992) revealed, at Cheddleton, BR 44422, 80136, D3420 and D7672, whilst at Chasewater LYN No 1 was found. At Tyseley GWR 2807, 2873, 3803, 4983, 5043, 5080, 7752, 7820, 9600, LMSR 6115, D318, D3029, and the newly arrived heap of scrap 50043 were in attendance. At Pitsford (not Pitsmoor) on the Northampton Steam Railway GWR 3862, D5185, 45118, 27024, and 27056 were seen before the day ended at the Rutland Railway Museum to see D9518, D9521, and D9555.

A return trip to Carnforth on 14 March 1992 found all the usual locos around the site, but this time with the added bonus of first D2381/D2196 topping and tailing the shuttle service to be followed by D5000.

A visit to the West Somerset Railway Diesel Gala (28 March 1992) found D1010, D7017, D9526 and D9551 all in use along with "the last Cravens" (51485 + 56121) on the shuttle to Norton Fitzwarren from Bishop's Lydeard. Other engines on view included GWR 3205, 3850, 4561, 6412, 4160, 3822, BR 53808, D2205, D2271, D2994, D9500, and D7018 which had been rostered to work but had failed.

The following day saw GWR 6634, SR 110, BR 47493, 75029 and 92203 at the Cranmore home of the East Somerset Railway. D3044 was viewed in the distance at Merehead quarry but a visit to the playground at Wanstraw did not reveal D3003. It had been cut up a couple of months previously. Down at Swanage GWR 6695, SR 120, BR 35022, 80078, 41708, 69023, D3591 and D9521 were found! with SR 120 in steam carrying the number of a long scrapped sister loco. At nearby Hamworthy LMS 7069 and 8274 were found in the yard of an engineering company.

The Severn Valley Diesel Gala at the beginning of May involved workings by BR diesels 56014, 47402, and 59101. Preserved diesels included 55015, 50031, D9000, D9016, D5410, D1062, 45133, and D7633, with BR 46521, 75069, and WD 600 in steam.

The NYMR Diesel Gala (16 May 1992) found D5032, D7541, and D7628 in use along with 20214 and 20104 on loan from BR.

A special operating day at Darley Dale (31 May 1992) found D3429 and 25265 in use along with an ex WD "J94".

On the same day D7671 and BR 47327 saw use at Butterley.

The Stephenson Railway Museum on Tyneside was the home on 21 June 1992 of 03078, LMS 12098, BR 60019 (as LNER 2509) and 2367, the NER electric parcels van.

Quainton Road on 5 July 1992 contained amongst others LSWR 0314, GWR 6989, 7200, 7715, 9466, BR 41298 and D2298. At Chinnor GWR 12 D8568 and 08011 were being looked after. At Wallingford GWR 4247 and 08123 were seen, with the latter in service. The rarely spotted ED 10 was seen at N. Moreton before the GWS site at Didcot was visited. GWR 1338, 1340, 1363, 1466, 3650, 3738, 4144, 4942, 5029, 5051, 5322, 5572, 5900, 6023, 6024, 6106, 6697, 6998, 7202, 7808, Pontyberem, Shannon and BR 75069 from the SVR being seen. A replica "Firefly" locomotive is being built on site.

Slightly further to the west GWR 7903, 5637, and D2152 were seen on the Swindon & Cricklade Railway whilst D5222 was still at the ARC quarry and 03022 was later seen at Coopers, Swindon, on hire to shunt the yard. Swindon Engineering Ltd's site on the former Works complex contained 08234 and several sets of frames for steam locos. The GWR Museum contained Railcar 4, GWR 2516, 9400, Replica North Star and newcomer 6000.

[To be continued.]

## Forthcoming dates for the diary

October 3rd East Lancs Diesel Gala, NYMR Steam Gala, GCR Steam Gala, N. Norfolk Diesel Day.

October 4th East Lancs Diesel Gala, NYMR Steam Gala, GCR Steam Gala, Glos-Warwicks Diesel Day.

October 17th Butterley Diesel Gala, Keighley Steam Gala

October 18th Butterley Diesel Gala, Keighley Steam Gala, Peak Rail Diesel Gala.

October 31st West Somerset Diesel Gala.

November 1st West Somerset Diesel Gala.

November 7th Kent & East Sussex Diesel Gala.

## **STEAM AT BARMOUTH**

**by Paul Slater**

A family holiday at Barmouth in 1960, when I was sixteen, gave me a chance to see an interesting railway backwater in the final years of steam. Barmouth, then as now, was one of the principal towns on the Cambrian coast line from Machynlleth to Pwllheli and was a passing place on the largely single track route. Some trains started at or terminated at Barmouth whilst others ran through to Pwllheli.

Just to the south of Barmouth a notable bridge crossed the Mawddach estuary and at the southern end of the bridge at Morfa Mawddach station, there was a junction with another single track line swinging away to follow the estuary up to Dolgelly. This line eventually connected with the Shrewsbury Chester route at Ruabon. Unlike the Cambrian coast line it is now closed, although a section of it has been re-opened as a preserved line at Llangollen, and another part of the track-bed is now used by the narrow-gauge Bala Lake railway.

There were several good viewpoints at Barmouth for watching the trains - at the station itself, the bathing beach at the north end of the town, the open ground between the station and the bridge, the promenade near the bridge and the footpath which ran alongside the railway on the bridge itself. There was no engine shed at Barmouth, the nearest shed being at Penmaenpool. up the estuary towards Dolgelly and this was a sub shed of Croes Newydd.

The variety of motive power to be seen at Barmouth was limited by the weight restrictions on the Cambrian coast and Dolgelly lines, which meant that the larger Western Region and BR Standard locomotives were prohibited. During that fortnight in 1960 I noted two "Manor" class 4-6-0s in the area, 7817 "Garsington Manor" at Penmaenpool and 7824 "Ilford Manor" at Barmouth itself. Most trains at Barmouth though were hauled by class "43xx" 2-6-0s, class "2251" 0-6-0's and class "45xx" 2-6-2 tanks, supplemented by BR Standard class 4-6-0s and Class 2 2-6-0s. With these relatively small locomotives, double heading was necessary on the heavier trains.

One day during that fortnight my brother and I went for a ride on the narrow gauge Talyllyn Railway. We travelled on a Barmouth-Machynlleth train as far as Towyn and our parents met us with the car at Abergynolwyn which at that time was the upper terminus of the Talyllyn Railway.

The most interesting part of the ride on the standard gauge train was the section of the line south of Mawddach estuary where the line climbed quite steeply on a ledge out into the coastal cliffs. At Barmouth my Brother took a photo of the locomotive awaiting departure on the Machynlleth train - 0-6-0 no. 2255. Unlike the Midland and LMS 4F 0-6-0s, which were not infrequently used on passenger trains - I rode behind one at least once on the Northampton-Peterborough line - the "2251" Class were officially rated as mixed traffic locomotives, a rarity for an 0-6-0, and I quite often saw them hauling passenger trains during that fortnight at Barmouth.

A different type of locomotive which my brother photographed at Barmouth was Stanier class 3MT 2-6-2T no. 40085, a variety of engine more familiar to us from the London Midland Region. Also I got a snap of a Western Region Pannier tank, 7417, on a local to Dolgellly. Perhaps the most memorable train I saw at Barmouth was a Saturdays express from Pwllheli to Paddington which was loaded to twelve chocolate and cream coaches. It was hauled by a "225" 0-6-0 and piloted by a "43xx" 2-6-0 and I recall thinking that these two engines seemed barely adequate for such a heavy train over the hilly route south of Barmouth. It was when I was walking on the promenade back to the hotel that I could still see the double header tolling slowly up the cliff-side section in the distance.

## **PENNINE QUIZ NO.72**

**by John Dewing**

Answers to Editor by November 15th please,

1. Which loco hauled the funeral train of Earl Mountbatten?
2. Between which stations does Ouse Viaduct stand?
3. In which year did Clapham Junction station open?
4. Which was the first named Class 45 to be withdrawn?
5. Where was D211 named?
6. What name was originally allocated to 47712?
7. 73101 was named on the 3/12/80, but for what reason was the locomotive named?
8. What was the LMS number of preserved loco 'Hardwicke'?
9. What was the LNER. of preserved loco 'Henry Oakley'?
10. Name steam loco 65233.
11. For which railway line was 2-8-0 53808 and others built
12. Where was Digswell viaduct?
13. In which year was the world speed record for a diesel train broken?
14. Between which two stations did the "Tees-Thames" run?
15. In which year was the first freightliner service introduced?
16. In which year did the 'Sheffield Pullman' last run?
17. What is the length of the Bramhope Tunnel?
18. Give the previous name of Flamborough station.
19. Give the closure date of Hull Riverside Quay station.
20. What is the length of Clayton Tunnel?
21. On what date did Kippax station close?
22. On which date was the Louth to Grimsby line opened?
23. Which titled train ran between Ilfracombe and Waterloo between 1947 and 1954?
24. Where is Shakespeare tunnel?
25. In which year was the Brighton line electrified?
26. How many stations were served by the coaches of the "Atlantic Coast Express" in the 1920s?
27. What was the cost of a family railcard in June 1979?
28. The name 'Defiance' carried by Class 50, 50049, was also carried by which steam locomotive?
29. What serious mishap occurred on the ECML on 17th March 1979?
30. On which date did West Vale station close?
31. On which date was class 47 no. 47444 named?
32. What was the number of the steam loco named "Loch Arkaig"?
33. On what date did Hunslet station close?
34. Which two locos were given distinctive livery repaints to draw public attention to the Rainhill celebrations?
35. Where was Class 47 no. 47559 named "Sir Joshua Reynolds"?
36. Which Class 52's nameplate was later modified after a rethink over the spelling?
37. What name was originally allocated to Warship D812 "The Royal Navy Reserve 1855-1959"?
38. What was the fuel capacity of D0280 "Falcon"?
39. Which Deltic took part in the Rainhill trial cavalcade?
40. On which date was the Brtixon extension on the Victoria Underground line opened?

## **PENNINE OBSERVERS NOTES**

### **Irish Railways**

Not often reported on in these columns are the railways of Ireland but in June the following observations were made:-

Seen at Dublin Connolly on June 9th were 080 on a train from Belfast while 129/135 arrived from Sligo. The 07.55 ex Rosslare, 13.35 return and 18.00 back were all entrusted to 192 with 181 on the 10.35 to Maynooth. No.127 powered the local service to Drogheda and 185 a local to Arklow. The 14.35 ex Rosslare and 18.30 return were powered by 035. No.124 worked ECS white 013 and 048 worked chemical trains. No 169 was acting as station pilot and 012/027/122/126/151 and 176 were on shed.

Noted at Dublin Pearse on the same day was 123 on empty stock and 143 was at Rosslare with the 17.00 ex-Waterford.

No.192 was seen at Greystones on June 17th working the 14.55 Rosslare-Dublin and 18.30 return whilst 157 was on local services to Arklow with 056 on a chemical train.

The following day found 181 on the 10.35 Dublin-Rosslare and 14.55 return with 171 working to Ark low and 011 on a chemical train. N. I. R No. 113 "Belfast and County Down" was at Dublin Connolly on June 9th with the 11.00 to Belfast. Two days later preserved West Clare Railway narrow gauge 0-6-2T No.5 'Slieve Callon' was seen at Ennis.

### **Scottish Region**

Noted at Perth on July 24th were 08762, 37153/6/408/410, the latter on ECS from the "Young Explorer" Fort William-Glasgow service. 47674 worked the 14.40 Edinburgh- Inverness and 47673 the 16.27 Inverness-Edinburgh. 08717, 37252/285/294/194, 47156/436/617/643/671/672/3/5 were at Inverness with 47677 working the 20.10 Inverness-Euston.

The following morning saw 47674 work the 06.00 Inverness-Aberdeen. The 08.58 arrival from Euston was delayed by over an hour when 47532 caught fire and the train was brought in by 47671.

47674 was in service again on the 26th, being utilised on the 09.45 arrival ex Euston and again the following day on the 10.15 Inverness -Edinburgh. Sister loco 47671 and 47677 worked the 11.30 Edinburgh-Inverness and 06.00 Inverness-Aberdeen respectively.

July 27th found Class 156 no. 156447 work the 14.50 Glasgow Queen St-Fort William in lieu of the booked Class 37. 26035/43 and 37423/30 were at Eastfield.

Scotland is certainly the place to go for Class 37 haulage. During the same period nine different members of the class were found on passenger workings, noted as follows:

July 24th - 37257 on the 11.30 Edinburgh-Inverness, 37410 ECS at Perth, 37025 on the 18.36 Inverness-Kyle and 37088 the 17.00 Kyle-Inverness. The following day saw 37221 lead the 10.15 Inverness-Edinburgh and 14.40 return, 37088 the 10.15 Inverness-Kyle, 37025 the 06.50 Kyle-Inverness, 37196 the 11.30 Edinburgh-Inverness and 37152 the "Royal Scotsman Charter".

The 26th found 37196 in service again, this time on the 11.15 Inverness-Kyle and 17.00 return. 37088 headed the 10.20 Kyle-Inverness whilst 37221/285 powered the 20.00 Inverness-Euston Sleeper. The latter pair returned the following morning with steeper from Euston whilst 37025 on the 10.25 Inverness-Kyle and 37088 on the 06.50 ex Kyle.

### **Midland Region**

July 12th found GWR 'King' 6024 'King Edward 1' on the 'Shakespeare Express' from Paddington.

The last scheduled weekend of Class 37 haulage on North West diagrams on July 4th found 47198 on the 09.00 Barrow-Manchester, 37065 on the 12.18 Man Vic-Blackpool, 37128 13.25 Blackpool- Liverpool and 47587 (Ugh!) on the 15.34 Blackpool-Birmingham. 86219, complete in NSE livery worked the latter service forward from Preston.

Three weeks later, on July 25th, replacement power for the above services was as follows:-31413/442 on the 09.00 ex Barrow returning on the 12.18 Man Vic-Blackpool, whilst 31438/410 headed the 13.25 ex Blackpool and 47587 (Ugh!) again heading the Blackpool- Birmingham, remarkably again being replaced at Preston by 86219.

By the following week the pairs of 31's were reduced to single members with 31413 and 31432 being used with 47475, still in patched up Provincial livery, on the Blackpool- Birmingham. 47596 worked the 14.22 Edinburgh-Liverpool forward from Preston.

Elsewhere on the Midland region June 4th saw stone trains pass Mountsorrel in the hands of 47331, 56112 and 60012.

The 17.30 St Pancras-Derby was in the hands of 47825, whilst 37421 was seen on an all train, 47226 on freight, 56019 and 60089 on MGR services and 56054, 60006/93 on stone trains all noted at Leicester on June 4th. Leicester depot hosted 45149, 47298/337, 56035/58/103, 60011/83.

31324 was at Nuneaton on ballast duties whilst 58006 worked an MGR to Daw Mill Colliery.

47228/236/310/360 were all seen at Saltley also on June 4th whilst at Northampton on the 9th were 08914, 31271, 86209/82113, 86210/82114, 90013/82111 were all on diverted Euston-Birmingham services.

Crewe station on August 10th saw 47841, 86240/4/430, 87007/10/14/21/22/23, 90009/12 on passenger services. 86239/86261 worked a parcels service and 08692/742/823 were station pilots. 31306, 37063, 31272, 47288 and 60071 all worked through light engine. 31422, 47005/210/439/458/9/473/4/522/575/587/603, 86607/636, 90146/150 were on Crewe Depot.

Acton Bridge also saw a variety of motive power on August 10th when 87010/28 and 90009 all passed on passenger duties. 37421, 47237, 86604 and 90139 worked freights with 60085 light engine, 47810 headed an ECS.

June 6th at Birmingham New St saw at least a dozen different Class 86s on various passenger duties namely 255 on the 08.25 Wolverhampton-Euston, 103 on the 07.00 ex Euston, 248 an the 09.13 to Edinburgh, 226 on the 10.30 Euston-Wolverhampton, 249 11.00 Euston-Wolverhampton, 256 12.25 Wolverhampton-Euston, 214 11.30 Euston-Wolverhampton, 259 10.45 Glasgow-Paignton, 233 13.18 Manchester Picc-Birmingham International, 208 11.36 Edinburgh-Eastbourne, 247 14.30 Euston-Wolverhampton, 240 16.25 Wolverhampton-Euston, 252 15.30 Euston-Wolverhampton, 222 16.58 Wolverhampton-Euston, 226 17.30 Euston-Wolverhampton and 241 on the 17.40 Liverpool-Paddington. 47338 headed the 08.50 Birmingham-Yarmouth while 31146/7 worked the 09.25 to Pwllheli. The 10.15 Liverpool-Weymouth had 47592 at the head whilst the 10.34 ex Yarmouth arrived behind 47283. The 14.03 Paddington-Liverpool was in the hands of 47971.

August 1st saw the 06.00 Liverpool-Euston hauled by 87012 with 31410 on the 07.33 Man Vic-Holyhead, 31461 the 08.20 Warrington-Bangor and 31146/7 the 09.25 Birmingham Pwllheli and 15.30 return.

The following day saw 31418 work the 08.19 Crewe-Blackpool and Class 47 activity at Preston was in the shape of 47573 on the 10.00 Euston-Glasgow as far as Preston because of engineering work, the loco returned on the 10.45 Glasgow-Brighton. 47572 had power of the 10.05 Glasgow-Euston from Preston.

August 3rd saw a Class 47 instead of an HST on the Midland main line when 47832 was at the head of the 18.00 St Pancras-Sheffield.

Two days later found 86228 work the 17.18 Manchester Picc-Birmingham International and 31408 the 17.30 Manchester-Southport. The 16th saw further Class 31 activity with 31439 on the 08.40 Stafford-Llandudno

and 31146 on the 15.06 Shrewsbury-Aberystwyth and 17.35 return. 87033 headed the 07.45 Euston-Manchester and sister loco 87031 headed the 12.45 Preston-Euston.

Another HST substitute occurred on August 7th when the 17.00 St Pancras Sheffield was entrusted to 47850.

## **Western Region**

The successful Paignton & Dartmouth Railway's Diesel Gala weekend of June 20th/21st was attended by a few famous 'Pennine' men who were the fortunate ones to witness 33050/21 on an 08.05 Paddington-Paignton additional on the Saturday and 56033 on the 08.00 Paddington-Paignton similar service as far as Exeter with 37672 forward. D7535, 0402, D9000, D9016 were operating trains over the preserved lines, all enjoyed in glorious weather. The Pennine party ventured to Honiton on the Sunday afternoon and were rewarded with 33102 on the 18.55 Waterloo-Exeter.

The following day found an HST in trouble when 37054 piloted the 10.15 Liverpool- Plymouth over the banks from Exeter to Plymouth.

On the 23rd, Class 47 trouble occurred when 47705 was declared a failure in the carriage sidings prior to working the 09.45 Exeter-Waterloo. Replacement 'power, was in the shape of ex ECML stalwart 47526 but this machine contrived to lose 55 minutes with a top speed of 50 m.p.h. down Honiton bank before itself being replaced by 33114 at Salisbury. However 47705 was revived and worked later in the day along with 701/2/10/15 and 583. 47706 was to be seen in the remnants of ScotRail livery. 33102 worked the 18. 15 Waterloo-Exeter. Two days later sister 33103 headed the 11. 15 Waterloo-Exeter.

Friday 26th saw the 09.45 Exeter-Waterloo depart on time from Salisbury for about the first time all week but flushed with success it decided to expire at Andover where all passengers were transferred onto the following 12.15 Salisbury-Waterloo with 47705. All other services that day were in the hands of Class 47/7s.

The sea wall just isn't what it used to be! Eights, eights and more eights ease the monotony of HST's and sprinters, but at least the 'Big Eights' are loco-hauled services.

June 27th saw 47845 on the 06.00 Wolverhampton-Paignton with 820 on the 09.00 Paignton-Manchester, 812 the 08.44 Plymouth-Liverpool and 841 the 06.05 Derby-Plymouth. 47818 was on the 10.30 Penzance-Manchester, 817 the 08.49 Liverpool-Paignton, 815 the 09.18 Manchester-Paignton and 832 the 10.05 York-Paignton. However 47712 and HST 43067/65 worked the 10.11 Paignton-York and 47565, perhaps unusually, powered the 09.45 Paignton-Basingstoke and 47543 the 07.33 Rose Grove-Paignton.

The highlight of the day was obviously the sighting of 37669/670 and 672/674 on westbound freights.

Also on the Western Region, June 3rd saw the 14.40 Paignton-Newcastle cancelled, with the 15.44 Exeter-Sheffield, behind 47825, being extended to Doncaster.

August 11th saw the 13.04 Plymouth-York HST working replaced by 47833.

Gloucester is not often heard about nowadays but on July 19th 08836 and 37097/258 were observed there. The following day found 47976 on the 09.45 Liverpool-Plymouth. A visit to Westbury on June 22nd found 08830, 33025/47/117, 37013/215/222 stabled there.

## **Eastern Region**

The 06.46 Derby-York is a popular loco-hauled service being noted on several dates as follows.

June 3rd 47825, July 31st 47829, August 3rd 47807, August 6th 47833. The following 08.05 Derby-York has seen 47828 on June 1st, 47827 on June 16th, 47824 on August 3rd and 47833 on August 7th.

Summer Saturdays during the period covered have seen the 06.40 Derby-Scarborough powered by the 56009 on the 13th June, probably the highlight of the whole summer in this area, 47841 on June 20th, 47814 on June 27th, 47828 on July 18th, 47839 on July 25th, 47848 on August 8th and 47824 on August 15th.

June 4th saw 47833 head the 18.15 Kings X-Retford. Elsewhere on the ECML Class 90s are still making inroads into services with eight different members of the class being sighted over the summer period. June 11th saw 90023 head the 09.05 Kings X-Leeds with 90022 on the 18.15 Kings X-Retford service on the same day.

June 15th found 90025 work the 16.00 Edinburgh-Kings X with 90018 on the 18.00 Kings X-Glasgow and 90022 on the following 18.15 Retford departure. July 18th saw 90017 head south on the 10.00 Edinburgh-Kings X and the 30th found 90003 working the 18.00 Kings X- Glasgow. The same loco worked the 21.00 Leeds-Kings X on August 9th and two days later witnessed 90024 on the 16.00 Edinburgh-Kings X, and 90025 heading the other way on the 18.05 Leeds-Kings X. On the 14th 90016 worked the same service.

June 13th saw Class 31 substitutes with 31450 and stock 5349/5292/9418/5362/5364 on the 18.12 Sheffield-Cleethorpes and 20.10 return usually worked by a Class 158. Two days earlier the 06.36 Sheffield-Cleethorpes and 09.14 return was similarly Class 31 hauled by 31450, the return working not going forward to Manchester but terminating at Sheffield with passengers going forward by DMU.

Popular trains in the area are the 09.40 Sheffield-Yarmouth and 09.46 return worked by 47142 and 47085 respectively on June 13th, 47323 on the outward journey on June 20th, 47360 and 47213 respectively on June 27th, 47222 and 47049 on July 18th, 47360 and 47378 on August 8th and 47351 and 47316 on August 15th.

June 13th saw 47528 towing failed HST 43157/154 on the 07.58 Newcastle -Paignton. In the return direction on the same day the 12.17 Bournemouth-Newcastle had 47813 at its head vice the usual HST, running 135 minutes late.

Relieving the tedium of the monopoly of the 47/8s was 47442 heading the 20.20 York-Plymouth on June 14th and likewise 47569 worked the 10.25 Bristol-York on June 20th. Also on this date 47206 found gainful employment on the 15.18 Birmingham-Derby additional with 47142 working a following 16.18 additional. An 08.14 Chesterfield-Carlisle charter saw 47575 and stock 99723/18/16/13/22/19/20/14/17/12/21 and 10.

A similar 11.01 Sheffield-York charter saw 47826 and VSOE stock 99540/36/34/35/41/43/31/32/37/30/33/42 also on June 20th.

A week later saw a very interesting substitute when the 13.04 Newcastle- Bristol was cancelled between Newcastle and York and replaced by a York-Birmingham worked by Tyseley set T414 consisting of 53921/59674/59641/51880.

June 28th saw another HST failure when 47187 headed 43067/65 on the 13.25 Bristol-Edinburgh as far as York, to be replaced by 47526.

July 19th saw a Bristol-Scarborough charter enjoy Class 20 haulage in the shape of 20214/121 from Sheffield providing a very rare spectacle these days. 47823 was the power to Sheffield.

Saturday July 25th saw 47850 running vice HST on the 06.40 Newcastle-Penzance and an additional 14.40 Sheffield-Derby with 47605.

August 8th saw another DMU substitute when the 13.05 York-Plymouth started at Doncaster with Tyseley T411 and T326 sets consisting of 51869/59625/59597/53090/51731/59609/53891. Surely they didn't make Plymouth did they?

Sunday August 9th saw no fewer than 20 Class 91s working with 91003 on the 13.45 Glasgow-Kings X, 91006 the 12.25 Kings X-Leeds and 16.20 return, 91008 on 15.25 Kings X-Newcastle, 91004 on the 17.00 Kings X-Edinburgh, 91009 on the 09.45 Glasgow-Kings X, 91005 Leeds-Kings X, 91010 on the 17.10 Kings X-Leeds, 91011 15.10 Newcastle-Kings X, 91012 14.25 Kings X-Leeds and 18.20 return, 91013 16.00 Glasgow-Kings X, 91014 12.00 Kings X- Edinburgh and 18.00 return, 91015 11.45 Glasgow-Kings X and 19.10 Kings X-Leeds, 91016 12.00 Edinburgh-Kings X and 18.30 Kings X-Leeds, 91020 13.00 Kings X-Leeds, 91022 14.20 Leeds-Kings X, 91023 on the 17.00 Newcastle-Kings X, 91025 on the 16.00 Edinburgh-

Kings X, 91029 on the 16.00 Kings X-Glasgow, 91030 14.00 Edinburgh-Kings X and 91031 on the 15.20 Leeds-Kings X and 20.00 Kings X-Newcastle. The 17.50 Newcastle-Bristol was 47853 instead of the usual HST.

July 18th saw steam hauled trains touring BSC Scunthorpe Works, 0-6-0 'Sir Berkely', worked services assisted by 0-6-0 diesel "Arnold Machin". 60050 was seen on iron ore services. Frodingham depot played host to 20205, 31109/156/210/249, 47151/406/407/411/417/418. Seen in the British Steelworks complex were BSc Locos 5/14/15/25/26/31/40/42/43/47/52/54/55/7/72/73/76.

Class 60s seen on oils through Lincoln recently have included 60003/27 but Class 375 still appear with 37418/421 being noted on July 31st.

August 2nd saw 20092/104/118/137/169, 37506/516/713 at Frodingham with 09014, 56071/86/87/88/9/2/94/109 at Knottingley.

Get your Class 37s here! That is the call at Hull Paragon of all places with 37015/31/128 and 211 seen in recent months.

June 1st saw 37904 at King George Docks with 30 VAR/VBAs carrying 1058 tonnes of steel from Ebbw Vale, it was also seen here again on the 9th.

On July 18th 47631 worked a 'Rail UK' charter from Scarborough-Carlisle via Cottingham and Brough.

August 10th saw the 11.17 Bournemouth-Newcastle HST service arrive at Doncaster 70 minutes late due to awaiting crew back at Reading.

## **Southern Region**

Saturday 14th July saw the following Class 47s working into and out of Waterloo:-  
47702 06.45 Ex-Wat, 47231 08.11 Ex-Wat + 15.15 Wat-Ex, 47709 10.25 Ex-Wat + 17.15 Wat-Ex, 47710 11.50 Ex-Wat + 18.15 Wat-Sal, 47703 12.25 Ex-Wat, 47707 14.22 Ex-Wat, 47702 11.15 Wat-Ex + 16.22 Ex-Wat, 47705 07.46 Sal-Wat, 47711 10.15 Wat-Sal + 17.18 Sal-Wat, 47142 13.15 Wat-Ex. Also 47583 worked the 10.47 Basingstoke-Paignton and 47370 the 11.04 Paignton-Basingstoke.

Thanks go to Messrs. Barclay, Caddick, Whitlam Slater and Dewing.

## **MEETINGS LIST OCTOBER - DECEMBER 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 20.00 hrs and everyone is welcome whether member or non-member. Entry into our private room is absolutely FREE (although our Treasurer takes a silver collection towards Society funds). An excellent evening's entertainment is assured.

Our Autumn Festival of events is shown below.

### **TUESDAYS AT 8 - DON'T BE LATE**

Tuesday 6 October Pennine Slide Competition. Our extremely popular annual event. Bring along four (4) of your "best" railway slides to be judged by a photographic expert. Trophies and cash prizes for 1st, 2nd, and 3rd.

Tuesday 20 October Geoff Bambrough and Tony Booth. Veteran Pennine members will display vintage shots. An evening of nostalgia.

Tuesday 3 November Andy Dalby Illustrated. one not to miss.

Tuesday 17 November Mr Robert Whittington of Sheffield - a member of FAST Tours. A variety of transport slides to feast our eyes upon.



Tuesday 1 December Pennine Shield Quiz Competition. Can the PENNINE capture the trophy - versus Dore Loco; Sheffield Transport; SYRPS.

Mega buffet (free). Support the boys. Barrack the men.

Tuesday 15 December Eeevility night. A fun night for all. Bring along YOUR slides to entertain us. Any subject - no restrictions. Start your Christmas celebrations here tonight !

### **PENNINE SHIELD**

Rounds of the PENNINE SHIELD quiz competition 1992 will be held as follows:

Thursday 19 November South Yorkshire Railway Photographic at The Brown Cow, The Wicker, Sheffield (venue subject to confirmation).

Tuesday 24 November Sheffield Transport Group at The Railway, Doncaster.

Thursday 26 November Dore Loco Group at The Brown Cow, The Wicker, Sheffield (venue subject to confirmation).

Tuesday 1 December Pennine Railway Society at The Corporation Brewery Taps, Doncaster.

All meetings start at 20.00hrs. All are welcome at all events.