

TRANS PENNINE

MAGAZINE OF THE PENNINE RAILWAY SOCIETY



Merry Christmas

Issue 86 - December 1993

COMMITTEE COMMUNICATIONS

Warning from Santa

TRANS PENNINE is produced by the Pennine Railway Society. The views expressed are not necessarily those of the Society or the Editor, but most likely those of the Treasurer or Father Christmas.

Seasons Greetings

The Committee of the PENNINE RAILWAY SOCIETY join together to wish all our members and their families a very happy Christmas and a prosperous New Year, and we thank you all for your support and friendship in 1993.

Membership Fees

Attached to this magazine you will find a renewal of membership form. The Committee is taking account of the Government's anti-inflationary and hammer the workers policy, and our good housekeeping means that the membership fee remains again UNCHANGED at £3.50 for the year - tremendous value.

For your £3.50 we will continue with our ambitious social programme in 1994, our high quality magazine, and our magazine quizzes. Uncle David Whitlam will be listening to members for ideas for visits in 1994, celebrating our 20th Anniversary. Members will also receive a free Society diary.

The Committee would like to say thank-you all for your support in 1993 and sincerely hope you will rejoin with us in 1994.

Annual General Meeting

The Society's AGM will be held on Sunday 13th February 1994 in the Corporation Brewery Taps, Doncaster. The AGM will start at 12 noon.

This is the opportunity for you, the members, to have a say in the running of the Society. Tell the Committee what you like, don't like, want, or don't want.

After the AGM you can have the honour of socialising with your Committee - a chance not to be missed!

Pennine Slide Competition 1993

Once again we held a successful PENNINE Slide Competition. A total of 76 slides were entered and the winner was Doug Stewart with a preserved Warship. Coming second, an excellent achievement with a Box Brownie camera was our popular Treasurer, John Sanderson with Deltic 55009 on the NY14R. Third place went to Les Howell with a slide of Blue Peter in green livery.

Our tasks were made easier by the non-appearance of GG, our Magazine Editor and past winner who could not be released from his night school bobbin lace making class.

Away The Lads

Congratulations to the PENNINE RAILWAY SOCIETY on retaining the Pennine Shield, the annual quiz competition. The team came first in each of the three rounds, led by Captain Caddick and ably supported by Paul "Sutty" Sutton and Robin "Brezhnev" Havenhand.

Excuses

Recent BR excuses for delays have included glue on the line, a yacht on the line, and a Boa Constrictor on a preceding train.

Wires on the KWVR?

The electrification crew working in the Keighley area measuring for gantries recently went three miles up the Keighley and Worth Valley Railway until the mistake was noticed.

Enhanced Shuttle

BR's new "enhanced" InterCity Shuttle service to the West Country was recently launched with appropriate fanfares by racing driver Damon Hill.

However it is difficult to spot with the naked eye between the enhanced 10.15 to Bath Spa and the old unenhanced 10.15 to Bath Spa. The same engines, the same carriages, the same fare (for the moment), the same timetable. The answer is that the staff are now more dedicated, more enhanced. Others might say it was a cynical exercise in window dressing.

Chunnel Hand Over

The engineers finally handed over the Channel Tunnel to the operator Eurotunnel on 10 December 1993. Services will start running through the Chunnel in May 1994.

Dr Marje Skinner

In the second of our exciting new column which allows you to send your problems to Pennine's Agony Expert Dr Marje Skinner, "Sutty" from Doncaster asks "Why was the standard gauge of our railway system set at 4' 8½"?

Dr Skinner replies - Dear "Sutty", George Stephenson chose the gauge of 4' 8½ " for the Stockton & Darlington Railway which opened in 1825. This gauge had been used for many years by North-East colliery horse drawn wagonways. It may have developed from the normal cart tracks which date back to Roman times. In 1814 Stephenson had designed a steam locomotive named Blucher to run on the same gauge on the Killingworth colliery line.

The Liverpool & Manchester Railway, opened in 1830, was surveyed by John and George Rennie who suggested a gauge of 5ft, but Stephenson was appointed engineer and built the line to 4' 8" between the rails. About 3 years later an extra half inch was added to the gauge to give the rolling stock extra freedom. Finally the standard gauge was set at 4' 8½" (1432mm). This small adjustment was made to reduce the tendency of bogies to "hunt" or vibrate laterally at high speeds.

Isambard Kingdom Brunel built the GWR to a broad gauge of 7' 0¼" and it remained that size for almost 60 years until it was changed to match the other railways. Nearly 5000 men converted the whole GWR track in two days in 1892.

Don't forget - if you have a problem of any sort, send it to Marje Skinner. Total anonymity in any published reply is guaranteed.

Chunnel Link Go-Slow

The £3bn Channel Tunnel high speed link has become a casualty of the bankrupt Government's spending clampdown. Work on the project has been effectively shelved for at least two years and construction could continue well into the next century.

The whole scheme appears to have gone back to the drawing board to allow private investors to decide the 68-mile route between Dover and the capital. Already c£350m has been spent planning the link including £100m buying up property along one, now abandoned route.

The French Government has already completed its rail link. So the first trains will race from Paris to Calais at 180mph, dip down into the tunnel at 85mph and then complete the journey to London at an average speed of 47mph.

Charter Badge

William Waldegrave recently handed out 738 Charter Badges awarded in the field of Charter Compliance for Excellency. The top award goes to InterCity Customer Services Department for keeping passengers informed about which trains are late or have been cancelled. He said "Well done. Now we get a better price when we sell you off".

The Facts - Pre-Privatisation

Did you know:-

Each InterCity 225 train costs £10m, a 4 coach Networker £3.2m and a two coach Class 158 £1.1m.

InterCity operates more trains at speeds of more than 100mph than any other European railway.

BR employs 125 000 staff.

In 1992/3 745m passenger journeys were made totalling 19.7 billion miles, over 2m passengers are carried each day on 15,000 trains, an average journey length of 27 miles at an average cost of 10.8p per mile.

Nearly 400,000 passengers travel into Central London on weekday mornings representing 42% of all commuters travelling into the heart of the capital.

Each InterCity train carries an average of 162 passengers, a Network SouthEast train 109 passengers and a Regional Railway 41 passengers.

There are 2482 stations, 113 more than in 1983. BR has opened or reopened 249 stations since 1965. There are 10270 route miles, 3051 (29.7%) which are electrified.

Threat to Thomas

Thomas the Tank Engine faces the scrap after the Government has ruled he's as dangerous as a BR express.

The "Thomas" train at the children's railway in Cleethorpes travels at 4mph but its owners have been ordered to take out insurance of £5m the same as BR routes.

Green Light for BR sell-off

The Parliamentary row over the privatisation of BR has run out of steam. The final go-ahead for outside operators to finance and operate sections of the network was given by the Lords after rebel Tory peers gave up their fight to derail the project.

After two dramatic revolts which resulted in Government defeats, the dissidents accepted BR should have only restricted ability to bid for some of the 25 new franchise routes from next Autumn. BR will only be allowed to bid for franchised services where there is uncertainty about the quality of private sector offers.

Rail Deals To Go?

BR's cut-price fares including Savers and Travel Cards are set to be scrapped in a privatised free-for-all once the government sell-off is complete, another broken promise by the Government which had assured train travellers that BR's "network benefits" would be protected. It is likely that the Government will not oblige private operators to accept Saver and other cheap tickets from other operators.

EDITORS NOTES

Welcome to the winter edition of TRANSPENNINE. Here we are again, Jingle Bells, Jingle Bells and all that.

Latest on the Missing Persons Bulletin is that Michael Jackson has been spotted at the same location as your Editor who has missed the last few Pennine meetings due to attending Stage 2 of the Class 50 Welding classes, alternately with Local Council Management Training which is also being attended by your Treasurer.

Apologies for the late appearance of the magazine this month. My regular scribe's printer expired at a crucial time preventing him from being able to print out the magazine. However, fortunately I found someone else with suitable equipment and nothing else better to do who could produce the magazine for me - so here it is.

HAPPY NEW YEAR!

Pennine Quiz No. 75

Thanks to M. Bell for setting the last quiz. Answers required were as follows:

1) Kensington Addison Road, 2) Canterbury, 3) The Tynesider, 4) 46,100 lbf 5) Oxenholme, 6) Clan Munro, 7) The Master Cutler, 8) 12.00 KX - Edinburgh, 9) 935 Sevenoaks, 10) 34051, 11) D1015 Western Champion, 12) 100 years of carrying mail, 13) 28/2/77, 14) Harwich, 15) Strawberry Hill, 16) Hest Bank, 17) Paddington, 18) Carlo Marochetti, 19) 22/7/1912, 20) Glasgow Yeomanry, 21) The Balmoral, 22) The Needles, 23) 4-4-4, 24) 1/1/1948, 25) £19, 26) 1966, 27) St. Thomas's, 28) George Hudson, 29) January 1953, 30) Ivo Peters.

Joint 1st prize goes to John Dewing and Ken King with 26 correct answers, and 3rd prize goes to Paul Slater with 22 correct answers.

Photting With a Pilgrim

by ED.

During 1993 I have made a few photographic exploits in the company of one of the country's leading football supporters of one of the country's top clubs. The Severn Valley Railway has been visited on numerous occasions by our South Western correspondent, and number one Plymouth Argyle (who ?) supporter, one John Augustus Bartholomew Pettigrew Crocker; or "JC" to his fiends.

Residing in the wonderful seaside resort of Goodrington, near Paignton, and not having a Premier League football team anywhere within a hundred miles, JC has had no choice but to support one of his local teams, and considering the other options of Exeter City and Torquay United, he has to be forgiven for choosing the best of the bunch in Plymouth.

Also, residing in a wonderful but rather distant part of the country somewhat restricts the number of preserved lines that can be visited in a day, but he has now been introduced to several locations on the Severn Valley Railway, and on a couple of visits to the North Yorkshire Moors Railway to such idyllic spots as Fen Bog (opposite Fylingdales Golf Balls), Denholme and Goathland; and area which was greatly appreciated. We even 'scored' the Aidensfield Arms of Heartbeat fame, but alas Claude Greengrass did not produce, nor did, more unfortunately, Gina the Barmaid.

The first of our exploits, however, was on BR metals where we photographed that 'soon to disappear' breed - the MGR train. Several Class 58s and a single Class 56 were 'photted' one Saturday morning in March, which rather surprised us as we did not expect to see very much happening at a weekend. All were taken just outside Worksop on the canal section close to Manton Colliery.

The second of our ventures, later to be nicknamed the 'Turkey Shoot', was on the Severn Valley over the Steam Gala weekend of April 17th/18th. We stayed at a wonderful farmhouse B&B close to Chelmarsh reservoir, which afforded marvellous accommodation and superb views, and a resident turkey which insisted on doing its cockerel equivalent impression at half past six in the morning! Unfortunately it was not the only turkey there at the time as there were two Northamptonshire photographers also staying who insisted on rattling non-stop from their arrival at about 21.45 hours until about one in the morning.

However, they did not spoil a superbly enjoyable weekend where 6960 Raveningham Hall, 7325, 2857, 4498 Sir Nigel Gresley, 2968, 48773, 3442 Great Marquess and 47383 were all photted at various locations, including the gloriously named Little Rock Cutting.

The "Turkey Shoot" came on the long weekend of May 7th-9th when we again visited the Severn Valley for their Diesel Gala, when such celebrities as D120, D1842, 50031, D1062 and D821 were all in evidence.

The ferry across the Severn at Hampton Loade is recommended, either to 'score' the Lion Inn or the riverside footpath. As I recall, several pints were consumed on the Friday and Saturday nights at the Kings Arms, Chelmarsh, where they serve the most excellent steaks.

The Severn Valley was again visited on July 10th for a 'Western' day where D1062 did three round trips, and 2857, 3442, 7714 and 2968 shared the rest of the workings. An early start from Sheffield and Goodrington unfortunately means that the buffet at either Bridgnorth or Bewdley has to be visited for a breakfast !

A visit to Mr. C's local line ensued in August for the purpose of photting 'The Scotsman'. The Paignton and Dartmouth Railway is always worth a visit, regardless of locos working, as it is such a scenic railway. Now that 'The Scotsman' is no longer on the line, 4920 "Dumbleton Hall" is more than an adequate substitute go and 'Phot'.

The North Yorkshire Moors line was done on the 16th of October where Mr. Ketley did us proud (for once!) and we enjoyed a wonderful Autumn day to enjoy the area to its full. SR 30841 was motive power and workings were photted either side of the aforementioned visit to Claude's local.

Finally, the West Somerset Railways Autumn Diesel Gala was visited on October 30/31st when both Hymeks and visiting loco Class 20 D8110, which is incidentally a credit to its owner, shared the workings. Unfortunately Mr. Ketley was back to normal and the weather was very disappointing.

Again an early start was necessary, so the cafe at Blue Anchor was done for breakfast. We were joined on this occasion by the illustrious company of 'Shiny Shoes' Steven Spielberg to be Mick Stewart and brother Gaston, who appreciated the evening's entertainment at the Blue Anchor Inn on the Saturday night.

A trip to the Severn Valley in December to cover one of the 'Santa Special' days is on the cards and, hope upon hope, we might just get sun and snow! On the other hand, it all depends on what Mr. Ketley has to say.

Rails to County Mayo

by P. Slater

County Mayo, a large and sparsely populated area in the West of Ireland, has lost some of its railways, but other lines still remain in use, and during a holiday with my wife in that part of the world I found it interesting to see what was left of the local rail routes and observe train workings over them.

The line to County Mayo diverges from the Dublin - Galway route at Athlone, on the Western side of the big bridge over the River Shannon, and runs at first in a northerly direction through the wooded countryside of County Roscommon, not far from the shore of Lough Ree. The line is single track, but has a few passing loops, the first of which is at Knockcroghery, the delightfully named village where my wife and I stopped for lunch during our drive from Dun Laoghaire to Westport. The station at Knockcroghery is closed, but it still stands on the outskirts of the village; the signalbox is still in use, carrying the village name and controlling a level crossing over the Roscommon main road. By the crossing gates are a pair of the bright red lower-quadrant semaphores still very typical of Irish Railways, but out in the country the line to County Mayo crosses the main road at a few locations where automatic barriers have been installed, and some colour-light signals are now in use on this line.

The next loop is at Roscommon, the county town, and there is another loop at the following station, Castlerea. Here again is a signalbox carrying the name of the town, red and white crossing gates, and a set of semaphores controlling the running line and loop, all giving the air of a traditional railway scene.

Over the county boundary in Mayo, the next station is Ballyhaunis. The loop here appears to be disused and the modern signalbox unmanned; one track was rusted when I had a look at the station, and the semaphores were all in the clear position for both directions.

Running through fairly flat and open countryside, but with mountains visible far ahead, the line comes to Claremorris, an agricultural centre and once an important railway junction. There was formerly a branch to Ballinrobe as well as a long cross-country route to Sligo, both now closed. The rails on the Sligo line can be

seen at a level crossing just outside the town on the road to Castlebar, and at various places towards Sligo the track is still in place, although disused and overgrown. From the other direction, the Mayo line is joined at Claremorris by a line coming up from Athenry on the Dublin - Galway route. At Taurin on this line is the headquarters of the steam preservation society Westrail, but the line from Athenry is not now in regular use, and from a footbridge by the level crossing on the outskirts of Claremorris the single track looks grass-grown and forlorn.

Claremorris station is big by Irish standards, with three long platforms as well as a signalbox, sidings and a still active goods yard. The Mayo line widens to double track through the station, forming what is now the last passing loop before the termini at Westport and Ballina. Claremorris is signalled entirely by semaphores, and has a fine set of lower-quadrant arms; two tall brackets controlling the exit from the main platform and the loop to the Athlone and Athenry lines are very photogenic, and there are also several semaphores on the Athenry line itself. Claremorris is the railhead for the shrine and pilgrimage centre at Knock.

Until recently there was a loop at Balla, but this has now been removed, and the station and signalbox are derelict. On the road bridge nearby are two old warning notices carrying the name of the Great Southern Railway.

Manulla Junction is signalled by colour lights. A disused station house and platform show that there was once a loop here, but there is now only an island platform with a bus-stop type of shelter. The Ballina branch trains use one side of the island and the Dublin - Westport trains use the other. Railwaymen can reach the station from a flight of steps at the nearby road bridge, but there is no public access. In the absence of a loop, the Ballina branch train has to run empty to Claremorris so that the locomotive can run round.

The Ballina branch crosses the Castlebar main road a short distance from the junction, the level crossing being manually operated, then runs northwards to Ballina, the largest town in County Mayo. There is one intermediate station, at Foxford. Ballina station has a single platform, a modern signalbox, several sidings, and a small goods yard. The line formerly continued to Killala, a historic town on the coast several miles to the north, but it now terminates a short distance beyond the level crossing at the far end of Ballina station.

Beyond Manulla Junction, the "main line" continues to Castlebar, the county town of Mayo, and then on to Westport, with mountains visible all around. Castlebar station has two platforms, but only one can be used as the loop has been removed; there is a signal box and an old goods shed. Situated on Clew Bay, an inlet of the Atlantic Ocean, Westport was formerly an important harbour. It now sees little shipping, the old warehouses are being restored and converted, and the town, surrounded by fine coastal and mountain scenery, makes a good tourist centre. Westport is signalled by semaphores; again, only one platform is used, the footbridge being blocked off, but the loop is still in place, as the locomotives on the Dublin trains have to run round. The loading dock at Westport is disused, and the branch to the quay has been taken up, but there are still sidings as well as an old goods shed and a small two-road engine shed.

Westport is now the end of the line, but a bridge over the road between the station and the town shows where the rails once continued further West to a terminus at Achill Sound. At Newport a handsome stone viaduct still stands, numerous bridges and stretches of low embankment can be seen alongside the road beyond this town, and at Achill Sound the former station, closed over fifty years ago but still in use for other purposes, stands with its goods shed, platform and trackbed close beside the seashore at this remote spot by the Atlantic. Achill Island, the largest island off the Irish coast and a popular tourist destination, is linked with the mainland by a swing bridge over the narrow channel near the old Achill Sound station; there is nowadays a regular bus connection from the island to Westport and Castlebar.

In the Summer 1993 timetable there were three trains per day from Dublin to Westport and back, stopping at all stations beyond Athlone and hauled by an example of Irish Rail's most powerful locomotives, the 2,250hp General Motors machines of Class 071; during the week that my wife and I spent at Westport I noted 071, 076, 081 and 082 on the Dublin trains. Modern coaching stock was used, and I thought the orange and black locomotives and carriages looked very attractive in the setting of the Irish countryside. The Ballina branch was worked by the smaller General Motors locomotives of Class 141 (875 hp) and Class 181 (1,000hp); during our week in County Mayo I noted 141 and 146 at Manulla Junction, 144 shunting at Ballina and 188 with the empty branch train at Claremorris. The Ballina branch train consisted of three rather elderly carriages.

Pennine Observers News

Scottish Region

In the ever declining era of loco hauled services, it is comforting to know that at least the Scottish Region of BR has seen sense and still uses loco and stock formations. Better for travellers and enthusiasts alike ?

August saw several Class 37s in action in Scotland, and those noted were as follows. On the 20th, 37420 worked the 16.35 Edinburgh to Inverness, with 37428 having powered the earlier 11.25 Edinburgh to Inverness. 37427 had charge of the 15.16 Aberdeen to Inverness with 37156/294/402 in charge of the Inverness to Kyle services. 37510/113 powered the overnight Aberdeen to Edinburgh sleeper with sisters 37116/214 hauling the Inverness to Edinburgh overnight service.

The following day found 37165 on the 09.45 Inverness to Glasgow, with 37051 on the 11.25 Edinburgh to Inverness and 16.28 return. 37294 powered the 10.25 Inverness to Kyle with 37240 on the 10.15 Inverness to Edinburgh. 37211 powered the 13.33 Glasgow to Inverness whilst 37427 worked the 09.16 Aberdeen to Inverness, 12.20 Inverness to Aberdeen and 15.16 Aberdeen to Inverness. 37402 had charge of the 18.38 Inverness to Kyle and the 17.05 Kyle to Inverness was hauled by 37156. 37170/251 headed the 'Cock of the North' London-Kyle-Wick-London Landcruiser train.

The 22nd saw 37510/113 on the overnight Edinburgh to Inverness sleeper with 37232 on the 11.15 Inverness to Kyle and 15.10 return. 37402/428 also worked Inverness to Kyle services.

August 23rd saw 37510/113 on the overnight Edinburgh to Inverness sleeper with 37232 on the 10.15 Inverness to Edinburgh and 15.35 return. The 07.08 Perth to Edinburgh had 37043 as power, whilst the 12.46 Perth to Inverness saw 37051 in charge. 37428/294 had charge of Inverness to Kyle services with 37426 on the 09.16 Aberdeen to Inverness and 12.20 return.

The following day saw 37683/113 on the overnight Edinburgh to Inverness sleeper. 37428 had a busy day when it worked the 05.52 Inverness to Aberdeen, 09.16 Aberdeen to Inverness, 12.20 Inverness to Aberdeen and 15.16 return. 37211/232/294/427 powered Inverness to Kyle services and 37156 saw employment on the 11.25 Edinburgh to Inverness.

Finally, on the 25th, the overnight Edinburgh to Aberdeen sleeper saw 37505/510 in charge, with 37113/221 on the corresponding Edinburgh to Inverness sleeper. 37402 was employed on the 05.52 Inverness to Aberdeen and 09.16 return. 37111 worked the 11.25 Edinburgh to Inverness and 37043 was on the 10.15 Inverness to Edinburgh.

Noted at Glasgow on September 13th were 86229 on the 16.10 to Paddington, 87028 on the 17.00 Euston service and 91029 on the 16.00 to Kings Cross. 47287 and 87006 were at Polmadie with 37051 sighted at Rutherglen. 37178 was seen at Motherwell and 37250 at Carstairs.

September 17th saw 08735, 37071/100/153/170/250 at Craightinny. A4 Pacific no. 60009 Union of South Africa was seen at Markinch.

Southern Region

Seen on Victoria - Gatwick services on September 27th were 73201/203/204/206/209/210 with 33035, 47578 and 56038 stabled at Tonbridge. Two days later found 73118/130 at Cheriton with 47543 and 73104 at Ashford. Noted at Stewarts Lane were 33002/202/208, 56051 and 73131

The 29th saw 73201/202/203/209/211 on Gatwick services and 37194/293 at Clapham Junction.

Western Region

Seen at Swindon on September 27th were 37101/010/222 and 47576, whilst Bristol Temple Meads saw 37037/054/065/899, 47806/812/813/483 in evidence, with 47833 (D1962) on the 11.44 Plymouth to Liverpool.

Eastern Region

37045 was at Hull Paragon on August 30th, and on the same day 47832 headed the Derby to York and 47816 the 09.45 York to Exeter. The following day 47816 again headed the York to Exeter with 47817 on the 07.55 Birmingham to York. Sister loco 47839 headed the 11.06 York to Swansea.

September 4th saw 47813 head a St. Pancras to York service with 90024 noted on the 16.38 Leeds to Kings Cross. Other Class 90s on the 6th were 90016 on the 10.00 Edinburgh to Kings Cross and 90018 on the 11.30 Kings Cross to Newcastle. On the 17th 37378 and 47277 (D1979) were seen at Hull Paragon with 90016 working the 12.30 Kings Cross to Newcastle. 47803/806/810/817 all worked services to/from York.

September 20th found the 09.45 York to Exeter cancelled due to fire damage to signalling equipment between Bristol and Gloucester. Several services were loco hauled in place of HST's with some starting at Gloucester instead of Bristol or Plymouth. 47848 headed an 07.58 Gloucester to Newcastle and 47817 the 12.05 return working.

September 30th found a rare visitor on the Nene Valley Railway in the shape of 37379, and 47809 was a visitor to Skegness on charter duty.

Earlier in the month, on the 23rd, Liverpool Street saw 86215 on the 16.20 to Harwich Parkeston Quay, with 86232/235/250 on Norwich services.

October 4th saw a respite from 47/8s when 47717 headed the Poole to York and 17.27 York to Derby. On the 8th, the 09.54 York to Newcastle, which originated at Kings Cross, ran 60 minutes late due to a failed Class 91, so 90025 was power for the train.

The 30th found 47821 in trouble whilst working the Cheshire Railtour from Cleethorpes to Carlisle (?) and was 1 hour late after being assisted by 47675. 90025 was again in action, this time on November 1st when it worked the 09.00 Kings Cross to Edinburgh.

A visit to the North East in mid-September revealed Blyth Depot playing host to 37178, 56066/081/106/107/108/110/130/134 on the 15th, Lynemouth seeing 56118 on coal wagons the following day, and 91002/011 on passenger duties passing Berwick on the 17th. 47277 was on oils at Alnmouth on the 18th.

Peterborough saw 08495/528, 31541/558, 47211/331/474, 56103 and 91028 on the 27th, with Kings Cross playing host to 90020, 91004/005/013/016/017/018.

October 16th was a grand day out for several Pennine Punters when they boarded a "Rail UK" Cleethorpes to Kings Cross charter worked by 47821. Apparently, on arrival at London the 'Pennine Gang' went bus bashing and photting EMUs at Charing Cross and 73s on the newly semi-privatised Gatwick Express services.

November 2nd saw a rare sight in the UES Steels sidings at Aldwarke when 'old rail blue' 47146 was noted on a steel train instead of the more usual Class 56.

A collision at Leeds station on November 11th between 47562 on the Penzance to Leeds vans and 156483 on the 06.17 Leeds to Blackpool service resulted in severe damage to the cabs on both vehicles, and severe disruption to services for most of the day. It even affected services on the Hull to Scarborough line because of a shortage of stock which was stuck on the other side of the Pennines.

London Midland Region

Class 56s and 60s are to be seen in numbers at Leicester with 56010/035/077/089/101, 60006/048/068 in evidence on September 18th.

Also at Leicester, but earlier in the year on August 31st, 20087/132 worked the Skegness through service, with 20128/131 acting as train locos on September 2nd. 47222 and 47219 had charge of the B'ham to Yarmouth and Yarmouth to Birmingham respectively on the 4th, and 47201 headed the same service from the resort on the 18th. 156422 worked the Birmingham to Yarmouth service on this date.

Electric locomotives seen in the North West during September were 86252 on a Birmingham service, 87030 on a Euston service and 90015 on a Glasgow service, all seen at Penrith on the 11th, with 86259 on a Birmingham service, 90009/013 on Glasgow services and 86623/235 light engine, all on the following day.

Noted at Leicester on October 4th were 47618/824, 60006/009/015/031/048/083.

The final 'Summer Saturday' workings saw 37428 work the 10.15 Blackpool to Holyhead on October 2nd, together with 31438 working the 10.30 Bangor to Manchester Victoria which was terminated at Chester due to locomotive failure. Other Class 37 activity saw 37421 head the 11.33 Crewe to Holyhead and 37414 on the 12.06 Llandudno to Birmingham. Also the final working of the Summer's most unusual service (?), the 09.33 Weymouth to Manchester Piccadilly via Liverpool Lime Street, ran on October 2nd with 47828 to Liverpool and 47625 forward to Manchester.

Merseyrail electrics 507008 and 508141 worked a special service to Chester prior to the opening of the new Chester to Liverpool electric service the following Monday.

November 6th saw 47816 head the 06.00 Paddington to Edinburgh as far as Preston with 86227 taking it forward. The 11.15 Preston to Euston had 87030 as power with 86213 on the 08.40 Euston to Glasgow. The 10.37 Liverpool to Blackpool arrived behind 31421 Wigan Pier, but all these sightings were outshone by newly restored Blackpool Corporation 'Coronation' tram no. 660 which worked the Blackpool Promenade Specials.

October 23rd saw 31435, 31185, 31420 and 47333 all work light engine through Coventry.

Preserved Line News

Great Central Railway

The GCR's Steam Railway Autumn Gala on October 3rd saw 4498 Sir Nigel Gresley, Jubilee 5593 Kolhapur, GWR Hall 6998 Burton Agnes Hall, GWR Castle 7029 Clun Castle, West Country Pacific 34039 Boscastle and Merchant Navy 35005 Canadian Pacific in action.

Midland Railway Centre

The railways Diesel Spectacular of October 17th found Peak D4 Great Gable, Class 40 D212, D1500, D7671, 20001/227, 45133, 50031 Hood and 55015 working services, with 12077 and 46045 also under power.

Keighley and Worth Valley Railway

October 16th found 5305, 46441, 48431, 78022, 47279 and 1054 working during the Autumn Steam Gala.

Overseas News

A recent visit to France by one of our members found electric locomotive 16022 working the 16.54 Boulogne Maritime to Paris Gare du Nord on September 27th, with sister locos 16033/4/47/54, 17066 and TGV 522 also in evidence.

At Mare-La-Vallee the following day diesels 62443/62470 and 62414/18 worked ballast trains. At Paris Gare de Lyon were electrics 22294 on the 15.56 to Lyon and 22261 on a Clermont-Ferrand service with TGV 66 on the 16.00 to Lyon. The following day saw electric loco 16036 on the 10.56 to Boulogne Maritime with 17078 and 1804 double heading a train from Berlin. Diesel shunter 64063 was on station pilot duty. A double deck suburban train was at Saint Denis behind electric loco 17 100, with 16717 on freight at Creil.

Oil fired steam loco 4-4-0 W. B. Cody worked a train on the EuroDisney Railroad around EuroDisneyland theme park, linking Main Street, Frontierland, Fantasyland and Discoveryland stations. A rare report indeed !

Thanks go to Messrs Dewing, Caddick and Slater for their reports.

Pennine Quiz No. 76 - Grand Christmas Extravaganza

by Tony Caddick

1. In which year did Blackpool Central station close ?

2. Name West Country Pacific 34013.
3. In the current BR timetable, which service is marketed as the 'Tarka Line'?
4. Sheffield's new Supertram system is due to open in 1994, but in which year did the old system close ?
5. Which make of engine powers the Class 28 'Metrovick' loco ?
6. In which year was the prototype Class 252 HST built ?
7. Name Class EM2 Electric E27004.
8. What is the current Depot Code for Craigentenny ?
9. Which was the first Class 50 loco to appear in BR large logo livery ?
10. Sheffield Midland station once had an overall roof - True or False ?
11. Between which two stations is Buckhorn Weston tunnel ?
12. Name Class B 17 no. 61660.
13. After it's fatal accident in 1967, where was DP2 cut up ?
14. In which year did the local ECML stations at Bawtry and Rossington close ?
15. Name Class 31 no. 31421.
16. In which year did Lancaster Green Ayre station close ?
17. Between which two stations is Duncraig station ?
18. At which station was Deltic D9013 The Black Watch named ?
19. Who was the designer of the ill-fated original Tay Railway Bridge ?
20. In which year did Ilfracombe station close ?
21. Name LMS Patriot Class No. 45 546.
22. In which English holiday resort would you find Enfield Road carriage sidings ?
23. In which year was the Scarborough to Whitby line closed ?
24. Name EE Class 40 no. 40032.
25. Which town has 3 BR stations named Canal, Gilmour Street and St. James ?
26. Between which two stations does the 'Royal Wessex' run ?
27. In which country were the Manchester 'Metrolink' trams constructed ?
28. In which year did Mexborough. MPD (36B) close ?
29. Which was the first Deltic to be fitted with electric train heating equipment ?
30. Name SR Lord Nelson Class no. 3085 5.
31. Between which two stations does the 'Irish Mancunian' run ?
32. On which branch line could you find Causeland station ?
33. On which LT underground line is Chigwell station ?
34. Which football club has its own railway station called Ramsline Halt ?
35. In which year did Scarborough MPD (50E) close ?
36. Name BR Warship Class no. D833.
37. Which Deltic class loco is named after the racehorse which won the 1949 Derby ?
38. On which date was the new electrified Woodhead Tunnel officially opened ?
39. What was the original name of Class 50 no. 50007'Sir Edward Elgar' ?
40. Name Class 47 no. 47825.

Good luck to one and all. Let's have a good response from you lot as it takes a lot of personal time to arrange a quiz.

MEETINGS LIST

DECEMBER 1993 - APRIL 1994

Suffering from post-Christmas depression? What better way to get rid of the hangover, (or to get another one), than to come to our social evenings which are held on the first and third Tuesdays of every month, starting at 20.00 hrs prompt. All are welcome bring a friend. No entrance charge, although a silver collection is taken by our Treasurer to support society funds. Our Spring Fayre is shown below.

All meetings take place at the Corporation Brewery Taps, Doncaster.

TUESDAYS AT EIGHT - MAKE IT A DATE - DON'T BE LATE

Tuesday 21 December - Eeevility Night. A night of madness. Bring along-any slides you want to make it an entertaining evening. Embarrass your Committee, if that is possible! **FREE BUFFET**

Tuesday 4 January - Chris Tyas . A heavyweight amongst railway photographers. Post Christmas relief.

Tuesday 18 January - Rhys Jones. A welcome return from the hillside. A song with every slide!

Tuesday 1 February - Mick Stewart. Subject to confirmation Mick will be bringing a selection of videos (railway).

Sunday 13 February - Annual General Meeting, starting at 12 noon. Come and participate in the planning for the Society for 1994, the 20th Anniversary of the Society. Membership fees can be paid for 1994 at the AGM. Diaries will be given out to those joining.

Tuesday 15 February - Glyn Gossan. It must be half-term to allow GG to forego his night school classes in bobbin lace making. Competition winners will be on view (his railway slides, that is)

Tuesday 1 March - Dave Cawley. A welcome return to our friend from Retford. The quality of his commentary will match the quality of the slides.

Tuesday 15 March - Members slide competition. Bring 4 slides to be judged by the audience. A slide show with a difference. Hugely popular and not to be missed. Prizes-galore.

Tuesday 5 April - To be announced. Confirmation awaited from Buckingham Palace.

Tuesday 19 April - Geoff Bambrough and Tony Booth. Travel down Memory Lane with our two stalwarts.