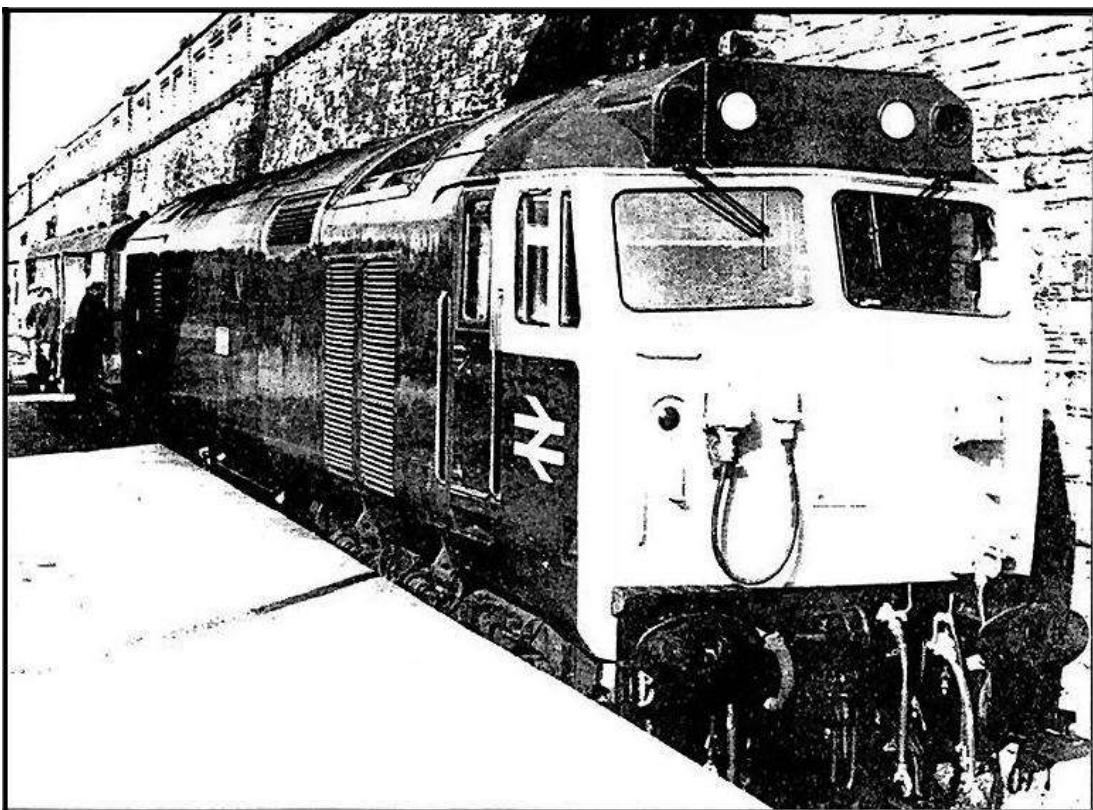


**TRANS PENNINE**

**THE MAGAZINE OF THE**  
**PENNINE RAILWAY SOCIETY**



**No.87 - Spring 1994**

## COMMITTEE SMALLS

### We Regret ...

We apologise for the fact that our December 1993 TRANS PENNINE magazine was published late and we hope this did not unduly spoil your Christmas and New Year celebrations. The delay was due to unforeseen printing difficulties.

### Renewal of Membership Fees

We would like to thank all those members who have renewed their subscription to the PENNINE RAILWAY SOCIETY for 1994. For those who have forgotten to renew, or, more likely, been too busy, you will be delighted to know it is not too late. Simply send your £3.50 fee to our Membership Secretary, Captain Caddick. You will be instantly rejoined and be sent a free 1994 PRS diary.

For those who do not rejoin, this will be the final magazine you will receive. In these instances we thank you for your valuable support and hope that you decide to join again some time in the future.

### Annual General Meeting

The Society's AGM was held on 13 February 1994. The event was well attended and all your Committee were re-elected en-bloc.

1994 will be the Society's 20th Anniversary and a number of special events are being planned. Full details of these will appear in TRANS PENNINE.

### All Our Yesterdays

The PENNINE may be celebrating its 20th Anniversary, but some of its Committee are somewhat older. The picture below shows John Sanderson and Robin Skinner spotting at St Pancras in 1961.

John is the handsome one on the left of the picture.



### All Our Tomorrows

The first stage of Sheffield's Supertram system opened to the public on 21 March 1994. The total cost of the project is £240m.

The first stage runs from Sheffield's Fitzalan Square/Commercial Street to Meadowhall. The journey takes 15 minutes.

### Members' Slide Competition

The annual Members Slide Competition was held at the Taps on 15 March. There were a total of 56 entries, of the usual high quality. Slides were judged by the audience.

Winner was Andy Dalby with 71090 at Whitby; 2nd was Gary Stewart with D832; 3rd was Rhys Jones with 5059 "Nunney Castle" approaching Dent, and 4th was Doug Stewart with a pair of 50's actually working.

Andy Dalby is programmed to do the next slide show at the Taps. Luckily his fee was negotiated before this latest award.

### **Skinnerballs**

"The problem with trees is they have leaves" BR Lincoln spokesman.

"The Channel Tunnel is a great idea, but I wish they'd built it elsewhere" BR Lincoln manager visiting Kent.

### **Suttyballs**

Said at a recent slide show by Paul "Sutty" Sutton to Rhys Jones, "Have you got any blue ones?"

We think he was referring to blue liveried Class 56's but we are not sure. Just in case he will receive counselling from our "Blues" expert, President Geoff Bambrough.

### **Dr. Marje Skinner**

The latest poser for Dr. Marje, Pennine's own Agony Person, comes from BoBo of Doncaster.

Bobo asks "Where did the soil, rock, and rubble dug from the Channel Tunnel go?"

Dr Skinner replies.. "During the tunnelling process, 4 million cubic metres of spoil were removed on the UK side and 3 million cubic metres in France, a total which would fill Wembley stadium 13 times (what a good idea).

Lower Shakespeare Cliff took the spoil in the UK. After being removed it was deposited behind a permanent sea wall 1.7km long, enlarging an existing low-lying undersea shelf. Part of the tunnel cooling and ventilation system has been built on this platform while the remaining 89 acres is being landscaped.

On the French side, the spoil was mixed with water to form a slurry which was pumped into an artificial lake at Fond Pignon near the Sangatte shaft. As the slurry dries and consolidates, the area will be landscaped."

### **Willie Whitelaw**

LT had a wizard idea for celebrating the 30th Anniversary of its White City training centre last October it got Lord "Willie" Whitelaw to unveil a plaque.

As a young Parliamentary secretary to the minister of labour in 1963 Willie had opened the centre. So who better to remember the good old days and herald in the new than Old Oyster Eyes?

Ten weeks later LT announced that the magnificently modernised centre was to close and the land sold for a handsome price to a property speculator.

### **Wrong Type of...**

The Bury St Edmunds station rebuilding is suffering a 5-month delay. The wrong type of stone has been delivered.

### **BR In Dark Over Lights**

BR is running out of light bulbs for their old Network SouthEast stock. All but one bulb is being removed from carriage reading lamps and saved for the main overhead system.

BR withdrew their order for 3 pronged bulbs from the US manufacturers over a price dispute and now stocks are low.

## **Chunnel Delay**

Opening of the Channel Tunnel has been further delayed to enable further extensive trials to continue. Freight trains were to start running from 7 March 1994 but this has been put back.

The official opening by Her Majesty the Queen will still take place in May, but it is likely that commencement of passenger services will be further delayed.

And to think that official openings by royalty usually takes place months after opening to the public.

## **What Trains?**

Network SouthEast's Thameslink division has a new way to deal with late running trains: stop running them altogether. Its customer report for 1993, issued under the passenger's charter, boasts of improved off-peak services. But it then says "For peak passengers the situation is slightly different. We have made the steps towards providing a more regularly timed service in the evening peak".

Further on it becomes clear that this is a euphemism for a huge withdrawal of services: "Thameslink services to Sevenoaks and Guildford will be replaced by other operators".

"Replaced" is not quite the right word. The other operators are just as short of cash and rolling stock as Thameslink so they will run less than HALF the services currently provided by Thameslink.

## **Calculators Required**

Some of the Pennine lads for reasons best known to themselves have started to watch Doncaster Rugby League club. Led by Pennine's TRAM (Top Rugby Appreciation man) Neil Taylor they recently saw the Dons beat Highfield 960, a club record score.

It is thought that each of the lads who went came away with different scores and so will be taking calculators to the next match. They will need the calculators next season in the unlikely and unthinkable (to the club) event that Doncaster gain promotion. If they do get promoted (and we suspect there will be some surprising defeats in the near future) there will be some record defeats.

Sheffield 105-0 Doncaster; now there's a thought. It will be better than watching Doncaster Rovers in soccer's GM Conference league however.

## **"Cut-Price Rail Travel Will Be Safe In Our Hands" - Government Spokesman**

"A travel agent friend has given a sweetener for platform tickets concession when the great day of Privatisation arrives". "But there's no money in platform tickets". Not yet, but wait until you can't set foot in a station without one".

"What about Senior Citizen's Railcards?" "Don't mention Railcards. Concentrate on bus passes. There's some bargain rides to be had from Victoria Coach Station".

"Cut price travel is safe. There will be three-pence off vouchers, there will be cut-out-and-save discount coupons, one per family. Only, offer limited to first-class travel between London and Aberdeen, subject to availability, see small print. There may even be sales of plastic glasses for those who have clocked up 10,000 rail miles."

"Rumour has it that there'll be backdoor fare rises, passengers having to pay the full-fare or be prevented from using certain trains". Obviously if you don't pay the fare you can't use the trains. This is a business, not a public charity. What do you think we're running - the Oxfam Line?".

**THE PRIVATE LINE - WHAT THE PUNTERS DON'T KNOW WON'T HURT 'EM.**

## **BR's Own Mr Blobby**

The Pennine has a number of Mr Blobby's. BR has one too. It has sacked 24 stone Jim Muldoon because he was too fat to get into his engine. He couldn't squeeze through the 14inch wide doorway of the locomotive's engine room.

BR sent him to Weight Watchers at their expense but after attending four classes he was found to be weightier than ever.

Mr Muldoon was based at Ayr. He is claiming unfair dismissal.

## **BR Slides Off Rails**

BR came in for criticism in February after it admitted abandoning services on branch lines in the Arctic conditions.

A complacent BR spokesman dismissed suggestions that it had not prepared properly for the conditions insisting that there was only so much money available to deal with the snow.

He added they were as ready as they could legitimately be for a country that has only two or three days of bad weather like this in a year.

In some areas a decision was taken not to run services in order to protect their ability to run any services at all (now you know). By concentrating resources on main-lines they were able to keep reasonable services running there.

The journey from Croydon to central London was taking 90 minutes rather than the usual 20 minutes, and at one point Charing Cross station was filled to capacity with immobile trains because disrupted schedules meant there were no crews arriving to take them out.

## **New Age of Steam**

Work starts shortly to build a £1m giant steam locomotive, an A1 class Pacific. It will be the first mainline steam loco built in this country since 1960. Big companies are lining up to provide materials and skills in return for having their names associated with the loco.

The world's biggest steel foundry group, Sheffield-based William Cook will make the engine's £60,000 driving wheels, each one 6ft 8in in diameter. The frame will be laid at Doncaster Works.

It is due to be finished in 1998, the 50th anniversary of the building of the first A1 loco designed by A H Peppercorn. Forty-nine were made between 1948 and 1949, but all have been scrapped. The last one, St Mungo went to the breakers yard in 1966.

The loco will be numbered 60163 and is likely to be named "Tornado" as a tribute to the British-made bomber which played a pivotal and devastating role in the Gulf War.

## **Docklands Extension**

The Docklands Light Railway, opened in 1987, linking Canary Wharf to the main central London tube system and BR now carries 30,000 passengers a day on its 15-train service, but with a capacity to carry 115,000, at a maximum speed of 50mph.

Soon to be opened is the £240m eastern extension into the Royal Docks. Still to come is a £100m plan to build a tunnel under the Thames linking the Isle of Dogs with Lewisham.

## **Chunnel - The Route**

The Channel Tunnel link will start from St Pancras station and run east in a tunnel through Islington and Stratford.

It emerges above ground near Barking station.

At Ripple Lane a viaduct will enable freight to join the rail link, taking over two little-used tracks on the existing Tilbury-Southend line. From there the route swings south past Rainham before dipping under the Thames via a tunnel from Thurrock Marshes to Swanscombe.

It crosses the M25 by passing over the top of the Dartford Tunnel exit ramps and going under the Queen Elizabeth II bridge viaduct.

A junction with the Network SouthEast line at Gravesend will give access to Kent commuter services into Victoria and Waterloo.

The link then continues through the Ebbsfleet valley to Hollingbourne, Sandway, Ashford and finally Folkestone. South of Boxley and Detling it merges with the M20 corridor. At Henhurst there is provision for an optional freight loop.

Further consultations are planned on contentious parts of the route like Pepper Hill in Kent. Short tunnels will be built at Hollingbourne and Sandway to preserve conservation areas. A further tunnel west of Ashford has been ruled out on grounds of cost.

St Pancras station will have six international and three domestic platforms specially for the link.

### **TRANS PENNINE MARCH 1975**

A trip down memory lane. Magazine No 2 was published in March 1975.

Your Committee was:

Chairman - Robin Skinner  
General Secretary - Michael May  
Fixtures Secretary and Magazine Editor - Neil Webster  
Treasurer - John Sanderson  
Public Relations - Geoffrey Bambrough  
Publications Officer - Jon Davis.

Other Committee members were George Calvert, Michael Guy, John Glossop and Tom Helliwell.

Visits organised were:-

1 March Glasgow Works, Eastfield  
29 March Laira  
12 April Eastleigh Shed and Works  
3 May Cardiff, Ebbw Jcn, Landore, Radyr, Barry  
17 May Haymarket, Townhill, Thornton Yard.  
27 April - Doncaster Works and Shed.

Under Western Region Notes and News it was reported that withdrawal of class 52's continued apace but Hymeks seemed to have a temporary reprieve due to lack of suitable replacements with 7017/8/29 remaining in traffic with 7011/22 stored. It was also stated that the HST was due to enter traffic on 17 March from Old Oak Common but car W40500 was still at Etches Park on 22 February.

This magazine also contained details of Peak renumberings 39 to 45033, 41 to 45147, 46 to 45037, 54 to 45023, 57 to 45042 etc.

### **Pennine Magazine No. 87 March 1994**

#### **Editor's Notes**

Welcome to the Spring (!!!) edition of TRANSPENNINE.

At the time of writing most of us are snowed in, but hopefully by the time your latest "Super Soaraway" TP reaches you the weather should have turned a little for the better, together with the fortunes of one or two local football teams. For those of you who attended the fortnightly meeting on the 15th February you will be relieved to learn that your 'Ed hasn't after all got lost as he was the guilty party putting on the show that evening. Honest John was unmistakeably stunned and deeply disappointed that there were not more Class 60's on view, but managed to do his level best to disguise his disappointment. See you all soon.

## Pennine Quiz No. 76

by Tony Caddick

A welcome response to TC's Christmas Extravaganza with some welcome 'new' names making a fine attempt at the 'Star' prize. Probably a first (?) occurred with two entrants getting all the answers correct, and two getting all except one correct.

Joint 1st with 40 correct answers were Jon Davis and Ken King.

Joint 2nd (or 3rd !) with 39 correct answers were John Dewing and Gary Stewart.

The required answers were :

1) 1964, 2) Okehampton, 3) Exeter - Barnstaple, 4) 1960, 5) Crossley, 6) 1972, 7) Juno, 8) EC, 9) 50023, 10) True, 11) Gillingham - Templecombe, 12) Hull City, 13) Vulcan Foundry, 14) 1958, 15) Wigan Pier, 16) 1966, 17) Strome Ferry - Plockton, 18) Dundee, 19) Sir Thomas Bouch, 20) 1970, 21) Fleetwood, 22) Blackpool, 23) 1965, 24) Empress of Canada, 25) Paisley, 26) Waterloo - Weymouth, 27) Italy, 28) 1964, 29) D9007 Pinza 30) Robert Blake, 31) Man. Vic - Holyhead, 32) Liskeard - Looe, 33) Central Line, 34) Derby County, 35) 1963, 36) Panther, 37) 55020 Nimbus 38) 3rd June 1954, 39) Hercules, 40) Thomas Telford.

## Train to Euro Disneyland

by Paul Slater

"So you're going to Euro Disneyland " my colleagues at work asked, the day before my trip to France, "that doesn't sound like your kind of thing!". Indeed it wasn't, but Chris's Grandson had been promised a trip to the theme park near Paris two years earlier, the relative who had planned the excursion had never been able to carry it out, the child was disappointed, Chris decided to take him herself. I said I'd be interested if I could do the journey by train, bookings were made and then cancelled and then made again with a different operator, and at last the three of us were taking a taxi to Retford station early one Monday morning, and our train ride to Euro Disneyland was underway.

As far as London we were on very familiar ground, but the boat train from London Victoria to Folkestone Harbour took me over some lines quite new to me and others which I hadn't travelled over for thirty years, and from Folkestone to Boulogne we rode on a Seacat which was a great novelty as I had never used one of the new catamaran ferries. Like a giant speedboat the Seacat dashed across the English Channel, rolling and lurching in the moderately rough sea, and hurling a great wake of churning foam behind it. The white cliffs of Kent dropped astern under the stormy sky, and soon the coast of France was close at hand. Our futuristic vessel slowed its headlong progress and we nosed gently into Boulogne, with me looking out at houses and blocks of flats, wharves, boats and factories.

The train journey from the Maritime station at Boulogne to the Gare du Nord at Paris took two and a half hours. After a ride on the Seacat, the train was an anticlimax for Chris and a bore for the child, but I was fascinated by the sights of a different country and a different railway system, and I was also reminded of the mixture of excitement and trepidation I had felt when making this journey as an eighteen year old who had newly finished my language studies at school and was making my obligatory trip to France and Spain.

The train moved very slowly through the dock area at Boulogne, and by looking ahead on a curve I could see that we were being hauled by a big blue and white diesel locomotive of what a later learned was SNCF class 67400. Once we had joined the main line from Calais and the town station in Boulogne, speed increased and soon the train was hurrying southwards through wooded hills and attractive looking small towns, and then over tidal rivers and past estuaries and across flat heaths and marshes.

It was nearly dark when we stopped at Amiens to change engines. The guard announced a ten-minute wait, so I got down on to the platform. For the first time on this trip, I spoke French to some railwaymen waiting to couple up the new locomotive. The diesel which had brought us from Boulogne disappeared in the direction of Longueau Depot, and soon the engine which would haul us to Paris was backing down onto the train. In spite of the near darkness, I got two photos, the first railway photography I had done in France for thirty years. The new locomotive was a B-B electric of class 16000, still in the sea-green livery which I remembered from the early 1960's as the standard colour for French electric locos. The change of locomotive at Amiens was a feature of the journey to Paris when I was a teenager, but in those days steam 4-6-2s hauled the English boat expresses over the non-electrified section to the Channel ports.

I got back in the train and rejoined my companions, and soon we were off again, past the big yards at Longueau where there were dozens of diesel and electric locomotives to be seen, and on towards Paris. Darkness came down, but I was still interested in seeing what I could through the carriage windows. Lights became more frequent, there were more trains on adjacent tracks, and at last I could tell that we were running into the Northern suburbs of Paris. Double-deck local trains were a curiosity, also a Depot full of TGV's or high speed trains, blue and white, their long pointed noses giving them a very streamlined appearance.

At last we were puffing up in the Gare du Nord. We alighted and walked up to the front of our train, where I had another look at the engine which had brought us from Amiens - no. 16022 of La Chapelle Depot in Paris, built in 1958. We crossed the street outside the station for a meal at MacDonald's - another chance for me to use my French - then returned to Gare du Nord to find our connection to Euro Disneyland. In the main line station there were now four more 16000 class electrics in grey and orange livery as well as an example of the similar but more modern 17000 class, all from La Chappel Depot, and a TGV.

The change to the local service at the Gare du Nord was much more difficult than my travel instructions suggested, especially as we were all tired and anxious to reach our destination. At last we found ourselves in a double-deck suburban train of the RER (Reseau Express Regional) which took us through the tunnels to the next stop, the big junction station of Chatelet les Halles. Another long walk took us to the platform for Mame-la-Vallee Chessy, the station for Euro Disneyland, and the second train to arrive was going to our destination. This was a single deck electric multiple unit in the red, white and blue RER colours. It seemed a long ride out to the end of the line, but at last we were alighting at the fine new station at the Mame-la-Vallee Chessy and looking out at the lights of Euro Disneyland.

Next day I would leave my companions in the theme park after lunch and would ride by daylight on the RER train into Paris, to walk by the Seine and photograph the electric locomotives and bright orange TGV's at the Gare de Lyon; I would notice that a new High Speed link was being built to serve Euro Disneyland, connecting Mame-la-Vallee Chessy with the Channel Tunnel route and so avoiding the tedious change of trains at Paris. Former Netherlands Railways diesel locomotives of Class 62400 would be working in pairs on ballast trains where the new tracks were being laid. Tonight, though, we had all had enough of trains; all we wanted to do was find our hotel, have a drink and go to bed.

## **Chunnel Special**

### 1 - Calais or Bust?

Eurotunnel must make £600m a year to pay interest on its colossal debts - and it can only do so by capturing all the present traffic on freight and passenger services, and all the income from duty-free sales currently earned on the short ferry crossings.

This is beyond the dreams of avarice, so its debt must increase and it will enter the Humber Bridge Club, spending all its revenue on interest on a debt that can never be repaid because the interest will always be greater than income.

It may try to slash prices to kill off competitors, but the size of the debt, £10bn would need an unusually patient collection of bankers to wait for that to happen. The fact is that the tunnel is not viable.

Ferry companies fear Eurotunnel will go bust and that a new company, largely free of debt, will then take over and be able to charge low fares and drive the ferries out of business.

This may have been the hidden agenda that kept the project alive.

## 2 - Dover for the Discontented

BR, or whoever buys it, expects to do very nicely from the Channel Tunnel when through trains start up from Waterloo to Paris - so nothing will be done that might help passengers who prefer the option of train and ferry.

Life will not exist beyond Folkestone as Dover will continue to be given a second-rate service. BR has no intention to extend the fast rail link to Dover giving foot passengers on the train a choice between the tunnel from Folkestone or the ferry from Dover.

Nor will there be extra trains on the thinly-served service to Folkestone Harbour from where ferries sail to Boulogne because the line will be needed for tunnel trains.

Nor does BR intend to help people using Dover by matching the trains to the ships. The railway currently ends at the west dock and ferries leave from the east dock, so passengers have to get out and go on a 15 minute bus ride with all their luggage to the boat.

This will not change whilst BR or its successor stands to make money from the tunnel.

## 3 - Doctrine the Figures

When plans for the Channel Tunnel rail link were shelved in 1990 because the government would not pay the £1bn subsidy demanded by the Trafalgar House consortium for building and running it, the treasury said if BR were allowed to do the job, no subsidy would be required.

Now the railways are being privatised the treasury has produced a subsidy of up to £1.5bn for the private consortium now led by GEC on the ground that there is no alternative. BR could still do the job without a subsidy but it is heading for extinction.

## Notes and News

### **"Merrymakers" Make Welcome Return**

'Rail UK' continue to offer good value for money "Merrymaker"? style excursions for the rail traveller. The Hull based firm has a good line up of tours during the year with the following trips being among the varied programme:

March 5th Lincoln, Retford, Worksop, Sheffield, Barnsley, Wakefield to Carlisle - £19.50

March 19th Bridlington, HA Selby to Carlisle - £ 19.5 0

May 2nd Derby, Chesterfield, Sheffield, Rotherham to Edinburgh - £22.50

May 28th Bridlington, Beverley, Brough, Selby to Carlisle, back via Cumbrian Coast - £21.50

June 4th Grimsby, Barnetby, Scunthorpe, Thorne to Carlisle, back via the Cumbrian Coast - £21.50

March 12/13/14 Bridlington, Beverley, Brough, Selby, Leeds, Keighley, to Inverness and Kyle, including 2 nights accommodation - £129.00

April 8/9/10 Grimsby, Barnetby, Scunthorpe, Thorne South, York to Inverness and Kyle, including 2 nights accommodation - £129.00

Further details are available from 'Rail UK, The Travel Centre, Springfield Way, Anlaby, Near Hull, HU10 6RJ, Tel: 0482 561147.

## "Boring Spotters" Jibe by Publisher Denied

Ian Allan, the millionaire founder and Chairman of Ian Allan Group, is alleged to have insulted the people that have put him where he is by calling them "utter bores". An article, published in a well known tabloid before Christmas, is now being denied by the publisher, who says he never said that he loathed anyone or described anyone as a bore. What he says he said was "that there was a 5 per cent fringe of Sellotape spectacled, multi-badged, dirty anorak, beret wearing puffer nutters who did take the hobby over the top".

So, after all that, why should anyone take offence?

## 8F Footex Exploits

The exploits of the Kidderminster Harriers in this year's FA Cup resulted in 8F 48773 working two return Bewdley - Kidderminster services for the team's Cup tie with West Ham on February 19th. Is this a first for motive power on Footex trains since 1968 ? Unfortunately the team lost so there's no chance of seeing 48773 heading a Footex to Wembley!!!

## All Our Yesteryears

## Looking Back at Sightings From Years Gone By

*We look back five years ago at sightings of February and March 1989.*

February 11th saw 37688/680 head the 09.15 Tunstead - Hindlow stone train in Derbyshire, whilst sister engine 37678 worked the Topley Pike - Tunstead empties and 47439 worked the Oakleigh - Tunstead empties.

The 19th saw plenty of Class 50 activity on the Paddington - Oxford services with 50024 working the 09.45 Oxford - Paddington, 50031 on the 11.15 following service, 50026 on the 10.45 Paddington - Oxford and 13.15 return, and 50025 on the 12.35 Paddington - Oxford and 14.45 return. Large logo 50039, previously seen on Oxford MPD worked the 16.05 Oxford - Paddington.

Three successive weekends in March the 4th, 11th and 18th, saw West Coast Main Line services diverted over the Settle and Carlisle line. Although solely in the hands of Class 47 power, the services provided a welcome reminder of when the line used to have regular loco-hauled trains.

March 4th found the following locomotives working the line:-

47531 - 06.07 Glasgow - Poole	47440 - 08.12 Manchester - Glasgow
47489 - 06.38 Glasgow - Euston	47532 - 06.57 Coventry - Glasgow
47537 - 08.02 Glasgow - Euston	47431 - 07.20 Euston - Glasgow
47471 - 08.47 Glasgow - Manchester	47483 - 08.35 Euston - Inverness
47532 - 10.25 Glasgow - Euston	47442 - 07.07 Plymouth - Aberdeen

The following weekend saw several different Class 47s in evidence with the 06.07 Glasgow Poole in the hands of 47471, the 06.38 Glasgow - Euston with 47544, the 08.25 Leeds Carlisle headed by 47488, 47527 on the 08.12 Manchester - Glasgow, 47512 on the 08.02 Glasgow - Euston, 47456 on the 08.47 Glasgow - Manchester, 47441 heading the 06.57 Coventry - Glasgow, 47532 on the 11.14 Manchester - Glasgow, 47612 with the 06.52 Aberdeen - Plymouth and 47117 on the 12.10 Glasgow - Manchester.

Dawlish on March 25th found 47519 heading the 04.56 Cardiff Penzance and 47556 on the 07.07 Plymouth - Aberdeen. 50048 hauled the 07.12 Newton Abbot - Exeter and 47552 worked west on the overnight 22.00 Glasgow - Penzance. The following day saw 50035 power the 16.20 Plymouth - Paddington whilst the 16.48 Laira - Exeter ecs was brought along the sea wall by 47620. Two additional workings on the 27th found 47539 on the 15.55 Paignton - Paddington and 47558 on the 14.10 Penzance - Paddington.

*We now look back ten years ago to February and March 1984.*

Bristol played host to several Class 33's on Portsmouth - Bristol/Cardiff workings including 33005 on the 06.56 Portsmouth - Bristol, 33039 on the 10.10 Bristol - Portsmouth, 33062 on the 08.10 Portsmouth to Cardiff which was taken forward by 33045, 33040 on the 08.20 Brighton - Cardiff and 33030 on the 10.10

Portsmouth – Cardiff. Also in evidence on this date, the 4th of February, were a Bristol - Bolton Footex for Bristol Rovers visit to the North West, headed by 47429, a Lichfield - Paignton excursion in the capable hands of 45150, the 07.35 Plymouth - Birmingham with 50015 and a Paddington - Exeter excursion powered by 47536.

Seen on Bath Road the same day were 08942, 31272, 45068, 47005/103/147/345, 50002 and 56036. The 11.38 Plymouth - Manchester, which changed locos at Gloucester, saw 50034 and then 45120 at its head. Gloucester Depot played host to 08479/578/733/781/797, 31114/305 and 47551. 85005 and 85015 were seen on passenger duties at Birmingham New Street, together with 31431 on the 16.18 to Norwich and 50010 on the 16.39 departure to Paddington. The 12.40 Poole - Manchester arrived behind 47603.

Toton on February 6th saw 20084/191/159/172/161/178/179/187, 25090/300, 47314/327/364, 40170, 56075/083/087, 58002/009 and on the 18th other Class 20s were seen at Leicester, including 20087/157/159/177/184. Other locos in evidence were 45101, 47302 and 47342. On this date the 09.25 Marylebone - Princes Risborough had DMU 51898/59663/59758/51883 working the service with 31123 on the Depot. The 09.25 High Wycombe - Marylebone saw 51900/59743/59747/51888/51671/59753/59654 and 51895 providing ample seating.

'Hastings' Units 1012/1036 worked the 11.45 Charing Cross - Hastings and 09003, 33062 and 73124/140 were stabled at Hither Green. Sister units 1013/1031 worked the 11.44 Hastings Charing Cross. 33116 and 73110/141 were to be found stabled at Clapham. Class 50's working on Waterloo - Exeter services included 50046 on the 15.10 ex the capital and 50026 on the 12.20 from Exeter.

Locos stabled on Cricklewood Depot included 08613, 25210/219/226, 45101 and 47119.

## **Pennine Observers Notes**

### **Overseas News**

A trip to Belgium by our Global correspondent resulted in the following observations on December 2nd.

8211 was dock pilot at Zeebrugge North Sea Ferries Terminal, with sister locos 8204/6/24 on yard pilot duties. On the same date, Bruges saw electric locos 2105/7 on workings with 2725 and diesel loco 5110 seen at Ghent. At Brussels Gare du Midi electrics 1801, 40104 *Saint-Jean-De-Luz* and 40106 *Compiegne* worked passenger duties to Paris with 1804 and 1805 heading for Oostende. 1190, 1670, 2220, 2551/6 and 2708/33 worked other passenger duties. Diesel shunter 8066 was station pilot at Brussels.

### **Eastern Region**

Noted at Immingham on December 4th were 18388/632, 31215, 37381/507/518/883/888, 56062 and 60016/28/50/91. The closed Depot at Frodingham is looking sadly forlorn and trying to hang on to memories of a Class 20 stronghold with withdrawn members 20025/42/43/61 still stored there on December 27th.

Rail UK ran Christmas Shopper specials from Hull - Kings Cross at a bargain price of £12 on December 9th and 10th. 47809 hauled one such service from Hull - Doncaster, taken forward by 90023. The same locos worked the return trains.

On the 11th a similar service to Edinburgh from Bridlington again yielded 47809 as far as York where 90023 again took over.

On the 18th December two special services were worked through Doncaster from Kings Cross by 47833 and from Weymouth by 33116/D6535 and 2x4TC units. Fun and games ensued on the return journey when it was announced that the London train was approaching the platform, 47833 duly drew up on the through road! After a delay 47833 reversed its train and pulled into the correct platform, thus resulting in a late departure. This delay meant that the return Hertfordshire Railtours train, with D6535 propelling, was also late. Locos abounded with two Class 60's and a Class 56 also being in evidence during all this excitement.

Retford saw 37691 pass on freight duty on January 15th, while noted at Doncaster on 29th were 37680, 56106 and 58023. On the Depot were 31459, 47304 and 56104, with 08877, 47520, 86424 and 90020 stabled

near the station. 47818/831 worked York - Poole expresses on the same date with 37063/202/235 and 47575 stabled at York.

## **Western Region**

Seen in the Reading and Didcot areas on December 12th were 37068/97, 47818/559/971, 59004/5/104 and 60017/26/40.

## **Midland Region**

Seen at Leicester on January 22nd were 37717 on oils and 08697, 20128/131 and 60009/12/43/83/98/99 on the Depot.

Noted at Birmingham New Street on passenger duties on February 5th were 47811/6/27/45, 86102/208/10/28/28/47/52/56/57/60 and 87007. 47052 was seen at Saltley on a Freightliner service with 31110/47/54/64/229/514 on the Depot. 60097 passed through Water Orton on a stone train whilst 58017 was seen working through Tamworth hauling an MGR train. The Cardiff Cleethorpes 'Sprinter' service, the 17.17 departure from Birmingham New Street, failed at Tamworth after striking an obstruction on the line at Wilnecote, understood to be debris left on the line by children. A Southbound 'Sprinter' service was terminated at Tamworth and eventually towed the damaged Cleethorpes train away, the passengers being transferred to the very late 17.35 Birmingham - Nottingham 'Sprinter' service.

A trip to the North West on February 8th found 86216 at Stockport with 86214 and 87032 at Longsight. 08482/689/840 and 90144 were on Allerton Depot. Edge Hill played host to 08694, 31263 and 47297, with 31418, 47600/828 and 87028 noted at Liverpool Lime Street. Three days later Runcorn saw 31285, 86205 and 90015 and Liverpool Lime Street was visited by 31410/421, 86216 and 87001. 37798 was seen at Manchester Piccadilly on the same date.

Thanks go to Messrs Dewing, Slater and Collins for the above information.

## **Pennine Quiz No. 77**

**by Malcolm Bell**

Try your luck at this Edition's quiz, and get your answers to Ed, please, by May 15th.

1. On which date did the last Kings Cross - Cambridge buffet express run ?
2. In which year did the first car carrying service run between Kings Cross and Perth ?
3. Which was the only British named train to regularly carry a representation of a Bishop's Mitre on the loco headboard ?
4. In which year did the Blue Pullmans appear at Paddington ?
5. How much did the GWR pay to be released from the agreement to stop all trains at Swindon for refreshments ?
6. In which year did the payment in Question 5 take place ?
7. Name 'Jubilee' Class no. 45609.
8. Which Western diesel hydraulic covered the greatest mileage under BR ownership ?
9. What was the date of the closure of the Waverley route ?
10. What was the original name of the train later changed to 'The Elizabethan' ?
11. Which station is situated at the bottom of Market Jew Street ?
12. How long is Ardley tunnel ?
13. Where was 56038 named ?
14. On the Settle - Carlisle line, what is the alternative name for Eden Lacy Viaduct ?
15. For a short while D6703 carried a name that was never unveiled, what was it ?
16. What is the number of the loco named *Village of Chantry* ?
17. In which year did the prototype *Deltic* enter service ?
18. During the period of the Southern Railway and its predecessors, only one train regularly ran nonstop through Salisbury, what was its name ?
19. Which *Deltic* was the first to cover 2,000,000 miles ?
20. On what date was the Euston - Heysham - Belfast (Ulster Express) service withdrawn ?
21. Who named loco 90006 at York on 1st May 1992 ?
22. From which year did British Rail adopt full front yellow warning panels on locos ?

23. What was the name of BR loco 61628 ?
24. When was excess charge for TPO posting abolished for letters ?
25. What is the maximum speed of a Class 60 loco ?
26. In which year was Braddan Halt closed ?
27. Name the now closed station between Muir of Ord and Dingwall.
28. Before the 1923 grouping, how many railway Companies ran into Carlisle ?
29. Which Depot code is HB ?
30. Which railwayman wrote articles under the pseudonym of Toram Beg ?

## **MEETINGS LIST**

## **MARCH JULY 1994**

Our social programme at the Corporation Brewery Taps continues apace. Don't forget we meet on the first and third Tuesdays of every month in Doncaster. Everyone is welcome, members and non-members. Meetings start at 8.00pm.

Entertainment for Spring/early Summer is shown below.

### **BE THERE - DON'T BE SQUARE**

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 - Andy Dalby. A welcome return for a popular character. One not to be missed. Interpreter will be provided.

Tuesday 19 April - Geoff Bambrough and Tony Booth. Go down Memory Lane with our own "Old Age" travellers.

Tuesday 3 May - David Bladen slide quiz. David will show eevil slides and ask more eevil questions to teams formed from the audience. Normally easy money for "Sutty". Try and beat him this year!

Tuesday 17 May Mexborough's Number 1 TC. Yes, it's our own Tony Caddick returning to show us what he does best. He will also be bringing along many railway slides for us to savour. He may also bring along vintage shots of Sheff United playing in the 4th Division - doomed!

Tuesday 7 June "Theaker's Peakers". Welcome to Chris Theaker who will be showing us a selection of various motive power, not just his beloved Peaks!

Tuesday 21 June Mystery Guest (terms still under negotiation) Come along for the thrill.

Saturday/Sunday 9/10 July - Doncaster Works Open Day. One of the few opportunities to visit the Works. Come along - many of the Pennine lads will be there. Subject to confirmation our friends from FAST Tours may be providing a vintage bus to "ferry" punters from the railway station to the Works.

Tuesday 27 July - This is the likely date when we will visit the Keighley & Worth Valley Railway for an evening tour. David Whitlam will take provisional bookings, but more details will be available in our next magazine.

## **20th ANNIVERSARY EVENTS**

To celebrate the 20th anniversary of the Pennine Railway Society it was agreed at the AGM that we should organise several special events. The events suggested are listed below. If you are interested in participating in any of the events please complete and return the attached slip to me or any other committee member as soon as possible so that we can see if there is enough interest to organise the events.

1. An evening tour of the Keighley & Worth Valley Railway, probably using the DMU. This is likely to take place on Wednesday 27 July, utilising a preserved bus leaving from Doncaster.

2. Reserving a coach (or half a coach) on a railtour picking up at Doncaster and/or Sheffield. We will be contacting RAIL U.K. to see if they are organising any suitable tours.
  3. A visit to the East Lancashire Railway (meeting at Manchester or at Bury), where it may be possible to organise a tour of the engine shed at Bury.
  4. Have a buffet at one of the Tuesday evening meetings at the Corporation Brewery Taps and invite members, past and present, to bring their slides taken on Pennine Trips during the first 10 years (1974 - 1984). The date suggested for this was 6th September.
- 

Name Membership No.

Address

No. Of Places

1. Keighley & Worth Valley

2. Railtour

3. East Lancashire Railway

4. Buffet at the Taps