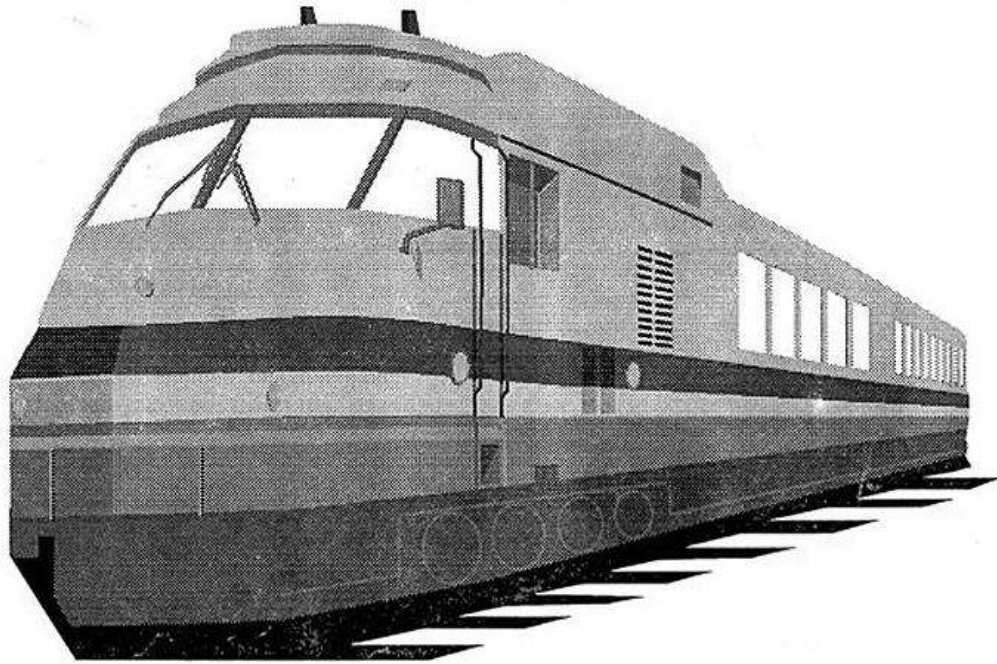


# TRANS PENNINE

## THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



20TH ANNIVERSARY  
1974 · 1994

No.88 - Summer 1994

## COMMITTEE SMALLS

### IMPORTANT ANNOUNCEMENT - SOCIAL EVENINGS

#### **Pennine Folked Off**

We are now in a position to confirm arrangements for future social evenings at the Corporation Brewery Taps, Doncaster.

Due to the success of meetings of the folk club held at the "Taps", we have been asked, and agreed, to change the nights of our social evenings.

In future all social evenings of the Pennine Railway Society will be held on the **FIRST WEDNESDAY AND THIRD WEDNESDAY** of every month.

The Committee are quite happy with this new arrangement and we hope to see you all at our now **WEDNESDAY** meetings.

**DON'T BE LATE - WEDNESDAY AT EIGHT!**

#### **TV Star Turn**

Congratulations to Pennine member Paul Slater of Gainsborough on his recent appearance on Channel Four's excellent quiz show "Fifteen to One".

This comes hard on the heels of Paul appearing on BBC's "Mastermind", quiz. Well done Paul - a wonderful achievement.

#### **Privatisation Special**

So few companies are interested in taking over services and stations in the 25 franchises on offer that the Government is holding open the options for another year.

Many forecast that privatisation of BR from 1 April 1994 will lead to fewer trains, fewer stations, fewer staff, poorer services, and higher fares. At best the venture is described as a leap in the dark.

On 1 April 1994 Railtrack took over BR's 10,000 miles of track, 1,200 signal boxes, and 4,000 stations, with 12,000 staff. It is a public company, separate from BR. Companies will run trains under a franchise paying Railtrack a fee to use the rails and signalling.

The first privatised service to operate will be the Victoria-Gatwick Express (which has been running as a separate company within BR since February 1994). It will be put out to tender in April 1995. By then the old BR network will have been split into 25 regions.

The franchises of all 25 will be put out to tender. Each of the new rail companies will have their own uniforms in different colours.

Some of the franchises are small (The Isle of Wight service has only 3 main stations) and some are large (Central Region will stretch from Stansted Airport to Liverpool).

Also in April 1995 BR's freight business will be divided into three geographical regions in readiness for transfer to the private sector.

Rail Express Systems which carries letters for the Post Office will be privatised at the same time.

#### **Gravy Train**

The man overseeing the BR sell-off will receive £121,800-a-year for a 3day week. Railtrack chairman Robert Horton may get even more as his salary is to be reviewed.

In addition, franchise director Roger Salmon will receive £100,000 for four days a week and full-time rail regulator John Swift QC £125,000.

Mr. Horton was appointed in 1992 after turning BP into a loss maker and resigned as chairman and chief executive, receiving a golden handshake of £1.5million. He said then "I believe when someone does not actually need to work for a living they must think very seriously about doing something in the public sector."

BR chairman Sir Bob Reid receives £131,663 for a 3-day week.

### **Peak Rate**

The first improvement for passengers after privatisation? Calls to inquiry lines could cost up to 48p a minute if train companies go ahead with plans to charge top rates for checking train times by phone.

Officials handling the BR sell-off have invited four firms to submit bids to run a national phone inquiry bureau for the network. Controversial 0891 lines are a favoured option which could raise up to £600,000 a year in fees from BT. BR bosses object to this and previously shelved the idea because a premium rate service was unfair on passengers.

The Office of Passenger Rail Franchising want to provide a service which would offer quicker answers to callers from any part of the country (for a higher price and a good profit).

However, if a girl called Mandy answers offering other services put the phone down and redial; you will have the wrong number!

### **Welsh Kidnap Scotsman**

Over the Easter period, Flying Scotsman was marooned in Wales. The 140-ton steam loco arrived at Llangollen but on arrival Clwyd County Council put a weight restriction of 38 tons on the structurally weakened Wenffrwd canal bridge, on its route back to England. This prevented its booked appearance on the Severn Valley Railway shortly afterwards.

### **Cutting Compensation**

In an attempt to cut compensation payments to late-arriving passengers, BR's Great Western InterCity route in the new timetable reveals that the average official journey time between London and Swindon has been extended from 49 to 54 minutes.

Under PM Major -Ball's Passenger's Charter season ticket holders can claim refunds if trains consistently fail to arrive within 5 minutes of their scheduled time.

The average journey time in 1977 was 43 minutes!

### **Fashion Section**

Pennine's Fashion Expert, Zandra Caddick has told us of interesting developments at Regional Railways Manchester Piccadilly station.

Under new rules staff are urged to use a deodorant, and keep feet fresh and cool with the use of a foot refresher spray or anti-bacterial powder.

Female staff patrolling BR's platforms 9-13 are told that tights or stockings must be nearly black or barely black, 15 denier or less in non-patterned design. Bare legs are not permitted. Skirt length should be no more than one inch above or below the knee; permed hair should not be allowed to dry with no styling; ponytails are not permitted to exceed 6 inches; false eyelashes are not permitted, and necklaces, bracelets and ankle chains must not be worn.

On men, beards are not permitted; moustaches must not grow over the top lip and the sides must be no longer than the corner of the mouth; gelled slick hair is not permitted; hair must be short, cut regularly and clear of collar, and ear-rings are not permitted. Tattoos are not permitted on any visible part of the body!

Should make the trains run on time. !!!

### **Vandal's Charter**

A blunder in the rail privatisation bill means it is no longer an offence to trespass on the track. The loophole relates to all property passed from BR to Railtrack, the authority now responsible for the lines themselves.

The Department of Transport is trying to resolve the problem.

### **What Privatisation?**

The Railway Development Society has recently received two letters. One from the government's last transport secretary, Malcolm Rifkind says "As you know there is no proposal to privatise the railways. Rather, it is the Government's intention to encourage private sector involvement, infrastructure will remain in the public sector."

However Scottish Office minister for roads, Lord James Douglas Hamilton wrote "That is why the Government believe that rail privatisation is good news for passengers".

### **PENNINE MAGAZINE No.88**

#### **EDITOR'S NOTES**

Welcome to the Summer edition of 'TransPennine'. By the time these notes actually come to press history should have been made and a new era of travel born with both the first train through the Channel Tunnel and the new post BR owned system of our own. At the moment it is the cost of running trains on the separately owned track that is making the headlines, with charter trains and open days under threat from the cost of running over the tracks.

More history was made on May 17th when the 'Pennine' held its last Tuesday evening meeting, being forced to alter the day of the meetings to Wednesday from 1st June, so Tony Caddick entered the history books as the last 'Tuesday Turn'!!

#### **SEVERN VALLEY HOLD UP**

The Severn Valley's Diesel Gala Weekend of May 6th/7th and 8th did not start as planned when the visiting locos of 31206, 37106, D9015, 50031/42 and D212 had not arrived on the line by the Friday morning due to being held up en-route. The railway therefore, were forced to start the three day proceedings with their three car DMU, Class 25, Class 27 and Class 52 as the only available power. The visiting locos did however arrive about lunch time and made for a very successful weekend. the best of the weather being on the Sunday when the two steam turns were in the hands of '8F, 48773 and 5029 'Nunney Castle'.

#### **ON A MULTI-PASS TO BRUSSELS**

**by Paul Slater**

For the best part of twenty years, on and off, I had watched the North Sea Ferries depart from Hull and pass down the Humber en-route to Holland and Belgium. I had often promised Chris and myself a ride on them one day, so I could not resist the offer of a cut price trip to Rotterdam and Zeebrugge on the ferries which was advertised in the 'Daily Express' during November 1993. I had always planned to make the trip in the summer, but here was a good opportunity so I cut the vouchers out of the newspaper and sent them off and in due course, after further correspondence, Chris and I were standing on the open deck at the stern of the "Norland" on the first Wednesday in December, watching the lights of Hull reflected in the black waters of the dock as the big ferry manoeuvred its way towards the lock giving access to the Humber.

The ship was comfortable and well-appointed, the food was good, the bar agreeable and our little cabin warm and snug and the crossing quite smooth. It was some years since I had slept on a ship and I enjoyed the novelty of the gentle movement and vibration of the ferry during the night. After breakfast next morning we were up on

deck as the "Norland" nosed into its place alongside the ferry terminal at Zeebrugge. Soon we were ashore and onto the bus which took passengers from the ferry to the railway station.

The newspaper adverts had suggested that the main purpose of these cheap trips abroad were to do Christmas shopping and an acquaintance of ours seemed slightly amazed when we said that no, we're not going to Belgium to purchase enormous amounts of liquor. We were going for the ferry ride, to see something of Belgium itself and sample the Belgian Railway system.

The notices and publicity at Zeebrugge station were all in Flemish, a language I do not understand, but the man in the ticket office spoke English and had soon sold us a MultiPass, a cheap day return to Brussels.

I had expected Zeebrugge to be served by long distance trains, but in fact it is the terminus for an hourly local service, and as far as Bruges we travelled in a green and yellow EMU stopping at all stations.

At Bruges we changed platforms. There were other EMU's to be seen, some green and yellow, others red and yellow. The sun came out and I got some photographs, Two blue and yellow Class 112311 electric locomotives and a green and yellow Class 62 Diesel were parked in the station sidings, After a few minutes a Class 21 electric locomotive no.2101 drew in with an express from Ostend bound for Brussels and we got on board.

From the Brussels express the Belgian countryside, although flat had an undeniable charm. It was dotted with woodland, picturesque farmhouses and quaint villages, it was criss-crossed by wide canals busy with barges and in the distance could be seen church towers and spires and even a dutch-style windmill. After the stop at Ghent where I noted Class 51 diesel locomotive no.5110 heading an eastbound goods train the express ran into more undulating countryside with a little snow lying and before much longer we were in the suburbs of Brussels.

We alighted at the South station or Gare du Midi, for me to watch the trains and do some more railway photography. The sun had gone in and the weather turned dull but there was plenty to see, quadruple-voltage Class 18 electric locomotive no.1804 heading an express for Ostend, green and yellow Class 80 diesel shunter no.8066 on station pilot duty, numerous local trains, electric locomotives of classes 11/25.5 and 27 on passenger workings and two big silver-grey French electrics 40104 "Saint Jean-de-Luz" and 40106 "Compiègne" which had come in on expresses from Paris.

A stopping train bound for Luxembourg took us as far as the underground Central Station, conveniently close to the main square or Grand Place and the Mannekin Pis, Brussels famous but rather rude statue.

Our sightseeing in the picturesque historic centre of Brussels was followed by a visit to a cafe in a shopping arcade - the waitress and I getting on rather well with a mixture of French and English - and by the purchasing of gifts and souvenirs, chocolate shops, lace shops and doll shops proved irresistible, so we did after all do some Christmas shopping on our trip to Belgium.

After a final look at the beautiful Grande Place we made our way up the hill to the Central station, carrying bags full of chocolate, lace and dolls. I wrote the details of our return trip on the multi-pass as instructed by the man in the ticket office at Zeebrugge, then we went down to the subterranean platforms to wait for the next train to the south station.

There was some confusion at the south station, with a Paris express seriously delayed, railwaymen arguing and some mysterious shunting going on. I enjoyed the opportunity for more photography of the Belgian locomotives.

Class 18 no.1801 from Kinkempois depot at Liege awaited departure with the "Brabant" Trans Europe Express, a class 25.5 electric of 1960 vintage arrived with another passenger train whilst in a siding stood a blue and yellow Class 27 from Kinkempois and a green and yellow shunter from Schaerbeek depot.

The time for the departure of our train was approaching. Station staff advised us to try a different platform, the public address system confirmed it and then the Ostend express was drawing in behind another Class 18 no. 1805. We got on board and soon the express was away, passing a comparatively ancient electric Locomotive a Class 22 built in 1954 bringing in a passenger train on a converging line.

During the journey back to Bruges, the clouds briefly cleared and the sun shone low and golden on the countryside which I found reminded me of the Fenland of Eastern England.

At Ghent we overtook another Class 27 from Kinkempois, no.2725 heading a westbound goods train. The express was halted some minutes at a signal so it was late into Bruges, passing Class 21 no.2107 from Ostend depot on a goods train just outside the station.

The Zeebrugge connection was held, but not for long and we only just had time to change platforms and get into the local train before it was away. At Zeebrugge I had chance to take my final railway photograph of the day in Belgium, showing the EMU standing in the platform in the fading winter afternoon light. The bus arrived and took us back to the "Norland".

As the ship awaited departure Class 82 diesel shunter no.8211 from Ostend depot propelled some wagons along the quayside tracks and that was the last Belgian locomotive I saw on this trip.

After another enjoyable crossing we were up on deck next morning to see the "Norland" dock at Hull in a splendid colourful sunrise and a most unusual excursion was over.

### **PENNINE QUIZ No.77**

1st prize for this quiz goes jointly to K. King, J. Dewing and G. Stewart who all managed 24 correct Answers, with Ian Shenton 4th with 22 correct answers. Answers were follows-:

1) 5/2/1978, 2) 1955, 3) The Cathedrals Express, 4) 1960, 5) £100,000, 6) 1895, 7) Gilbert and Ellice Islands, 8) D1005 Western Venturer, 9) 6/1/1969, 10) The Capitals Limited, 11) Penzance, 12) 1147 yards, 13) Cardiff Central, 14) Long Meg Viaduct, 15) 1st East Anglian Regiment, 16) 59102, 17) 1955, 18) Devon Belle, 19) 55010, 20) 6/4/1975, 21) Duke of York, 22) 1968, 23) Harewood House, 24) 27/9/1976, 25) 60 mph, 26) 1965 IOM Rlys), 27) Conon, 28) 7, 29) Kilmarnock Hunslet Barclay, 30) Norman Mckillop - ex Haymarket.

### **PENNINE QUIZ No.78**

Try your luck at quiz no 78 set by John Dewing, Answers to Ed by 15th August please,

1. Which was the first steam loco to be tested at Rugby Testing Plant?
2. In which year did London Charing Cross station open?
3. On which date was the Gas Turbine loco no.10800 withdrawn?
4. Which two Class 37's hauled the 'Railway Pictorial Publications' railtour to Pembroke on 5/5/1979?
5. On which date did the Somerset and Dorset close?
6. Which Deltic became the first main line diesel to clock up two million miles?
7. On which date did the 'Condor' express freight service start?
8. Which Class 40 loco hauled the 'Farnborough Flyer' on 6/9/1958
9. Which Deltic loco was used on the 'Deltic Devonian' on 23/11/1981?
10. Where was 47833 recently re-painted in two tone green Livery?
11. Where did the naming ceremony of electric loco 91009 take place?
12. Where did Class 56 loco no.56066 sustain damage on 13/11/1992?
13. On which date did passenger services commence on the preserved East Lancs Railway?
14. On which date did the last loco hauled 'Rhineland' boat train arrive at Harwich?
15. Where was the first station escalator installed?
16. On which date was the water trough removed at Scrooby, between Doncaster and Retford?
17. Which three steam locos were involved in the accident at Harrow on October 8th 1952?
18. Who named Class 91 no. 91025?
19. Between which two stations would you find Wymington Bank
20. Give the length of the Festiniog Tunnel in miles and yards
21. Between which two stations would you find Whiteball Summit
22. On which preserved railway would you find 35018?
23. What was the original name carried by A4 60003?
24. Which two Class 31's were involved in the rail, mishap at London's North Road in October 1983?
25. Give the name of class 73 no.73133.
26. What name was carried by steam loco no. 62735

27. What was the LNER No, of steam loco 60109?
28. On which date did the first electric loco arrive --At Leeds?
29. What was the length in Miles and yards of Sough Tunnel?
30. Between which two stations would you find Normans Bay?
31. Near which city would you find Shrepeth Branch Jct.
32. Where would you find preserved Western no. D1048
33. What was the name carried by 'Peak' no.45046?
34. Near which city would you find Barnwood Jcn?
35. Name the branch line closed on 13/9/1965 which ran between Hessle Rd Jcn and Cottingham South Jcn?
36. On which date did passenger services cease on the Hull - Hornsea and Withernsea Lines?
37. On which tine, now closed, would you find Fangfoss Station?
38. Which two shed codes were used for Hull Dairycoates?
39. On which now closed line would you find Foggathorpe station?
40. On which date was 47361 re-named?

## **FIFTIES - THROUGH DORE**

Although allocated to Crewe Diesel Depot for nearly a decade, the Fifties are believed to have never made an appearance at Dore during that period. In fact the only recorded working in the Sheffield area was on 14th March 1970, when D414 worked a Manchester-Wadsley Bridge football special.

In 1977 with the class entrenched on the Western Region, major overhauls were switched to Doncaster from Crewe. For the first couple of years, the locomotives made their way to and from works by routes avoiding Dore. A few did however appear under tow on the Rother Valley Line, conveniently just bypassing Dore.

In 1979 with the Fifties having avoided Dore for a dozen years already there seemed little hope that they would ever appear, indeed if someone had told me in July 1979 that in just over six years the fiftieth fifty would work through Dore I would have dismissed them as a having a screw loose. This was however to be the case.

The debut of the Fifties at Dore occurred on Saturday 4th August 1979, on what appeared to be a one-off working. Following an intermediate overhaul at Doncaster Works 50007 *Hercules* ran light from Doncaster to York, where it took over the 10.43 Berwick-Plymouth (09.50 Edinburgh-Plymouth starting from Berwick due to the Penmanshiel closure), which it worked forward much to the astonishment of those who saw it. At the time this seemed to be the 'biggest' locomotive to work through Dore for years, the reality was that a decision had been taken that this was how Fifties were to be normally returned from Doncaster Works to the Western Region in future. Thus, an era had begun which was to see thirty-three of the class returning from Doncaster (to my knowledge) in this way, before HST's took over the working in November 1981. What is believed to have made this working so practical for returning locomotives is that it was a turn for Saltley men, thus traction knowledge was no problem with Doncaster men taking the locomotives to York. Although Fifties were generally dragged to works during this period, several proceeded under their own power working the 0725 Plymouth-Edinburgh to York with 50006 *Neptune*, 50011 *Centurion*, 50020 *Revenge*, 50039 *Implacable* & 50040 *Leviathan* being so recorded, whilst 50012 *Benbow* was recorded passing through light loco on 20th November 1980.

Failing to be satisfied with being the first fifty through Dore 50007 *Hercules* became the first to work through not in connection with a works visit when on 17th April 1980 it worked the 16.08 Bristol Temple Meads-Newcastle as far as York, it then retired to the shed for the night returning home on the following days 09.50 Edinburgh- Plymouth. Such non works workings continued to be unusual at this time, the only other in 1980 that I have recorded is 50030 *Repulse* working 10.23 Penzance-Leeds to Sheffield, returning on the 17.35 Leeds-Bristol Temple Meads from Sheffield on 19th May, whilst on February 6th 1981 50039 *Implacable* did the same. On 11th July 1981 50037 *Illustrious* worked a Poole-Keighley Adex reappearing later in the day on the 14.37 Leeds-Plymouth and on 1st November 1981 50018 *Resolution* worked a 14.12 Plymouth-Sheffield relief returning ecs to the Western Region.

Monday November 2<sup>nd</sup>, 1981 was a turning point for locomotives returning from works, as from this date the 09.50 Edinburgh-Plymouth went over to HST operation. Initially the Fifties found other ways home avoiding Dore, however on 5th February 1982 50009 *Conqueror* found its way to Tinsley TMD, subsequently working the 07.00 Newcastle-Bristol Temple Meads which started at Sheffield on this day as a result of industrial action. Over the next five years, until overhauls at Doncaster Works ceased, the majority of fifties found their way home through Dore via the remaining North East-South West locomotive hauled trains, parcels trains and from

the autumn of 1983, the Doncaster Belmont Yard-Severn Tunnel Junction Yard Speedlink freight. The most notable of these return workings being on 27th May 1982 when 50042 *Triumph* and 50045 *Achilles* double headed the 12.37 Leeds-Cardiff. Although the majority of Fifties continued to be towed to Doncaster works during this period a number did make their way there under their own power through Dore via the remaining South West-North East locomotive hauled trains and parcels trains. Of particular note was the double heading of the 14.15 Plymouth-Leeds parcels by 50017 *Royal Oak* and 50038 *Formidable* on the evening of 11th October 1984, the pair were detached at Sheffield where they remained overnight before running light locomotive to Doncaster the following morning.

1982 probably saw the most unusual fifty workings not involving works visits. It kicked off with 50036 *Victorious* working the supposed 07.30 Birmingham New Street-Newcastle in atrocious weather conditions on 9th January. The train had actually set off the day before from the West Country, reaching Birmingham in time to be requisitioned for the 07.30. It was sufficiently late by York to be terminated and form the 13.44 Newcastle-Swansea back. It is understood to have eventually reached Gloucester some time the following morning by which time it proved impossible to go any further due to all routes beyond Gloucester being blocked. 25th May saw 50037 *Illustrious* at the head of the 14.25 Plymouth-Newcastle parcels, returning two days later on the 16.06 Newcastle-Bristol Temple Meads following a name dedication ceremony on Tyneside. Following the fortnight's rail strike in the summer, the Eastern Region unilaterally apparently refused to resource relief trains. This led to an unforgettable six days (7-12th August) when 50035 *Ark Royal* worked a 13.15 Paignton-Sheffield relief returning ecs on the 7th, 50019 *Ramillies* a 09.05 Plymouth- York relief returning ecs on the 9th followed by three days of 50030 *Repulse* on the same working! 18th August saw 50003 *Temerarious* heading the 07.01 Bristol Temple Meads -Leeds returning on the 12.37 Leeds-Cardiff and finally 50041 *Bulwark* headed a 16.04 Bristol Temple Meads-York relief returning ecs on 1st October followed the day after by 50012 *Benbow* on a 10.15 Paignton-Leeds relief also returning ecs.

The early part of 1983 saw three notable workings. On 4th February 50040 *Leviathan* worked the 12.46 Portsmouth Harbour-Leeds as far as Sheffield from where it returned on the 17.35 Leeds-Bristol Temple Meads parcels. 19th March saw 50005 *Collingwood* on an Oxford-Sheffield and return football special and 18th June saw 50033 *Glorious* working ecs from Wolverhampton Oxley CARMD, it then worked the 20.47 Sheffield-Bristol Temple Meads.

By August 1983, four years after 50007 *Hercules* first appearance, forty-seven fifties had been recorded at Dore. The impossible was increasingly looking like it could happen, 50008 *Thunderer*, 50031 *Hood* and 50043 *Eagle* being the outstanding locomotives although it is believed 50031 *Hood* may have worked in 1981 but this has never been verified.

Problems with HSTs during the hot summer of 1983 resulted in one diagram, 07.05 Plymouth-York/14.28 York-Plymouth going over to locomotive haulage, an arrangement which continued until May 1984, several Fifties finding their way on to this working during the period. The reversion of this working to HST operation marked a decline in non works associated workings with only 50017 *Royal Oak* on the 13.40 Poole-Sheffield via Nottingham returning ecs to Wolverhampton Oxley CARMD on 23rd June, 50026 *Indomitable* on a 11.25 Reading-York relief returning ecs on the 21st August and 50042 *Triumph* on the 01.10 Bristol Temple Meads-Leeds parcels as far as Sheffield, returning on the 08.29 Leeds-Cardiff from Sheffield on 4th October, being recorded during the summer/autumn of 1984. The elusive trio was reduced to two however on 25th September when 50043 *Eagle* appeared on the 09.18 Penzance-Leeds, from which it was detached at Sheffield and forwarded light locomotive to Doncaster Works.

With a few exceptions, 1985 proved to be the last year of fifties on non works associated workings, their use however was mainly confined to relief trains. January 18th saw 50020 *Revenge* working an ecs from Cardiff to York and then returning as the 14.25 York-Plymouth relief. The most notable event however occurred on the 3rd February when 50045 *Achilles* headed a 16.37 Birmingham New Street-York relief only to be followed by 50011 *Centurion* on a 14.12 Bristol Temple Meads York relief, both returning ecs. April 3rd saw 50026 *Indomitable* heading a 09.06 Bristol Temple Meads-York relief returning on a 14.25 York-Plymouth relief whilst on the 18th June 50003 *Temeraire* worked the 08.55 Penzance-Newcastle as far as Sheffield, returning on the 16.02 Newcastle-Bristol Temple Meads parcels. Finally on the 18th October, 50045 *Achilles* headed the Fridays only 12.46 Portsmouth Harbour-Leeds, returning later in the evening on the 22.02 Leeds-Bristol Temple Meads parcels.



50031 *Hood* confirmed itself through Dore on 28th November 1985 returning from works at the head of the 15.38 Leeds-Plymouth parcels. Thus with forty-nine down and only 50008 *Thunderer* to go the impossible had nearly been achieved and so it was on 30th December 1985 when, with a blizzard blowing, 50008 *Thunderer* thundered through Dore at the head of a 11.25 Reading-York relief, returning ecs. It made doubly sure however by reappearing at the head of a 10.33 Bristol Temple Meads-York relief on 2nd January 1986, again returning ecs. At the time it appeared that 50008 *Thunderer* had been cutting it a bit fine in making its appearance as although it visited Doncaster Works twice in 1986 it found other ways of getting there and back. During 1986 & 1987 the only other appearance apart from those associated with works visits again occurred in atrocious weather conditions on 15th January 1987, when 50034 *Furious* worked through to Sheffield on the very late running 01.10 Bristol Temple Meads-Leeds parcels consisting of just two parcels vans on that day. 50034 *Furious* was detached at Sheffield returning light locomotive.

The last Fifty from Doncaster Works was 50037 *Illustrious* which returned home at the head of the 15.38 Leeds Plymouth parcels, on 3rd April 1987. Thus, just under eight years after 50007 *Hercules* had made its first appearance it appeared that the locomotives association with Dore was over and the Class would not be seen in the area again. A couple of surprises remained however. On 3rd October 1988 the 13.08 Plymouth-York and 20.03 York-Bristol Temple Meads which were normally HST operated were locomotive hauled with 50003 *Temeraire* whilst the final and most remarkable working happened on 23rd April 1990 when an ailing 09.22 Penzance-Glasgow Central HST was assisted to Sheffield by 50008 *Thunderer* and was promptly terminated there with 50008 *Thunderer* returning light loco.

One type of working not referred to above is the use of Fifties through Dore on railtours. Over the years several have run, the first being on 26th July 1981 when 50025 *Invincible* passed through on the return leg of a Doncaster-Plymouth railtour. Of particular note was the double heading by 50020 *Revenge* and 50022 *Anson* on a Plymouth-Carlisle railtour on 16th October 1982 and the "Derbyshire Dingle" railtour of 8th February 1986 from Paddington to Buxton which was routed via Dore Curve headed by 50012 *Benbow*.

A couple of years after 50008 *Thunderer* made its final appearance on a 'normal' working, the remaining members of the Class were taken out of regular service. However, three locomotives 50007 *Sir Edward Elgar*, 50033 *Glorious* and 50050 *Fearless* were retained for a further couple of years for special duties. The first such duty through Dore was on 13th June 1992 when 50007 *Sir Edward Elgar* and 50033 *Glorious* headed the ill-fated "Court Chester" railtour through Dore station and on to the Hope Valley, the only occasion on which Fifties passed between Dore Station and Dore West Junctions. Later in the same year, on 7th November, 50033 *Glorious* and 50007 *Sir Edward Elgar* passed through on the outward leg of the "Minster Marauder" railtour. 1993 also saw two Fifty headed railtours. On 5th June 50050 *Fearless* and 50033 *Glorious* headed the return leg of the 'Bishops Triple' railtour and on 30th October 50033 *Glorious* and 50007 *Sir Edward Elgar* passed around Dore curve on the outward leg of the "Mersey Man" railtour. Also in 1993 50026 *Indomitable* was dragged through on 14th April by 47322 en route from Booth-Roe Metals scrap yard at Rotherham to the Mid-Hants Railway at Alton for preservation.

The absolute finale for Fifties through Dore came over the weekend of 19th & 20th March 1994 when on the 19th 50033 *Glorious* and 50050 *Fearless* passed through Dore at 21.45 heading the return "Cornish Caper" railtour to York. Following the hand over of 50033 *Glorious* to the National Railway Museum the following day, 50050 *Fearless* returned light diesel to Saltley from York, passing through Dore at 19.33. Thus as British Rail was despatched to the history books so was Dore's association with the Fifties.

Perhaps if I had been told in 1979 that all the Fifties would have worked through Dore by the end of 1985, I should have believed it! What makes the story more remarkable is that it occurred with out the help of a booked turn and all but 50031 *Hood* could have been 'bashed' by the haulage fraternity through Dore on timetabled or relief passenger trains. Incidentally the most prolific Fifty has been 50003 *Temeraire* with nine appearances (out & back workings counting as one) whilst as previously mentioned I do only have one confirmed working for 50031 *Hood*. For the record the only Fifty to pass through Dore carrying different names was 50007 which made eight appearances in all, four as *Hercules* and four as *Sir Edward Elgar*.

Like with many railway records it is only after the event that I have attempted to compile a full list of the Dore workings. I do however believe I have 95+% of the workings recorded and I would therefore be very grateful for any corrections or additions that can be made to the attached listing.

PETER HALL May 1994

# CLASS 50 WORKINGS THROUGH DORE

DATE	LOCO	TRAIN	NOTES
04/08/79	50007	1043 BERWICK-PLYMOUTH	EX WORKS ATTACHED YORK
21/08/79	50024	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
/09/79	50025	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
/ / 79	50049	0950 EDINBURGH-PLYMOUTH ?	EX WORKS ?
24/01/80	50002	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
13/02/80	50017	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
29/02/80	50017	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
07/03/80	50002	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
13/03/80	50027	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
19/03/80	50011	0725 PLYMOUTH-EDINBURGH	FOR WORKS DETACHED YORK
03/04/80	50019	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
10/04/80	50014	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
17/04/80	50046	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
17/04/80	50007	1608 BRISTOL-NEWCASTLE	DETACHED YORK
18/04/80	50007	0950 EDINBURGH-PLYMOUTH	ATTACHED YORK
01/05/80	50001	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
19/05/80	50030	1023 PENZANCE-LEEDS	DETACHED SHEFFIELD
19/05/80	50030	1735 LEEDS-BRISTOL TEMPLE MEADS	ATTACHED SHEFFIELD
27/05/80	50047	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
02/06/80	50011	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
27/06/80	50013	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
04/07/80	50035	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
25/08/80	50023	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
03/09/80	50023	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
18/09/80	50030	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
26/09/80	50006	0722 PLYMOUTH-EDINBURGH	FOR WORKS DETACHED YORK
26/09/80	50003	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
11/10/80	50020	0722 PLYMOUTH-EDINBURGH	DETACHED SHEFFIELD FOR WORKS
06/11/80	50004	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
10/11/80	50006	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
20/11/80	50012	L/D TO DONCASTER WORKS C0920	FOR WORKS
05/12/80	50038	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
09/12/80	50038	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
30/12/80	50022	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
12/01/81	50048	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
16/01/81	50032	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
31/01/81	50030	0950 EDINBURGH-PLYMOUTH	
06/02/81	50039	1023 PENZANCE-LEEDS	DETACHED SHEFFIELD
06/02/81	50039	1735 LEEDS-BRISTOL TEMPLE MEADS	ATTACHED SHEFFIELD
20/02/81	50015	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
23/02/81	50040	0722 PLYMOUTH-EDINBURGH	FOR WORKS DETACHED YORK
31/03/81	50020	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
14/04/81	50039	0722 PLYMOUTH-EDINBURGH	FOR WORKS DETACHED YORK
05/05/81	50035	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
12/05/81	50012	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
02/06/81	47015+50010	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
22/06/81	50036	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
11/07/81	50037	POOLE-KEIGHLEY 'ADEX'	
11/07/81	50037	1437 LEEDS-PLYMOUTH	
20/07/81	50040	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
26/07/81	50025	DONCASTER-PLYMOUTH 'RAILTOUR'	RETURN LEG
03/08/81	50032	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
06/08/81	50040	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
03/09/81	50045	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK DATE
17/09/81	50039	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
16/10/81	50033	0950 EDINBURGH-PLYMOUTH	EX WORKS ATTACHED YORK
17/10/81	50006	PLYMOUTH-SCARBOROUGH 'RAILTOUR'	
31/10/81	50011	PLYMOUTH-CARLISLE 'RAILTOUR'	
01/11/81	50018	1412 PLYMOUTH-SHEFFIELD RELIEF	
09/11/81	50021	L/D TO DONCASTER WORKS C1225	FOR WORKS
18/11/81	50044	1021 PENZANCE-LEEDS	FOR WORKS
19/12/81	50010	PLYMOUTH-SCARBOROUGH 'RAILTOUR'	
19/12/81	50010	SCARBOROUGH-PLYMOUTH 'RAILTOUR'	RETURN LEG
09/01/82	50036	0730 BIRMINGHAM NEW STREET-NEWCASTLE	TERMINATED YORK
09/01/82	50036	1344 NEWCASTLE-SWANSEA	STARTED YORK
05/02/82	50009	0700 NEWCASTLE-BRISTOL TEMPLE MEADS	STARTED SHEFFIELD EX WORKS
06/04/82	50021	1735 LEEDS-BRISTOL TEMPLE MEADS	EX WORKS

14/04/82	50037	1735 LEEDS-BRISTOL TEMPLE MEADS	EX WORKS
16/04/82	50016	1735 LEEDS-BRISTOL TEMPLE MEADS	EX WORKS
04/05/82	50044	0602 SHEFFIELD-CARDIFF	EX WORKS
25/05/82	50037	1425 PLYMOUTH-NEWCASTLE PARCELS	
27/05/82	50042+50045	1237 LEEDS-CARDIFF	EX WORKS
27/05/82	50037	1606 NEWCASTLE-BRISTOL TEMPLE MEADS	
11/06/82	50029	1735 LEEDS-BRISTOL TM PASSENGER/PARCELS	EX WORKS
27/07/82	50026	0701 BRISTOL TEMPLE MEADS-LEEDS	FOR WORKS
07/08/82	50035	1315 PAIGNTON-SHEFFIELD RELIEF	
07/08/82	50035	SHEFFIELD- ? ECS	OFF PAIGNTON-SHEFFIELD RELIEF
09/08/82	50019	0905 PLYMOUTH-YORK RELIEF	
09/08/82	50019	YORK-LAIRA ECS	OFF PLYMOUTH-YORK RELIEF
10/08/82	50030	0905 PLYMOUTH-YORK RELIEF	
11/08/82	50030	0905 PLYMOUTH-YORK RELIEF	
12/08/82	50030	0905 PLYMOUTH-YORK RELIEF	
12/08/82	50030	YORK-LAIRA ECS	OFF PLYMOUTH-YORK RELIEF
18/08/82	50003	0701 BRISTOL TEMPLE MEADS-LEEDS	
18/08/82	50003	1237 LEEDS-CARDIFF	
10/09/82	50007	0700 BRISTOL TEMPLE MEADS-LEEDS	FOR WORKS
17/09/82	50048	0820 LEEDS-BIRMINGHAM NEW STREET	EX WORKS
01/10/82	50041	1604 BRISTOL TEMPLE MEADS-YORK RELIEF	
02/10/82	50012	1015 PAIGNTON-LEEDS RELIEF	
16/10/82	50020+50022	PLYMOUTH-CARLISLE 'RAILTOUR'	
22/10/82	50028	1237 LEEDS-CARDIFF	EX WORKS
27/10/82	50034	1234 LEEDS-CARDIFF	EX WORKS
17/11/82	50024	1735 LEEDS-BRISTOL TM PASSENGER/PARCELS	EX WORKS
19/11/82	50011	1425 PLYMOUTH-YORK PARCELS	FOR WORKS
23/12/82	50018	1237 LEEDS-CARDIFF	EX WORKS
04/02/83	50040	1246 PORTSMOUTH HARBOUR-LEEDS	DETACHED SHEFFIELD
04/02/83	50040	1735 LEEDS-BRISTOL TEMPLE MEADS PARCELS	ATTACHED SHEFFIELD
19/03/83	50005	OXFORD-SHEFFIELD 'FOOTEX'	
19/03/83	50005	SHEFFIELD-OXFORD 'FOOTEX'	RETURN LEG
26/03/83	50015	YORK-WESTON SUPER MARE 'ADEX'	RETURN LEG
15/06/83	50049	L/D DONCASTER WORKS-WR. C1350	EX WORKS
18/06/83	50033	OXLEY-SHEFFIELD ECS	FOR SHEFFIELD-BRISTOL TM
18/06/83	50033	2047 SHEFFIELD-BRISTOL TEMPLE MEADS	
07/07/83	50050	1423 YORK-PLYMOUTH STARTED	LEEDS EX WORKS
06/08/83	50045	0653 PLYMOUTH-YORK	
06/08/83	50045	1428 YORK-PLYMOUTH	
13/08/83	50003	0653 PLYMOUTH-YORK	
13/08/83	50003	1428 YORK-PLYMOUTH	
24/08/83	50036	0705 PLYMOUTH-YORK	
24/08/83	50036	1423 YORK-PLYMOUTH	
26/08/83	50047	0705 PLYMOUTH-YORK	
26/08/83	50047	1423 YORK-PLYMOUTH	
13/10/83	50050	0705 PLYMOUTH-YORK	
13/10/83	50050	1428 YORK-PLYMOUTH	
14/10/83	50001	0705 PLYMOUTH-YORK	
14/10/83	50001	1428 YORK-PLYMOUTH	
29/10/83	50049	0705 PLYMOUTH-YORK	
29/10/83	50049	1428 YORK-PLYMOUTH	
03/11/83	50002	2022 BELMONT YARD-SEVERN TUNNEL JUNCTION FREIGHT	EX WORKS
04/11/83	50026	0705 PLYMOUTH-YORK	
04/11/83	50026	1428 YORK-PLYMOUTH	
11/11/83	50001+50003	L/D TO DONCASTER WORKS C1257	FOR WORKS
18/11/83	50021	0705 PLYMOUTH-YORK	
18/11/83	50021	1428 YORK-PLYMOUTH	
09/12/83	50014	0646 NEWCASTLE-PLYMOUTH LH viz HST)	EX WORKS ATTACHED SHEFFIELD
17/12/83	50017	0940 LEEDS-PLYMOUTH RELIEF	EX WORKS
31/12/83	50020	0705 PLYMOUTH-YORK	
31/12/83	50020	1428 YORK-PLYMOUTH	
13/01/84	50017	1428 YORK-PLYMOUTH	
08/02/84	50028	0705 PLYMOUTH-YORK	
08/02/84	50028	1428 YORK-PLYMOUTH	
19/02/84	50039	1340 NEWCASTLE-POOLE EX WORKS	ATTACHED YORK
22/02/84	50006	1230 LEEDS-CARDIFF	EX WORKS
09/03/84	50022	1428 YORK-PLYMOUTH	EX WORKS
24/03/84	50006	0820 LEEDS-BIRMINGHAM NEW STREET	ATTACHED SHEFFIELD EX WORKS
11/04/84	50003	1428 YORK-PLYMOUTH	EX WORKS
23/06/84	50017	1340 POOLE-SHEFFIELD	
23/06/84	50017	2050 SHEFFIELD-OXLEY	ECS OFF POOLE- SHEFFIELD

03/07/84	50019	0922 NEWCASTLE-PENZANCE	ATTACHED SHEFFIELD
21/08/84	50026	1125 READING-YORK RELIEF	
22/08/84	50033+47592	0922 NEWCASTLE-PENZANCE	EX WORKS (47592 DEAD)
06/09/84	50020	0921 LEEDS-PENZANCE	EX WORKS
25/09/84	50043	0918 PENZANCE-LEEDS	DETACHED SHEFFIELD FOR WORKS
04/10/84	50042	0110 BRISTOL TEMPLE MEADS-LEEDS PARCELS	DETACHED SHEFFIELD
04/10/84	50042	0829 LEEDS-CARDIFF	ATTACHED SHEFFIELD
11/10/84	50017+50038	1415 PLYMOUTH-LEEDS PARCELS FOR WORKS	DETACHED SHEFFIELD
16/11/84	50015	0829 LEEDS-CARDIFF EX WORKS	ATTACHED SHEFFIELD
06/12/84	50027	2022 BELMONT YARD-SEVERN TUNNEL JUNCTION FREIGHT	
08/01/85	50038	1539 LEEDS-PLYMOUTH PARCELS	EX WORKS
18/01/85	50020	0640 CARDIFF-YORK ECS	FOR YORK-PLYMOUTH RELIEF
18/01/85	50020	1425 YORK-PLYMOUTH RELIEF	
23/01/85	50041	1539 LEEDS-PLYMOUTH PARCELS	EX WORKS
26/01/85	50029	1400 LEEDS-BRIGHTON	EX WORKS
29/01/85	50013	2022 BELMONT YARD-SEVERN TUNNEL JUNCTION FREIGHT	EX WORKS
03/02/85	50045	1637 BIRMINGHAM NEW STREET-YORK RELIEF	
03/02/85	50011	1412 BRISTOL TEMPLE MEADS-YORK RELIEF	RAN VIA LIFFORD CURVE
03/02/85	50011	2100 YORK-MALAGO VALE ECS	OFF BRISTOL-YORK RELIEF
19/02/85	50023	1400 LEEDS-BRIGHTON EX WORKS	ATTACHED SHEFFIELD
01/03/85	50030	2022 BELMONT YARD-SEVERN TUNNEL JUNCTION FREIGHT	EX WORKS
18/03/85	50032	2022 BELMONT YARD-SEVERN TUNNEL JUNCTION FREIGHT	EX WORKS
21/03/85	50049	2022 BELMONT YARD-SEVERN TUNNEL JUNCTION FREIGHT	EX WORKS
28/03/85	50014	1539 LEEDS-PLYMOUTH PARCELS	EX WORKS ATTACHED SHEFFIELD
02/04/85	50003	1355 CARDIFF-HULL	FOR WORKS ?
02/04/85	50012	2022 BELMONT YARD- SEVERN TUNNEL JUNCTION FREIGHT	EX WORKS
03/04/85	50026	0906 BRISTOL TEMPLE MEADS-YORK RELIEF	
03/04/85	50026	1425 YORK-PLYMOUTH RELIEF	
17/04/85	50045	0853 PENZANCE-NEWCASTLE	FOR WORKS
24/04/85	50010	1539 LEEDS-PLYMOUTH PARCELS	EX WORKS
02/05/85	50003	0829 LEEDS-CARDIFF	EX WORKS
23/05/85	50026	0923 NEWCASTLE-PENZANCE	EX WORKS
04/06/85	50043	1203 NEWCASTLE-CARDIFF LH viz HST)	EX WORKS
10/06/85	50025	1415 PLYMOUTH-LEEDS PARCELS	FOR WORKS
18/06/85	50003	0855 PENZANCE-NEWCASTLE	DETACHED SHEFFIELD
18/06/85	50003	1602 NEWCASTLE-BRISTOL TM PARCELS	ATTACHED SHEFFIELD
09/07/85	50025	1602 NEWCASTLE-BRISTOL TM PARCELS	EX WORKS .
25/08/85	50030	EDINBURGH-PLYMOUTH 'RAILTOUR'	RETURN LEG
27/08/85	50009	0918 PENZANCE-LEEDS	FOR WORKS DETACHED SHEFFIELD
10/09/85	50033	1538 LEEDS-BRISTOL TEMPLE MEADS PARCELS	EX WORKS
12/09/85	50004	2022 BELMONT YARD-SEVERN TUNNEL JUNCTION FREIGHT	EX WORKS
18/10/85	50045	1246 PORTSMOUTH HARBOUR-LEEDS	
18/10/85	50045	2202 LEEDS-BRISTOL TEMPLE MEADS PARCELS	
24/10/85	50016	1801 YORK-BIRMINGHAM NEW STREET RELIEF	EX WORKS
08/11/85	50009	1255 YORK CARDIFF RELIEF	EX WORKS
15/11/85	50040	2022 BELMONT YARD-SEVERN TUNNEL JUNCTION FREIGHT	EX WORKS
22/11/85	50004	2022 BELMONT YARD-SEVERN TUNNEL JUNCTION FREIGHT	
28/11/85	50031	1538 LEEDS-PLYMOUTH PARCELS	EX WORKS
11/12/85	50022	0923 NEWCASTLE-PENZANCE	
30/12/85	50008	1125 READING-YORK RELIEF	50TH CLASS 50 THROUGH DORE
02/01/86	50008	1033 BRISTOL TEMPLE MEADS-LEEDS RELIEF	
03/01/86	50021	2022 BELMONT YARD-SEVERN TUNNEL JUNCTION FREIGHT	EX WORKS
29/01/86	50042	-CARDIFF	EX WORKS
08/02/86	50012	PADDINGTON-BUXTON 'RAILTOUR'	VIA DORE CURVE
21/02/86	50036	1415 PLYMOUTH-LEEDS PARCELS	FOR WORKS
05/03/86	50050	1538 LEEDS-PLYMOUTH PARCELS	EX WORKS
26/03/86	50005	1425 YORK-PLYMOUTH RELIEF	EX WORKS
11/04/86	50026	0923 NEWCASTLE-PENZANCE	EX WORKS
24/04/86	50035	1415 PLYMOUTH-LEEDS PARCELS	FOR WORKS
29/05/86	50036	0943 NEWCASTLE-PENZANCE	EX WORKS
15/07/86	50035	0943 NEWCASTLE-PENZANCE	EX WORKS
30/09/86	50007	1415 PLYMOUTH-LEEDS PARCELS	FOR WORKS
16/10/86	50037	1538 LEEDS-PLYMOUTH PARCELS	EX WORKS
17/11/86	50046	1415 PLYMOUTH-LEEDS PARCELS	FOR WORKS
06/01/87	50048	1415 PLYMOUTH-LEEDS PARCELS	FOR WORKS
15/01/87	50034	0110 BRISTOL TEMPLE MEADS-LEEDS PARCELS	DETACHED SHEFFIELD
15/01/87	50034	L/D SHEFFIELD- ?	OFF 0110 BRISTOL-LEEDS PARCEL:
27/02/87	50037	1415 PLYMOUTH-LEEDS PARCELS	FOR WORKS
02/04/87	50044	1538 LEEDS-PLYMOUTH PARCELS	EX WORKS
03/04/87	50037	1538 LEEDS-PLYMOUTH PARCELS	EX WORKS - LAST FROM DONCASTER
14/11/87	50020	BRISTOL TEMPLE MEADS-SKIPTON 'CHARTER'	

07/08/88	50037	SWINDON-SCARBOROUGH 'RAILTOUR'	
03/10/88	50003	1308 PLYMOUTH-YORK (LH viz HST)	
03/10/88	50003	2013 YORK-BRISTOL TM U (LH viz HST)	
23/04/90	50008	0922 PENZANCE-GLASGOW (ASSISTING HST)	TERMINATED AT SHEFFIELD
23/04/90	50008	L/D SHEFFIELD- ?	AFTER ASSISTING HST TO SHEFFIELD
13/06/92	50007+50050	0809 WATERLOO-CHESTER 'RAILTOUR'	VIA HOPE VALLEY
07/11/92	50033+50007	EASTLEIGH-YORK 'RAILTOUR'	
14/04/93	47322+50026	L/D ROTHERHAM-ALTON (+3 VANS)	MOVEMENT FOR PRESERVATION
05/06/93	50050+50033	YORK-MINEHEAD 'RAILTOUR'	RETURN LEG
30/10/93	50033+50007	0635 BRISTOL TM-SEAFORTH 'RAILTOUR'	VIA DORE CURVE
19/03/94	50033+50050	1310 PENZANCE-YORK 'RAILTOUR'	RETURN LEG
20/03/94	50050	L/D YORK-SALTLEY	

## PENNINE OBSERVERS NOTES

### Western Region

Class 47/8 hauled trains continue to a make the news and the following sightings were made in the south-west during March 23/24<sup>th</sup>.

47812 worked the 10.15 Plymouth-Manchester followed by 47815 on the 11.44 Plymouth-Liverpool. On the following day 47810 was seen at Bristol with 47814 at the head of the 15.44 Plymouth-Derby.

Also on the 23rd Exeter played host to 08801, 37097/219/230, 47575/597/738, with 37040/115/203/892, 47635/816 at Bristol. 37889 was seen at Taunton on freight.

47714 made an unusual sight at Taunton also on the 23rd seen hauling two coaches and an HST power car.

The following day found 37412/668 on freight at Plymouth with sister loco 37670 working a freight at Bodmin. 37012, 47367/576, 60065 were seen at Exeter on the 25th, whilst a very interesting working on the Exmouth branch saw 37098/47576 top and tail a troop train, presumably from Lymstone Commando, which was later seen at Bristol.

Also on this date 47839/849 worked the 10.15 Plymouth-Manchester and 47853 a Manchester-Plymouth. 47846 worked the 14.45 York-Plymouth. 37042/38, 59003, 60065 were seen at Westbury.

Newton Abbot was the unfortunate site of a serious accident when Sprinter 158833 working the 09.40 Paignton-Cardiff crashed into the rear of HST power car 43071 which was at the rear of the 07.20 Penzance-Edinburgh, resulting in 38 people being injured, two seriously, being flown by helicopter to Torquay Hospital. Services were severely disrupted for the rest of the day.

The 26th saw 47469/476/627/714/898 at Bristol with 47210, 60092 at Gloucester.

### Southern Region

Noted at Eastleigh on April 4th were 08649, 33051/116, 37198, 37705/890, 47125/144/6/7/286/290/2/6/298/307/14/30/60, 47711, 60088, 33108/114/8 were stored in the depot.

The following day found 73203/4/6/8/11/12/35 on Gatwick Express services through Clapham Jct, with 47825 on the Brighton-Manchester, 37891 and 59005 worked stone trains with 20901/4 on the weedkiller.. 73105/117/138 worked light engine.

Working Mid Hants Railway services during the Easter Gala were 30506, 31874, 34105, 73096, 92203, "Franklin D. Roosevelt and "Thomas".

### Eastern Region

Class 60 hauled oil trains continue to be the highlight of workings in Lincolnshire with 60027/51 seen on March 29th, 60013/21 on April 12th and 60025/53. 37707 worked a cargo wagon freight on March 29th with 31541 on a p.way train on April 14th.

37516/682 and 56071 worked steel trains on 16th April with 47314 a Freightliner service.

Class 37's were in evidence in number on March 26th with 37015/19/53/79/271/378.

More freight sightings were made on April 23rd when at Swinton 47218 worked a freightliner, 56019 a chemical train, 56071 and 60020 steel trains and 47281 light engine. Class 47/8 sightings were 47826 on the 14.45 York-Plymouth and 47850 on the 09.05 Poole-York.

Class 08s and 47s were prominent at Tinsley on April 24th with 08389/661/691/879/880/919, 37238, 47096/102/142/221/249/288/310/317/321/5/45/7 seen on the depot.

March 26th found 47492 hauling a charter train a Doncaster en-route to Carlisle.

A tragic accident occurred at Black Cars Crossing, Nafferton when a three year old boy was killed after being hit by the 16.40 Bridlington-Hull pacer unit.

April 3rd saw ballast workings on the Hull-Bridlington line with 37504/690 as power. Also 47630 was noted at Cottingham on the 'Orient Express' York-Scarborough-Bridlington-Selby-York charter. The 11th found 37517/711 at Hull.

More loco sightings at Cottingham when on April 28th 20902/5 worked up the branch on the weedkiller. The duo were seen at Hull on the 30th, York on May 6th and Darlington on the 7th.

Also on May 7th 37053/65/97/217/239/358/415 were seen at York.

### **Midland Region**

Seen at Birmingham on March 12th were 47829/832/53, 86216/228/240/5/256/7, 87034 58003 and 60074 were at Washwood Heath with 47144/219/80/5/302/376 at Saltley.

86244/252/260 and 90012 were all seen on passenger duties through Carlisle with 47492/701/717 on specials. 31159/60/99/272, 37133, 47279/296 and 56019 were all stabled.

### **Keighley and Worth Valley Railway**

The railways Spring steam Gala on April 17/18th saw 1054, 5775, 47279, 48431 plus visiting locos 828, 7828 "Odney" Manor" and Metropolitan Tank No.1.

Thanks go to Messrs. Slater and Dewing

### **SOCIAL EVENINGS - JUNE to SEPTEMBER 1994**

A new era begins. Out with the old (Tuesdays and Tony Caddick), in with the new (Wednesdays and Robin Skinner and John Sanderson).

Yes - in future all our meetings will now be held on WEDNESDAY nights at the Corporation Brewery Taps, Doncaster.

**WE MEET ON THE FIRST AND THIRD WEDNESDAY OF EVERY MONTH.**

**WEDNESDAYS AT EIGHT - DON'T BE LATE!**

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

Our Summer Fayre is shown below - every one a winner.

Wednesday 15 June Robin and Batman. The dynamic duo of Skinner and Sanderson will entertain for the night. Better than Hinge and Brackett.

Wednesday 6 July Ivan Shenton of Leeds. A welcome return visit by Ivan who has a sack full of superb slides.

Wednesday 20 July John Thompson "Transport of Delight". A long awaited debut.

Wednesday 3 August Celebrity to be confirmed.

Wednesday 17 August Performer to confirm

Wednesday 7 September 20<sup>th</sup> ANNIVERSARY event. Open night.

Bring along your slides of 20 years of the PENNINE. Old friends particularly welcome.

FREE BUFFET

Wednesday 27 July 20<sup>th</sup> ANNIVERSARY event. Evening trip on the Keighley & Worth Valley Railway.  
Fare £5 on our chartered DMU.

There will also be transport available from Doncaster to Haworth and return (direct) on a preserved bus (departure from Doncaster at 5.00pm) provided by our friends from FAST Tours.

Bookings and further details available from Uncle David Whitlam.