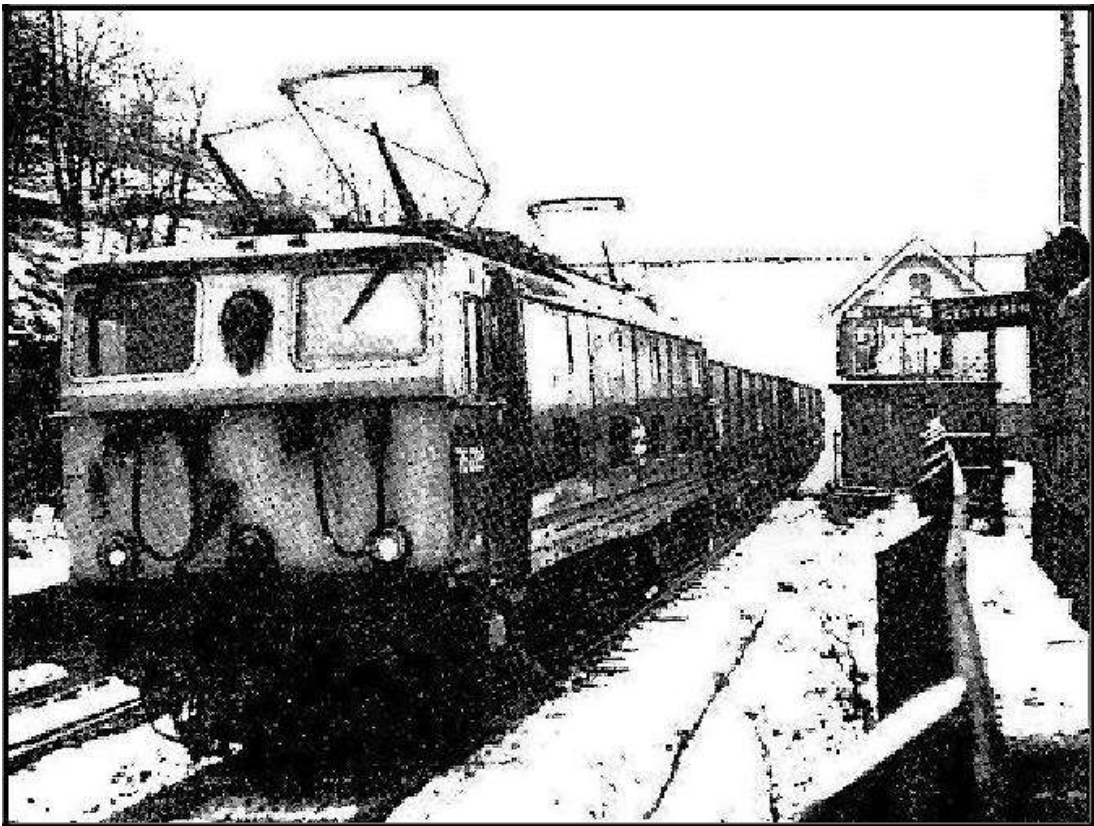


TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



No.90 - Dec 1994

COMMITTEE SMALLS

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 1994

Membership Fees

Attached to this magazine you will find a renewal of membership form. The Committee is abiding by the Government's successful anti-inflationary policy, but ignoring VAT on fuel (unless its vodka & tonic) and is holding the fee unchanged at £3.50 for the year - tremendous value with a no-surcharge guarantee.

For your £3.10 we will continue with our ambitious social programme in 1995, our high quality magazine, and our magazine quizzes. You will, of course, also receive a complimentary PENNINE RAILWAY SOCIETY 1995 diary.

The Committee would like to thank you all for your support in 1994, our 20th Anniversary, and sincerely hope you will rejoin with us in 1995.

Jack Davis ~ Get Well Soon

All at the PENNINE send best wishes to Jack Davis for a speed recovery from his recent illness. Jack is recovering at home from a recent spell in hospital, but unfortunately was not well enough to attend the Pennine Shield quiz.

Annual General Meeting

The Society's AGM will be held on Sunday 22 January 1995 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, what (or who) you don't like or don't want. We are particularly interested in your reaction to the change in our social evenings from Tuesdays to Wednesday nights, and what you think our future social programme should comprise of.

Pennine Slide Competition

Once again we held a successful PENNINE Slide Competition. A total of 80 slides were entered, the winner being Chris Theaker.

Thanks to Robin Havenhand for undertaking the onerous job of judge,

Pennine Frighten Opposition

Weird and wonderful to-do's at the PENNINE SHIELD quiz competition. Round one at the Taps. Not only did our opponents Dore Loco Group, and South Yorkshire Railway Photographic Circle fail to answer a single question correctly, they didn't even turn up. End of evening.

Both teams have apologised to members present that night and have been fined a round of drinks each. They have promised to turn up at the "re-run" on 18 January 1995. At least the drunken bus cranks from FAST Tours used to turn up on time (and beat us all) - you are sadly missed, lads.

Round Two at The Bridge, Rotherham, home, naturally, of the Dore Loco Group, Sheffield. Three teams present. After the first set of questions Sheffield Transport Group of Doncaster were placed second. A wonderful achievement since the team had not even entered. It later became apparent that STG should read SYRPC.

For those still interested in this item of news, with one round now remaining, the "re-run" at Doncaster, SYRPC lead with 5 points, followed by Dore Loco with 4 and Pennine 3. In theory anyone can win, but it would certainly help the Pennine's cause if no other team turned up again.

Fashion Section

Latest BR management initiatives to improve the punctuality of its trains - bright and patterned pairs of socks must not be worn, deodorant must be put on before the uniform, men's hair should be above-collar length, chunky watches with gimmick faces are barred, earrings are out for men and for women they must be no bigger than 10p piece.

"Bulging" pockets are banned while long-sleeve shirts must not be rolled up. If you wish to sport a beard you must work on ScotRail, WCML or TransPennine Express, (if neatly groomed and moderately styled), but you could not work at Manchester Piccadilly International. Manchester and West Coast staff can wear only one ring - with a wedding and engagement set counted as one - but in Scotland they can sport three.

There are no rules for the girls at Gobowen, in Wales. There is also no regulation covering thinning red hair.

Chunnel Shunt?

Eurostar trains which travel 160 mph through France, but hobble along Network SouthEast's commuter lines will run from north of London on a regular basis from 1996.

To run direct from Edinburgh modifications were planned to a rail tunnel at Hampstead. Cheaper alternatives are being considered including sending Eurostars into a siding at Willesden and reversing, with the driver walking from his cab at one end of the 16-carriage train to the other.

Analysts at Modern Railways suggest it would be quicker for Edinburgh passengers to take the service train to Kings Cross, the tube to Waterloo from where they can pick up a Eurostar (or fly).

USA Connection

Burlington Northern railroad company has the USA's worst record this year for running Amtrak passenger trains on time - 53.7%.

Burlington Northern is one of only two rail companies interested on taking a franchise in Britain.

Gravy Train

Three consortia are bidding for the mammoth contract to provide the high speed link to the tunnel, scooping up enormous publicly-owned assets including the brand new terminal at Waterloo. This scheme has been delayed and inflated for 6 years since the then Secretary of State for Transport, Cecil Parkinson, told the Tory party conference that not a penny of public money would go into the Chunnel rail link. He's been proved wrong of course.

But he may not suffer. The favourite of the three consortia is Eurorail, backed by the construction company, Trafalgar House. The Chairman of Eurorail is Lord Parkinson.

Railtrack Sell-Off To Beat Timetable

The sell-off of Railtrack is being brought forward to the end of 1995 to bring in much needed revenue for the Government to enable it to win votes at the next General Election with a series of tax cutting measures. The £6.5bn sale involving 11,000 miles of track and 2,500 stations will be privatised within the lifetime of this Parliament (which given the present political situation might mean by the time you read this).

Team Spirit on LT

Whilst whopping fare increases are in the pipeline on LT, top brass have decided that their 20,000 staff should all be sent on a two-day beano at a selection of three and four star hotels, most of which are outside London and nowhere near a tube station.

The Metropolitan Line has chosen the 4-star Swallow Hotel in Bexleyheath, Kent. Staff are treated to their rail fare, connecting taxi, breakfast, lunches, dinner with wine and a personal mini-bar in their rooms.

With the help of 'facilitators' the two-day course is meant to engender team spirit between different grades. Total cost a cool £2 million.

TRANS-PENNINE Magazine No 90

EDITOR'S NOTES

December 1994

Welcome to the Grand Christmas and New Year edition of 'Trans-Pennine', your essential post Christmas celebration reading matter. If you are fed-up with watching 'Escape to Victory' again (yawn!) then why not try to complete our Christmas quiz, 40 easy (?) questions and the chance to win vast cash prizes to rival the new national lottery!

On a more serious note, 1995 will see further changes to our national railway system, as the next stage of the Government's "privatisation" scheme takes effect. Rumours are rife that the "All-Line Rover" ticket is doomed - area rover tickets like the "Coast and Peaks" or "North East Flex" will probably go the same way. Watch this space! Perhaps the only people to benefit will be the paint manufacturers, though after seeing the new livery on a "Thames-Link" class 319 EMU recently, the paint would be better left on the shelf. It is to be hoped that by the time the next General Election comes around, the party which advocates a properly integrated transport policy (no prizes for guessing which party) is elected and the whole crazy privatisation policy is consigned to the scrap heap as soon as possible.

NOTES FROM THE COMMITTEE

The committee would like to seek the views of the membership, regarding the twice-monthly Social Evenings at the Corporation Brewery Taps. Since we were forced to change the meeting night to Wednesday, in order to secure the long-term future of the room, attendances have dropped quite markedly, particularly for the second meeting of the month. This can often be disheartening for our guests who, after sometimes travelling quite a distance, find themselves showing their slides to less than a dozen people. We feel that there are probably numerous reasons for this decline - members may have other commitments on Wednesdays, they may feel that the present format is getting stale, or they may prefer to watch live football on the telly!

At the second November meeting, those members who were present held an informal discussion to try to find a solution. Amongst the ideas put forward were:

- a. Reduce the meetings to one a month, so as to ensure the maximum turn-out for the guest speakers,
- b. Continue with two meetings a month but change the format, for example, have a guest speaker at one meeting and at the other just hold a social get-together for a few beers and a chat!
- c. Look for an alternative venue that is available on Tuesdays, (please bear in mind, however, that we do not pay for the use of the room at the Taps - we might have to pay somewhere else!)
- d. Change the present meetings to the 2nd and 4th Wednesdays so as not to clash with other group's meetings.

This is why we need your views and ideas. At the back of the magazine you will find a questionnaire. We would be grateful if you could spare a couple of minutes and a second-class stamp to complete it and return it to David Bladen, before the Annual General Meeting on January 22nd, 1995. The forms will be analysed and used to get an idea of what the majority of the membership want. The findings will be presented for discussion at the AGM and the committee feel that it is only right that the membership should vote on such a matter.

Finally, the committee would like to wish all members and their families, a Merry Christmas and a Happy and Prosperous New Year

MEMBERSHIP RENEWAL!

Yes folks, it's that time of year again when we invite all members to renew their membership and ask any prospective members to join! The Treasurer is pleased to announce that the cost of membership has been held at last year's level - just £3.50 brings you a Pennine diary, 4 Trans Pennines and all the meetings you can attend! You will find a membership form at the back of the magazine and we would ask you to please return it to Tony Caddick, either by post or at a meeting at the Taps.

STEAM HEAT ON THE EAST LANCs.

by Tony Caddick

As in previous winters, diesel-haulage of the odd-hour departures from Bury Bolton Street will be by either D7076 or the big, green "split-box" 'Whistle' D335. For anyone wanting a nostalgic day out and to remember the joys of travelling in a steam-heated Mark-1 "Compo", this service is recommended. Just think, a Metrolink tram to Bury, a steaming Hymek and a pint of "Boddies" in the Station Hotel at Ramsbottom, - what more could anyone want? (Well-, if you're paying Tony, I'll have another pint! Ed.)

ALL OUR YESTERDAYS.

A few hours at Preston, 28 December 1984:

47563 Blackpool/Euston additional
47433 11.15 Liverpool/Barrow
47315 07.27 Nottingham/Glasgow In (100 minutes late!)
87032 07.27 Nottingham/Glasgow Out
81014 Glasgow/Birmingham additional
86253 10.18 Edinburgh/Plymouth additional
81008 Euston/Glasgow additional
47450 Manchester Victoria/Edinburgh additional
47446 Harwich/Glasgow "European" In
86256 Harwich/Glasgow "European" Out
86319 Glasgow/Harwich "European" In
46563 Glasgow/Harwich "European" Out
81005 Euston/Inverness additional
86234 10.40 Euston/Blackpool In
47446 10.40 Euston/Blackpool Out

Just ten years ago - look at all the additional!

Also noted working on the Blackpool Tramway that day were English Electric "OMO" trams Nos. 1/2/3/4/5/6/7 and 10. All are now withdrawn.

PENNINE QUIZ No79 - THE ANSWERS!

1) Batty Wife Moss Viaduct: 2) Amsterdam: 3) Red north of Leeds, black south of Leeds: 4) Involved in the Harrow and Wealdstone disaster, hauling the stationary train in the station, the 07.31 Tring - Euston: 5) RAT 6) 4 1/2" x 7 1/2": 7) Middleton Railway, Leeds: 8) 35001: 9) £380: 10) Mike Harding: 11) 47974 Wakefield - Kings Cross: 12) 20030, 20064, 20118: 13) £4.50: 14) 12/3/1990: 15) Barrow Hill: 16) 4/5/1970: 17) Stratford: 18) 9/8/1984: 19) 10/7/1990: 20) D1814: 21) 5 (141001 - 141005): 22) 151: 23) 47409 David Lloyd George: 24) Sir Stanley Mathews: 25) 4/5/1964:

The winners were 1st Ken King, 2nd John Dewing and 3rd Paul Slater. Congratulations to them and thanks to Ian Shenton for setting the quiz!

THE CHRISTMAS QUIZ!!

Thank you to Ken King for setting our Festive brain-teaser. Please send your entries to Tony Caddick, by 25th February 1995. Good Luck!

1. Who named class 08 08869?

2. Between which two stations is Chalford Viaduct?
3. Which was the first class 86 loco to be overhauled at Doncaster Works?
4. Where was Court Sart MPD?
5. At which station was the first Casey Jones fast food restaurant opened?
6. Besides 87031, which other two LNER locomotives carried the name 'Hal o'the Wynd'?
7. Where is Godfrey Road Stabling Point?
8. Between which two stations does the 'Tyne Enterprise' run?
9. Coniston and Windermere were sub-sheds of which depot?
10. For what purpose is the former Red Star Parcels Office at Rochdale now being used?
11. On what date did Sandall and Agbrigg station open?
12. In which year was the Gatwick Express non-stop service introduced?
13. Which was the first HST power car to be named?
14. What was the reporting code of the train involved in the 'Great Train Robbery'?
15. Where was 37684 named 'Peak National Park'?
16. Where were 37221 and 37251 repainted into InterCity livery?
17. Between 1935 and 1965, Lancaster (Green Ayre) had five shed codes - what were they?
18. Which class 37 was painted white to represent a police panda car in an advert, in 1985?
19. Who named 47833?
20. Name AI 60145.
21. Which loco was at the end of the final loco-hauled Trans-Pennine, ex Newcastle?
22. Which was the first depot to receive BS5750?
23. On what date was Musselborough station opened?
24. What name does TPO vehicle 80320 carry?
25. Which line was known locally as the 'Crab and Winkle' line?
26. Which station was formerly named The Dell?
27. Which loco hauled the first electric Kings Cross - Edinburgh service?
28. Which was the first class 60 to have a public naming ceremony?
29. Between which two stations did the 'Scandinavian' run?
30. Who named 47625 'Resplendent'?
31. On what date was the viaduct over the River Ness reopened after being rebuilt?
32. Where is Battle of Britain Class 34070 currently undergoing restoration?
33. In which year was the Britannia Tubular Bridge destroyed by fire?
34. Which locomotive was involved in the Maidstone Ease station derailment?
35. In which year did Wakefield MPD close?
36. Which is the nearest station to Folkestone Racecourse?
37. At which depot was class 73 E6027 cut up?
38. Where were modifications to defective door mechanisms on the majority of class 155 units carried out?
39. In pre-decimal currency, what was the charge for a bath at the Gentlemen's Cloakroom on platform 10, at Kings Cross in 1950?
40. What name is carried by EMU MBSO 61865?

GIVE 'EM ENOUGH ROPE: PADDINGTON - OXFORD 1978-81

by Chris Theaker

As many readers will be aware over the years the Pennine has not been graced with too many members from North Lincolnshire, mainly due I suspect to the fact that Doncaster is located somewhere in South Yorkshire. As a result the average reader may not be aware that this part of the world tends to produce bashers fond of the types of engine at different ends of the motive power spectrum; the infamous Cleethorpes 31 bashers spring to mind, as do one or two people who travelled behind Peak class engines and of course someone from the Scunthorpe area associated with Deltics.

One outpost of North Lincs did however produce a strange variant; the town of Immingham inevitably could only produce 47 bashers. Whilst other classes were not neglected it was the regular diet of Immingham's pristine steam heat fleet, on Merrymakers to all parts of the country, plus the regular Kings Cross trains that began my particular pursuit of the class.

It was therefore with considerable relish that I embarked on my journey to Reading in the autumn of 1978, to spend three years at college, where interspersed with the regular student diet of sex and drugs and rock'n'roll, I looked forward to a constant supply of steam heat type 4's. What follows is the story of some of the other engines I encountered along the way.

The period under consideration was in theory after the heyday of the Western region, HST's had arrived, the hydraulics gone, but for 47 bashers the line from Paddington to Reading and on to Oxford and Birmingham was near perfect. Incidentally, in case anyone can't remember what the Eastern was like in 1978, I travelled down to start college on 2nd October 1978. The power, 40028, from Habrough to Doncaster on the Manthorpes', 55012, from Doncaster to London on the Hull and 47441 out to Reading on a west of England service. (I expect the bus I caught from the station was also rateable, but this was before I'd met the like of Tony Caddick so I failed to note it down!).

Once settled down in Reading, it quickly became clear that Friday was the day when Old Oak Common was most likely to be fully stretched for engines. Looking back at my somewhat patchy records I note that the 3rd June 1980 was typical. In the two and a half hours from 1640 to 1910 thirty-eight loco hauled passenger trains were recorded. The motive power; 4 eth 47's, 10 class 50's and no less than 24 either steam heat or no boilered 47's. Probably more 47/0's than have worked in the whole of 1994.

Whilst many evenings at Reading produced nothing but 47's and 50's, a few examples of what happened on other days might prove interesting.

The month of May 1980 when I visited the station not just for the usual Friday night commuters but also on the Summer Saturdays, produced a rich variety of power.

The fun started on 13th May. When Old Oak Common were short of type 4's certain trains could be relied upon to drop to a type 2. Usually these were the old favourite Western region boilered engines. On this evening one of the trains most likely to drop did, in fine style, with that rarest of engine the Old Oak no heat machine, 31132. Heading the 1706 Paddington - Newbury, this was to be the start of a period of notable workings.

The following Saturday saw the start of the Summer 1980 holiday trains. Arriving at Reading to travel up to Oxford to cover the Leeds - Weymouth I was greeted by the sight of 31117 + 31241 on the 0808 Paddington - Worcester. Travelling up on this service to Oxford rumours were circulating that Saltley were desperate, and that no one was sure what would be heading south. What appeared proved amazing. The first train in, the 1020 New St. - Paddington, arrived with 31162. A boilered type 2, on a summer Saturday; this was rejected, in favour of the following Leeds - Weymouth, which was booked next stop Basingstoke via the Reading West curve. No one believed that it would, given the motive power - 40090. I am not sure how many 40's made it south of Reading on service trains, but this one did, going as far as Basingstoke where 33014 was waiting to go forward. I'm sure you'll agree a good start to the summer. Other engines on passengers that day included 50040/49/14/17/42 on West of England trains, 50007 on a Bristol train, 33013/30/104 on inter-regionals and 47247/323/327/361 on the Birmingham line.

More unprecedented turns were to follow. Amongst numerous workings by pairs of type 2s during May the most notable was the arrival at Reading of 31145 + 31286 on (I think) a Paignton

Paddington relief, the date being 23rd May. On arrival at Paddington they were turned round, and set off on the 1500 Paddington - Hereford, and late evening return to London. The following morning I turned out for the 0620 Paddington - New St., normally an eth Brush, which conveyed the 47 bombers (not many of us in those days I admit) to New St. for the southbound procession. The power, however, was 31145 + 31286 again. For the mileage men they did two more trips on the line that day finishing on the 1550 Paddington - Birmingham.

The bank holiday Monday was to bring more highlights. The 0700 Liverpool - Poole arrived at Reading with 56042, where it was replaced by 47195 for the run to the coast. With I'm sure telephones ringing nationwide, it took over the Poole - Newcastle from 33015 and set off back north. Prizes are available for how many records this working broke; certainly the first 56 on a scheduled service train, possibly the second 56 ever on passenger following 56008's exploits on a charter emanating from Pennine territory. Two final workings deserve mention.

Having had a weekend of considerable variety, the last move was to go up to Paddington, on one of the many bank holiday relief. This time it was Bath Road's turn to add some variety, in the form of 45050. Taking this fine specimen up to London was ideal, as it whetted my appetite, for a storming run back to Reading on the 2050 Paddington - New Street behind one of Old Oak's premier steam heat machines, none other than 47054. (Note; this engine was so good it had the privilege of ending its days working out of Immingham on petroleum duties - the ultimate accolade to any type C)

As you can see from the activities of May 1980 there was plenty of variety amongst the regular type 4 turns.

Steam heat stock was everywhere. During the day the Birmingham line stock was dual heat and in the evening a procession of commuter trains steamed. When Old Oak ran out of boilered 47's the train wasn't cancelled it simply dropped to a type 2. Equally, if there was no booked eth engine for either a Bristol train, or an Oxford train, then an ecs engine would work. For example, the 1750 Paddington - Bristol often left behind 31424, followed on the 1827 Paddington - Oxford by combinations such as on 20/6/80, 31413 + 31415.

My favourite weekday trains during these years were the evening commuters. Most of the trains were booked steam heat stock. Departures booked to steam on a winters evening included the 1703 to Didcot, the 1706 to Newbury, followed by the 1729, 1735 and 1803 Oxford trains. For fans of class 50's the 1747 Westbury was dual heat and the 1756 Oxford eth stock, so you would get a run in some Mark 1's as well. Many of these trains were load twelve, which often meant pairs of 31's. Examples I sampled included 31231 + 31256 on the 1735 Paddington - Oxford on 16/6/79, 31135 + 31158 on the 1827 Paddington - Oxford on 13/2/81. Regular performers on their own on trains such as the Newbury were 31117/209/210/256/257/273/286/304.

Particularly nostalgic are memories of two late evening trains out of Paddington. On Mondays - Fridays the last loco hauled train was the 2215 Paddington - Oxford. Usually this would be a 47 that had worked earlier in the day. I only sampled it once with 31 power, in the form of 31121 on 13/10/79. An even more sociable train was the 0015 Monday morning Paddington - Oxford. Loading to twelve (usually empty) Mark ones this was the ideal train home after a Sunday night sampling the capital's dance halls. After a night out, it was a long walk to the front of the traffic to check out the power. This was one of the few trains out of Paddington that I never saw a no-heat engine on. (Clearly even OC drew the line somewhere regarding heat.) It did however, on the night of 7/10/79 turn up on at the time, rare combination of 31232 and 31235.

Eastern engines out of Paddington were always worthy of comment. Type 2's were quite rare, but when they did produce, they did so in fine style. In the space of three weeks in 1979, I travelled behind both 31266 (vi TE) on the Twyford and 31120 (vo GD) on the Newbury. Eastern type 4's would demand a separate article dedicated to the ability of Old Oak to find TE, IM and TI engines, and the services provided to 47 bashing by the western region generator set. Imagine a cold winter evening, travelling down on a HST to Swindon to bring back in engines such as 47379 (8/11/80) and 47052 (11/3/81) on the 1830 Bristol -Paddington, complete with Mark 3's.

Memories of these trains grow hazy as time passes. Hopefully however, these notes give a feel for a time when steam heat engines were common, the pursuit of new engines was paramount, and mileage a mere luxury to be indulged in only when you could be sure nothing you needed might work (i.e. in the winter).

PARCEL TRAINS

The table below shows the times (Monday to Friday) parcel trains are due through Doncaster during the winter timetable (information supplied by Andy Barclay).

Code	Train	Arr. Dep.	Loco Type
1E22	2107 Carlisle - Kings Cross	0020 0026	Class 90
1E41	1645 Plymouth - Newcastle	thru 0053	Class 47
IN14	2255 Kings Cross - Newcastle	0139 0147	Class 90
ID52	0156 Doncaster - Leeds	-- 0156	Class 47
1E94	2204 Bristol - Newcastle	thru 0216	Class 47
1E47	2250 St. Pancras - Newcastle	thru 0233	Class 47
1A95	1406 Newcastle - Kings Cross	1605 1615	Class 90
1V64	1444 Newcastle - Plymouth	1638 1648	Class 47
1A37	1820 Leeds - Kings Cross	1857 1907	Class 47
1S04	1633 Kings Cross - Glasgow	1848 1903	Class 90
1V69	1734 Newcastle - Bristol	1937 1949	Class 47
1E62	1410 Glasgow - Kings Cross	2014 2034	Class 47
IN48	2016 Kings Cross - Newcastle	2234 2241	Class 47
1V28	2028 Newcastle - Bristol	2234 2243	Class 47
1E43	1742 Bristol - Newcastle	thru 2249	Class 47
1A40	2051 Newcastle - Kings Cross	2253 2327	Class 47
1A41	2129 Bradford - Kings Cross	2258 2322	Class 47

NOTE. From 16-1-95 all trains to and from Newcastle will start and terminate at Low Fell Royal Mail Terminal.

Fixtures List 1995

Eurotunnel Day trips through the Channel Tunnel have been advertised in the Doncaster local papers consisting of return coach travel from Doncaster to Ashford (early morning departure and late evening arrival back). Return journey through the tunnel on Le Shuttle. A visit to a hypermarket in Calais. The services of a tour manager. Cost has been about £40. Unfortunately the trips that have been advertised are fully booked. Will members who would be interested in going on a similar trip let the Fixtures Secretary (Dave Whitlam) or any other member of the committee know as soon as possible (at the AGM at the latest) so that we can make a block booking immediately a trip is advertised.

WESTERN & SCOTTISH REGION ALLOCATED CLASS 37 PASSENGER WORKINGS THROUGH DORE

by PETER HALL July 1994

Class 37 passenger workings through Dore were never uncommon during the 1970's and 1980's. Such workings however invariably utilised locomotives allocated to Eastern Region depots.

The first recorded passenger workings I have for none-Eastern Region allocated locomotives occurred in the summer of 1975, these may not have actually been the first, but at the time such workings were certainly extremely unusual.

During the summer of 1975, the Summer Saturdays only 1035 Portsmouth Harbour-Sheffield perpetuated the practise of locomotive changing at Nottingham. The Nottingham-Sheffield leg being somewhat of a kick outworking, the most notable 'kick out' being Scottish Region allocated 37150 (ED) on the trains first day of operation, 14th June 1975. A month later a similar working saw the first recorded use of a Western Region allocated locomotive when 37272 (CF) surprisingly appeared at the head of the Summer Saturdays only 0910 Sheffield-Poole, returning later in the day at the head of the 1050 Poole-Sheffield, having worked to and from Nottingham on what was a bit of a kick out turn from Tinsley TMD.

It was another two years before another passenger working occurred, when on 6th August 1977, 37182 (LE) headed the 0655 Gloucester-Leeds, returning on the 1440 Leeds-Plymouth, this again being a Summer Saturday.

Another two years was again to elapse before the next appearance. The summer of 1979, however, was a turning point, in that from this time such workings became more frequent than hither to. It all kicked off with two exceptional workings in two days. The first, on Friday 27th July, was the appearance of 37298 (LE) at the head of the 0730 Birmingham New Street-Newcastle, returning on the 1338 Newcastle-Swansea. At the time 37298 (LE) was one of the twelve Class 37's fitted with strengthened couplings and dedicated for use on the triple headed Port Talbot-Llanwern iron ore trains (the others being 37241, 37299, 37308). Thus its appearance through Dore was something rather special and on a passenger working at that! The following day produced something just as spectacular when 37223 (CF) appeared on the Harwich Boat Train. Eastern Region examples were particularly common on this working at the time, but a Western Region locomotive was something exceptional. Four other Western Region locomotives appeared in the following few weeks, two of these, 37208 (LE) on 1st August and 37207 (BR) on 7th September worked the previously mentioned 0730 Birmingham New Street-Newcastle and return 1338 Newcastle-Swansea, this working proving to be a crafty way of returning locomotives to their home region! Tuesday 7th August saw 37210 (LE) heading the 1140 Poole-Newcastle, whilst Saturday 8th September saw the surprise appearance of 37222 (CF) on the normally type 4 headed 0822 Taunton-Newcastle. The summer was completed by the appearance of another strengthened coupling locomotive when the 1555 Cardiff-Newcastle appeared behind 37306 (LE) on Sunday 23rd September, apparently it was attached to the train outside Ebbw Junction TMD following a locomotive failure. It apparently just happened to be the end locomotive on the row! By this time, however, the Class 37's had been replaced by pairs of Class 56's on the Llanwern workings but the appearance of a former D6600'er was considered very notable, the first ever recorded through Dore.

The winter of 1979/1980 saw two out and back workings emanating from Swansea utilising the pair of former Eastern Region steam heating locomotives transferred to the Western Region in February 1977. 37268 (CF) was probably the first Western Region allocated Class 37 locomotive to provide heat for a passenger train passing

through Dore when it headed the Fridays only 1330 Birmingham New Street-York, starting back at Swansea, on 21st December, returning later in the day on the Fridays only 1726 York-Birmingham New Street. April 11th saw 37247 (CF) heading the 0730 Swansea-Leeds and balancing 1639 Leeds-Bristol Temple Meads. A pedigree Western Region steam heating fitted locomotive also appeared on a more familiar working during this winter when 37182 (LE) was noted in charge of the 1338 Newcastle-Swansea on 29th February, it is not known on this occasion, whether the locomotive had also worked the 0730 Birmingham New Street-Newcastle as had been the case previously.

The Spring Bank Holiday weekend of 1980 saw the surprising appearance of 37204 (BR) on two round trips from Nottingham. On Friday 23rd May it headed the 10.31 Nottingham-Glasgow Central to Leeds, from where it returned on the 11.50 Glasgow Central-Nottingham. On the following day it took over the 0714 Wellingborough-Scarborough at Nottingham, returning on the balancing 1230 Scarborough-Leicester as far as Nottingham, a train regrettably for Dore observers, routed via the Rother Valley. The summer of 1980 saw several Western Region allocated locomotives substituting for Type 4's on South West-North East trains. These included another two appearances of strengthened coupling locomotives with 37303 (LE) heading the 0815 Plymouth-Leeds on 1st August and 37241 (LE) appearing on the overnight train from Penzance on 21st August. Other workings saw 37186 (CF) heading the 0955 Weymouth-Leeds on 4th June and 37236 (LE) the 0700 Bristol Temple Meads-Leeds and 1638 return on 25th July. The summer culminated in the appearance of Scottish Region 37153 (ED) at the head of the 1015 Scarborough-Birmingham New Street on 30th August, on which date the train was extended to Cardiff. The final working of the year occurred on 28th December when 45103 failed at Chesterfield whilst heading the 1426 St. Pancras-Sheffield. Surprisingly the rescue locomotive proved to be 37258 (LE) which dragged the ensemble forward to Sheffield!

1981 saw less activity than the previous couple of years. The first appearance of the year being Western Region allocated 37188 (LE) on 11th July heading the 0824 York-Tenby. More notable however were the antics of 37295 (BR) over the weekend of 1st & 2nd August when it headed the 0840 Chesterfield-Skegness returning on the 1248 to Sheffield on the Saturday, followed by the 0847 Chesterfield-Scarborough and 1925 return on the Sunday. Other workings saw 37181 (LE) on the 1032 Swansea-Sheffield relief on 24th August, 37159 (BR) on the 0932 Birmingham New Street-Scarborough on 12th September and steam heating 37190 (LE) on the 1555 Cardiff-Newcastle on 29th November.

It was 16th July 1983 before another passenger working occurred, it being quite a surprise when Scottish Region allocated 37196 (ED) appeared on the 0804 Manchester Piccadilly-Skegness and return 1320 Skegness-Manchester Piccadilly, a feat replicated by Western Region allocated 37290 (CF) on 10th September. The summer of 1983 was however marked by several appearances of Western Region allocated locomotives on both timetabled and relief South West-North East trains. The first being 37284 (CF) on the 0913 Paignton-Leeds relief on 4th August, followed by 37274 (CF) heading the 0900 Tenby-York, later appearing on the 2047 Sheffield-Bristol Temple Meads on 13th August, 37127 (BR) heading the 1530 Birmingham New Street-York and return 1949 York-Bristol Temple Meads on 26th August, making a reappearance on 12th September at the head of the 1110 Bristol Temple Meads-Leeds relief, 37225 (CF) on 1425 Bristol Temple Meads-Leeds on 25th September and 37239 (CF) on 0900 Tenby-York on 1st October.

The winter of 1983/1984 saw several steam heating Western Region allocated locomotives in action. 37180 (LE) headed a 1706 Bristol Temple Meads-Leeds relief on 21st October, 37189 (BR) the Sunday 08 10 Birmingham New Street-York on 26th February and 37187 (BR) the Fridays only 1217 Birmingham New Street-York on 20th April. The later locomotive was also in action assisting an ailing HST on the 1328 Paignton-Newcastle on 14th April, whilst the same working was assisted through Dore by 37158 (BR)+37296 (CF) following complete failure of the HST on 11th May.

A consequence of the 1984/1985 miners strike was that locomotives tended to move around the system in an unprecedented fashion, seemingly being used on what ever traffic was available. Thus the summer of 1984 will be remembered for the amazing number of Western Region allocated Class 37 locomotives appearing on North East/South West relief trains, which culminated in no less than three such trains being so powered on 24th August. Timetabled trains were however not forgotten with 37259 (CF) powering the 0710 Sheffield-Skegness and 1041 return and 37271 (CF) the 0802 Manchester Piccadilly-Yarmouth and 1413 return on 16th June, 37186 (CF) the 0805 Chesterfield-Scarborough on 23rd June, 37123 (BR) the 1410 Scarborough-Nottingham on 7th July, reappearing on the 0910 Paignton-Newcastle on 25th August and 37203 (BR) powering the 0918 Penzance-Leeds on 31st August. Not to be left out by all the Western Region activity, Scottish Region allocated locomotives were also in action, 37148 (ED) headed the 1413 Portsmouth Harbour-York on 19th June, whilst

former Western Region steam heating 37192 (ED), paired with 37002, double headed the 0930 Poole-York relief on 7th July.

The excitement of the summer of 1984 was followed by a winter which saw three Western Region steam heating locomotives appearing on passenger trains through Dore. 37186 (CF) headed a 1255 York-Swansea relief on 26th October, 37187 (BR) a 1521 Bristol Temple Meads-Leeds relief on 28th December and 37267 (LE) found its way onto the Fridays only 1246 Portsmouth Harbour-Leeds on 8th March 1985. This later working being the last on which a Western Region Class 37 provided steam heating for a passenger train passing through Dore. It may be of interest at this point to mention that of the eighteen pedigree Western Region steam heating Class 37's, (37175-37192), eleven have been recorded passing through Dore on service trains, whilst an additional two can be accounted for by a railtour and a working after transfer to Scotland. Of the six steam heating Class 37's transferred in from the Eastern Region, (37247/37264-37268), four have been recorded, with a fifth appearing on a railtour after having been fitted with ETH.

With the ending of the miner's strike, the summer of 1985 was an anticlimax compared with the previous year seeing only a couple of Western Region locomotives on reliefs. 37135 (BR) headed a 1425 York-Plymouth relief on 28th June and 37179 (CF) a 1032 York-Plymouth relief on 24th July.

In a way, 1986 was the dawning of a new era with the allocation of electric train heating Class 37/4's to Cardiff Canton, displacing the boilered examples of the class from their remaining regular passenger turns. It did not however take long for the Class 37/4's to find their way through Dore on relief trains. The first being on 27th March when 37429 (CF) headed the 1100 Cardiff-York and return 1809 York-Birmingham New Street reliefs. Later on in the year, on 7th November, 37428 (CF) headed a 1203 York-Cardiff relief.

The summer of 1987 saw a slight revival in the fortunes of non-heat locomotives with 37127 (CF) heading a 1133 Exeter St. David's -Leeds relief on 26th May, whilst the one and only appearance through Dore on a passenger train of a Western region allocated Class 37/5 took place on 27th June when 37697 (CF) headed the 0925 Newquay-Newcastle. A couple of peculiar pairings also occurred with 37223 (CF)+31294 on the 1133 Exeter St. David's-Leeds relief on 24th August and similarly 37244 (CF)+31425 on a 0833 Bristol Temple Meads-York relief on 7th September. The end of 1987 saw 37429 (CF) heading a 1125 Cardiff- Leeds relief on 30th December. This appeared at the time, to be probably the last occasion that a Western or Scottish region allocated locomotive would work through Dore on a passenger train, particularly as locomotive hauled reliefs, with which they had become so associated were being reduced drastically. A surprise was in store however.

During the summer and early autumn of 1989 a daily Nottingham-Blackpool train was operated particularly aimed at the day trip market. Having being predominantly worked by Class 47's throughout the summer it was a great surprise when, for the period 2nd October to 3rd November, the Monday-Friday 0815 Nottingham-Blackpool North and 1828 return were rostered for a Cardiff Canton allocated Class 37/4, 37408 (CF), 37426 (CF) & 37431 (CF) doing the honours during this amazing month. Just for good measure, 37408 (CF) was also used on the equivalent Sunday train on 29th October, substituting for the diagrammed Class 47, it also having worked a Leicester-Barnsley and return Footex the previous day. 37408 (CF) also had the honour of powering the Blackpool working on 3rd November on what was to date the last appearance of a Western or Scottish region allocated locomotive on a passenger train through Dore.

One type of working not referred to above is the use of Western and Scottish region allocated Class 37's on railtours and similar workings through Dore. Over the years several have run, the first being on 22nd March 1980 when boilered 37180 (LE) headed a Cardiff--Newcastle charter as far as York. A similar train operated on 13th March 1982 headed by boilered 37183 (LE), whilst 37430 (CF) headed the return leg of 'The Yorkshire Rose', York Cardiff railtour on 21st March 1987. Most notable of the railtours however was on 25th July 1987 when 37699 (CF)+37139 (CF) double headed 'The Humber Man' railtour from Exeter St. David's to Cleethorpes. What turned out to be a prelude for the Nottingham-Blackpool service was the use of green liveried 37350 (CF) on a Sheffield-Blackpool railtour on 1st May 1989, this was routed outward via Dore and the Hope Valley returning via the more traditional route for such workings of Copy Pit.

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.

Hopefully, by the time you read this and subject to Railway Inspectorate approval, the latest section of the South Yorkshire Supertram system, from Spring Lane to Gleadless, will be operational. The line opened for crew training during November and runs along City Road and Ridgeway Road, via Manor Top, to a temporary terminus at Gleadless Town End, thus bringing trams into conflict with busy traffic on a major road, for the first time. The interesting part for this enthusiast is the City Road section, as this sees trams appearing on this steep and busy road for the first time since April 1956, when the Walkley/Intake service was replaced by service 95 buses. The route was basically the same as that operated today by Mainline.

The Supertram system is still getting more than its fair share of criticism in the local press and, more recently, on local TV, with a famous local transport publisher prominent during November. One of the main sources of complaint seems to be the ticketing and fares system. The operators of Supertram have, arguably, left themselves open to criticism by adopting such a rigid fares structure, (i.e. 50p / £1, and no change given) compared to the more user-friendly Metrolink system in Manchester, where fare stages are more gradual and the ticket machines give change.

However, the one part of the system that is difficult to criticise, is the trams themselves. These German-built vehicles (vorsprung durch technic!?) are, thank heaven, proving to be very reliable in service. Imagine the letters page of the "Sheffield Star" if the trams had been as unreliable and difficult to introduce as the new BR "Networker" or class 323 EMUs, currently trying the patience of the railway engineers - the mind boggles! One problem on some of the earlier vehicles does seem to be that they attract the attention of the 'Sheffield Window Scratching Morons' Club - perhaps increases security or CCTV is called for.

We are waiting, with interest, to see how the trams will perform in a typical Sheffield winter and they have a lot to live up to. The old system which closed in 1960 had an enviable reputation for reliability in wintry conditions, whilst the rest of the city ground to a halt.

Finally, anyone riding past the depot at Nunnery will have been surprised to see an ex-BR class 02 shunter, D2854, which has been stabled there since November. The immaculate, green loco is on loan from the South Yorkshire Railway at Meadowhall for, it is believed, the winter period. It will be interesting to see what duties, if any, it performs. Just imagine, a class 02 in the High Street! Then again, perhaps not!

MOD. KINETON a visit on Monday 10th October 1994

by Pete Wesley

307 units70002 70018 70020 70024 70025 70026 70029 70031 75002 75005 75007 75011 75012 75015 75016 75017
75019 75020 75025 75026 75027 75028 75029 75030 75031 75032 All split upMOD. locos

23 42 (Overlord) 265 273 274 277 278

Class 20

20007 20032 20072 20104 20117 20121 20190 20215

Class 92

92010 92011 92012 92013 92014 92015

APT-E

41001

323 units

323202 32320 323209 323210 323213

Mark 3 sleepers10570 10578 10579 10591 10592 10595 10599 10603 10606 10609 10618 10656 10670 10679 10684 10700
10720ADBs

977763 977764 977684 977685 977686 977687

Coaching stock3225 3226 3233 3245 3258 3268 5273 5421 5661 5663 5674 5687 5694 5701 5716 5717 5718 5731 5738 5763
5768 5783 5795 5834 5838 5849 5870 6609 13252 13582 13585 17148 17155 17163Parcels

80920

Miscellaneous

AD9129 WX889301 024995 024996 1100 (95404) National Railway York

PENNINE OBSERVERS NOTES

Scottish Region

The following were noted at Edinburgh Waverley on October 21st. 91018 and 91023 on Kings Cross services, 86259 on the 14.05 to Liverpool 86255 on the 14.45 to Birmingham 47761 on the 'Royal Scotsman' 37156/37221 on the 'Claymore' special to Fort William 56058 on a MGR 87015 and 87024 stabled off overnight trains.

The above mentioned 'Claymore' special was headed back from Fort William the following day by K1 2005 and 'Black 5' 44767 "George Stephenson", while 37401 was observed on the 20.25 Euston Fort William sleeper.

The same weekend saw a group of Pennine stalwarts on a 'Rail UK' Cleethorpes - Wick charter which was worked out and back between Cleethorpes and Inverness by 47775 "Respite". The excursion to a rather damp and dismal Wick, on the Saturday, was headed by 37428 "David Lloyd George" (my father knew him! Ed.). The Euston sleeper on Friday 21st was in the capable hands of 37099+37250, while 37430 was stabled on the depot. "Sprinting" to the north were 156478 on the 18.00 to Wick and 156474 on the 18.38 to Kyle.

Southern Region

Saturday 19th November saw the franchised Gatwick Express being worked by 73202/203/206/207/211/212. 47775 "Respite" (after its strenuous Highland Line duties, see above) was observed to be stabled at Clapham Junction on charter stock

Midland Region

Saturday 17th of September was a good day to be on the Settle - Carlisle line, with 46203 "Princess Margaret Rose" on the southbound 'Cumbrian Mountain Express', 47712 on a 'Cheshire Railtours' excursion and 47782 on the 'Royal Scotsman'.

A trip to Peak Forest on October 8th saw 60097 on a stone train and 31119, 37026, 37518 and 60005/045/066/089 all stabled

The WCML was closed due to engineering works north of Preston on Saturday 12th of November. As a result, the 05.45 Bournemouth - Edinburgh, headed by 47853, was diverted from Bolton via Blackburn, over the S & C. Preston Station saw RES. 47s 558/598/773 all stabled, with 47640 on the 08.30 Euston - Glasgow and 47760 + 47575 (not under power) on the 09.50 Glasgow - Euston. 87022 Cock of the North" then propelled this service to Euston.

The same day, looking resplendent in its new 'Transrail' livery, 37402 "Bont y Bermo" worked the 14.24 Crewe - Holyhead and 37408 "Loch Rannoch", in large-logo blue, had charge of the 13.30 Holyhead - Manchester Victoria 'Irish Mancunian' service.

Western Region

09101 was the yard pilot at Westbury on September 23rd, while 59104 was noted on a stone train.

One of our roving correspondents visited the following preserved railways on Sunday 16th of October.

Dean Forest Railway

GWR 4500 class, 5541. GWR 5700 class, 9681. Preserved DMU 56492/50618

Gloucester and Warwickshire Railway- (Special event)

GWR 4900 'Hall', class, 6998 "Burton Agnes Hall. Southern Railway 'West Country' class, 4-6-2, 34039 "Boscastle". Class 03, D2182. Class 14, D9537/D9539/D9553. Class 20, 20137. Class 37, 37215. Class 47, 47105. Class 50, 50021 "Rodney".

Eastern Region

Noted at the following locations in Eastern England on 7th November were:

March: 60044 on a stone train, 31181 in the depot, 08529 in the yard.

Felixstowe: D3849 dock pilot 47218 on a Freightliner, 47385/390 stabled.

Ipswich: 86217/221/232/235/246 on Norwich - Liverpool St. expresses, 90023 on a Freightliner, 08414/775, 37013/140/241, 47387/389, 86637, 90127/150, all stabled.

Recent 'Rail UK' charters from Hull have seen 47741 work to Glasgow (for Fort William) on October 7th and 47780 work to Kings Cross on 19th of November.

Monday 3rd of October saw the 18.00 Kings Cross - Glasgow into Doncaster with 47776 and 'dead' 91001. The train was terminated with passengers transferred to 91008 on a Doncaster - Glasgow additional.

One of our local reporters viewed the following at Doncaster on Wednesday 19th October:

47814 06.38 Derby - York
308144 07.50 Doncaster - Leeds
47845 17.25 York - Derby
90018 16.33 Kings Cross - Glasgow parcels
47762 18.20 Leeds - Kings Cross parcels
47575 17.34 Newcastle - Bristol parcels
47705 14.10 Glasgow - Kings Cross parcels
90023 18.30 Kings Cross - Newcastle parcels
308152 20.33 Doncaster - Leeds

Conventional (I refuse to call them "Heritage") DMU's still make occasional visits to Sheffield:
Thursday 6th October 19.15 Sheffield - Manchester Piccadilly 51228/1506 Tuesday 11th October 19.15
Sheffield - Manchester Piccadilly 51228/1506 Monday 17th October 17.16 Manchester Piccadilly - Sheffield
51505/3256.

However, the real Mecca for lovers of proper DMU's must be the Gospel Oak - Barking branch. Hidden away on table 62 in the timetable and taking a roundabout route through the scenic delights of North East London, all services are booked to be worked by Bletchley allocated class 117 DMUs not a 'Turbo' in sight! Down, Sooty, down I say!! Noted working the line on Saturday 19th November were: Set L703 - 51401/1359, Set L707 - 51335/1377, Set L721 - 51363/1405.

The motor show at Birmingham provided a relief working (16.33 Birmingham - York) for the week commencing 24th October. Noted were: 24/10: 47830, 25/10: 47828, 26/10: 47830, 27/10: 47841, 28/10: 47822.

A few loco-hauled substitutions vice HST's on Sheffield - St Pancras services, were observed during November:

Wednesday 16th November 16.30 St Pancras - Sheffield 47814

Tuesday 22nd November 07.30 St Pancras - Sheffield 47532, 10.24 Sheffield - St Pancras 47532, 16.30 St Pancras - Sheffield 47704

Wednesday 23rd November 16.30 St Pancras - Sheffield 47846

Meanwhile, RES 47523 was noted on the 17.25 York - Derby on Monday 21st November instead of the usual 47/8.

York on Saturday 19th November saw:

47818 09.43 York - Exeter
47848 17.25 York - Derby

37425 West Ruislip - York charter
47776 Bedford - Edinburgh charter

Hauling the 06.38 Derby - York on the 23rd November was 47817 whilst on December 7th, 47825 was in charge of the 17.25 York - Derby.

Europe

Some of our political masters may be Eurosceptics, but we in the Pennine will bring you news from any where!
The following Belgian Railways locomotives were noted on November 8th

Zeebrugge:

8249 dock pilot,
6206, 8211/43/44/47 in the yard

Bruges:

2157 on a passenger working to Ostend
2143 on a passenger working to Kortrijk
2310, 5125, 5128 and 6205 on goods trains
2146 light engine
2356 stabled in station
2349, 2618, 2725, 6256, 8251, 8430 in the yard

Ghent:

1212, 2216, 2228, 2309, 2334, 2511, 6214, 6235, 6313, 7379, 7391, 8432 in St Pieter station and Merelbeke yard

Brussels South:

2710 on express to Paris
2742 on express to Ostend
1187, 1602, 213 7 on passenger trains
8040 station pilot
1204, 1801, 2552, 2556, 2734 stabled

Brussels Central:

1183, 1192, 2109 on passenger trains

Brussels North

1601 on express to Ostend
213 8 on passenger train

For the above information, the Editor is indebted to Messrs. Barclay, Bladen, Caddick, Dewing, Nicholson, Slater and Theaker.

THE NEXT EDITION OF TRANS PENNINE WILL APPEAR IN MARCH 1995 (HAPPY NEW YEAR!).
ANY CONTRIBUTIONS WILL BE GRATEFULLY RECEIVED BY THE END OF FEBRUARY.

MEETINGS LIST

JANUARY - APRIL 1995

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 WEDNESDAYS of each month, starting at 20.00hrs, All are welcome - bring a friend.

Meetings take place at the Corporation Brewery Taps, Cleveland Street, Doncaster.

Our Spring Fayre is shown below.

WEDNESDAYS AT EIGHT - MAKE IT A DATE - DON'T BE LATE - BRING A MATE

Wednesday 4 January - Slide Show. Speaker to be announced.

Wednesday 18 January - -Pennine Shield quiz competition. The final round will determine the winners.

Sunday 22 January - Annual General Meeting, starting at 12 noon, Come and participate in our 1995 plans. Membership can be renewed and diaries will be available.

Wednesday 1 February - Rhys Jones - Illustrated

Wednesday 15 February - Slide Show. Speaker to be announced.

Wednesday 1 March - Members slide competition. Bring along 4 slides to be judged by the audience. A slide show with a difference. Hugely popular and not to be missed. Prizes.

Wednesday 15 March - Slide Show. Speaker to be announced.

Wednesday 5 April - Tony Caddick - illustrated.

Wednesday 19 April - Slide Show. Speaker to be announced,

THE PENNINE QUESTIONNAIRE

As mentioned in Notes from the Committee, we are seeking your views on the future of the twice monthly meeting. We would be grateful if could spare a couple of minutes to fill in the Questionnaire and when complete, return it to David Bladen by Friday 20th January 1995. Thank you for your help!
Please tick the appropriate box:

1) Do you regularly attend Pennine meeting? Yes No

2) If no, is it because

a) I live too far away Yes No

b) Wednesdays clash with other commitments Yes No

c) I find the meetings boring Yes No

d) I do not like the venue Yes No

e) Other (Please explain).....

3) Which of the following suggestions do you most favour?

a) Keep the present format of meetings i.e. 1st/3rd Wednesday, with guest speaker at each.

b) Move the meetings to 2nd/4th Wednesdays.

c) Hold two monthly meetings but make one a social get-together (Which meeting would you prefer to be a social meeting?).

d) Reduce the meetings to once a month.

e) Find an alternative venue which could accommodate Tuesday meetings (Do you know of anywhere else (preferably free and licensed!))

f) Other suggestion - please specify

4) Would you please add any further comments you may have, below

Members name (optional!)

Please return this form to David Bladen. Thank you!