

TRANS PENNINE

MAGAZINE OF THE PENNINE RAILWAY SOCIETY



Merry Christmas

No. 82 - Winter 1992

COMMITTEE COMMUNICATIONS

Warning from Santa

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

Seasons Greetings

The Committee of the PENNINE RAILWAY SOCIETY join together to wish all our members and their families a very happy Christmas and a prosperous New Year, and we thank you all for your support and friendship during 1992.

Membership Fees

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

For your £3.50 we will continue with our ambitious social programme in 1993, our high quality of magazines and our magazine quizzes. Uncle David Whitlam will be listening to members for ideas for visits in 1993. Members will also receive a FREE 1993 plastic covered diary, engraved in gold leaf(ish) with the Society name.

The Committee would like to thank you for all your support in 1992 and sincerely hope you will rejoin with us in 1993.

Roger Richards

It is with sadness that we record the recent death of Roger Richards of Sheffield. "Big Roger" as he was affectionately known was well known and popular not only within South Yorkshire but throughout the country.

Roger was one of the founder members of the Pennine Railway Society and was a friend we could depend upon in our early days for support and guidance.

Roger suffered a heart attack from which he did not recover whilst travelling by rail for the Blackpool v Doncaster Rugby League match, a sport he enjoyed to the full.

Rail enthusiasts have lost a character and a friend. The Pennine sends condolences to Roger's family and friends.

Annual General Meeting

The Society's AGM will be held on Sunday 10 January 1993 in the Corporation Brewery Taps, Doncaster. The AGM will start at 12 noon. This is the opportunity for you, the members, to have your say in the running of the society. Tell the Committee what you like, don't like, want, or don't want. We will be "all ears" (supplied by Ross Perot). After the AGM you will have the honour of socialising with your Committee - a chance not to be missed.

Unfortunately once again we have been unable to organise a visit to the Works prior to the AGM since permits are not currently available. However, we look forward to seeing as many of you as possible on the 10th.

Postage Costs

Apologies to any member who had to pay excess postage charges on delivery of our September 1992 magazine. This was a "bumper" issue which our friend and member, postman Graham Dawson states was overweight. We underestimated the weight of the package; GPO may have put "to pay" stickers on.

We like to keep costs down but this is ridiculous (Treasurer).

"Galeforce" Gossan

Recent absences at Committee meetings and social evenings by Magazine Editor GG have been put down to him either attending adult education classes in cake decorating, baby sitting, or simply sulking at the torching of his beloved 50s.

The truth is now out - he has been playing snooker trying to follow in the cues of "Hurricane" Higgins, "Whirlwind" White, or "Steady" Eddie Charlton.

Our spy in the sky, Treasurer John Sanderson, informs us he used to play "The Galeforce" at pool at the "Market Inn", Chesterfield years ago and that GG had a lot to learn in those days. Has he improved now? If anyone wants to challenge him they know how to contact him!

Pennine Slide Competition 1992

The 1992 Pennine Slide Competition was a great success. A total of 84 excellent slides were entered. Unfortunately The Judge, David Bladen had to make a choice, and this was it :

1st prize - Chris Theaker

2nd prize - Glyn Gossan (yes THAT Glyn Gossan)

3rd prize - Michael Stewart

Our thanks to all who entered slides, but particularly to David Bladen for the unenviable task of picking a suitable 2nd placed slide and to machine operator Uncle David Whitlam who ensured that hardly a slide appeared out of focus, and carried a steady hand throughout the evening.

Magazine Competition - June 1992

Apologies that the names of the winners of the June 1992 magazine competition did not appear in the last issue. Not to deny you a moment of glory, the winner was J R (John) Dewing of Hull; 2nd place Paul Slater (Gainsborough) and 3rd place went to Ian Shenton (Leeds).

Thanks to all for entering - now try your luck in the Christmas quiz.

Caddick - Simply A Red

Membership Secretary and Quiz Team Captain Tony Caddick is unable to stand the pressure. He did not attend the final round of the Pennine Shield Competition at the Brewery Taps. Instead he did a Maxwell and was spotted at a Simply Red concert at Sheffield Arena that same evening leaving other team members to "face the music".

Queen Goes Turbo

Times are bad for the Queen, so bad that a wedding has had to be hastily arranged. There was the fire at Windsor Castle, allegedly caused by Prince Edward leaving the iron on, then her being pushed into paying taxes. If she needed any reminder of her new status as a taxpayer, she joined the commuters at Paddington on 3 December 1992 and boarded the 10.20 Padd-Oxford high speed turbo service. She did not pay the £17.40 first class single fare. The train arrived 3 minutes early (what a surprise).

Whilst at Oxford she visited the Oxfam shop in Banbury Road and eyed a £5.25 second hand porcelain corgi as a potential wedding present, but decided against it.

Did she at one time bash the 50s? Did any of you see her? Is she a secret turbo-basher? Our Treasurer, although having clocked her in at Newbury Races in the past, confirms she did not travel on the Padd-Newbury Racecourse specials.

Beware of Broad-Leaved Trees

BR has recently chopped down 60,000 trees alongside tracks in an attempt to cut down the problem of leaves on the line. Broad-leaved trees such as sycamores, ash and chestnuts cause the greatest problem. Many of these have been replaced by low-growing shrubs such as hazel and hawthorn.

Pennine Win Shield - Sutton Holds Trophy

Great news: for only the second time ever, Pennine have won the Pennine Shield Quiz Competition. The annual quiz was first held in 1976 and the Pennine's only previous win was in 1985.

After 3 rounds it looked all over with South Yorkshire Railway Photographic Circle (Jack Davis's lot) holding a healthy lead. However in the last round at the Brewery Taps the Pennine gained a famous victory.

Final scores were Pennine 11, SYRPC 10, Sheffield Transport Group, Doncaster 9, Dore Loco Group 9. The result was so close, however, that if STG had known the name of Deltic 55005 they would have won the trophy!

A special thanks to all those who took part in the competition but particular congratulations to Pennine team members "Captain" Caddick, "Chief" Sutton, and "Brezhnev" Havenhand. However for the final round Captain Caddick was unavailable. Galeforce Gossan, who had been axed by Caddick for the first 3 rounds, did a "Cantona" and refused to play. Pennine Top Real Ale Man, Neil Taylor came to the rescue and played his part to the full. Chief Sutton received the trophy in Captain Caddick's absence. Well done lads!

Chunnel Hit by New Delay

The Channel Tunnel launch date has had to be delayed again. It will now not open before 15 December 1993, 6 months later than originally planned. The delay is blamed on problems over safety work on the shuttle trains which will run between Folkestone and Calais. A full service involving passenger and freight traffic between London, Paris and Brussels will not now be running until the end of 1994.

Wrong Type of Rain

BR have given details of a new range of sophisticated devices including the awesome "Swedish Scrubber" which sweeps slippery leaves off the rails.

However even the Scrubber could not cope with the combination of wind and rain at the end of October 1992. The high winds blew leaves on to the line and the rain made them soggy. A BRB spokesman said "Normal rain would not be too bad, but when you have wind and rain the situation becomes very difficult".

BR is expanding its list of weird and wonderful excuses for delays. The baffling "mist on the line" was recently surpassed when travellers in Ramsgate were told a fox was sunbathing on the track, while Essex commuters are still puzzling over a train cancelled because "it was required for spare parts".

Slow Trains - Right Type of Countryside

BR Chairman Sir Bob Reid has come up with a new excuse for BR's slow trains - the RIGHT type of countryside. Although Chunnel trains linking Paris and Brussels on the Continental leg will travel at up to 185mph, at Dover the new high tech track will not be available until 2000. He said "the trains will not be going fast through Kent, but there are advantages. It is one of the most beautiful parts of England. It is the Garden of England".

EDITOR'S NOTES

Welcome to the Winter and Christmas edition of "TransPennine" magazine. We have said it before, but Christmas comes round quicker every year and this year is no exception.

It has been another recession riddled year, but fear not, our ever changing Minister of Fun - now Mr Lament(?) - says ever decreasing interest rates are going to allow everyone, well everyone left with a job, plenty of cash for fun!

Mr Lament is dropping interest rates, Fergies's dropping everything else and Robin "Bugsy" Skinner is dropping ferrets and poison to rid the Lincolnshire countryside of un-wanted fluffy objects.

With the recent proposed pit closure plans being released, which will undoubtedly hit rail coal traffic, what price the forming of a Class 58 preservation group before the end of 1983?

PENNINE QUIZ No.71

Apologies for the lack of prize winning names being printed in the last edition, this was due to technical difficulties. (Incompetence!).

PENNINE QUIZ No.72

Prizes for the last quiz are awarded as follows:1st) P. Gardener 33, Joint 2nd) B.Marshall and M. Bell.

FINAL CLASS 60's DEDICATED TO MGR MEN

The two remaining Class 60s have been named "Reginald Munns" (60092) & "Jack Stirk" (60093) to commemorate the work they were involved in developing the MGR system. In a special ceremony held at Worksop on September 21st, the widows of the two men unveiled the locomotive's nameplates before a gathering including relatives and close associates.

Reg Munns, under General Manager Gerard Fiennes, acted as the focus for the CEEB and NCB development of the MGR system and was particularly involved with the test bed for the new system at West Burton Power Station. Jack Stirk co-ordinated the investment for MGR and oversaw its performance.

NEW QUARRY FLOW

Trainload Freight have started transporting, through a new 10-year contract, a 36 x 90 tonne wagon, 5 days a week aggregate train from Bardon Roadstone Limited's quarry at Bardon Mill to Thorney Mill near West Drayton and Angerstein Wharf near Greenwich. The train runs via Acton where the train is split. The train is worked by Leicester allocated Class 60's as far as Acton where Class 56's take over.

The contract is for 600,000 tonnes per year and is a very welcome source of new traffic flow.

LAST TRAIN TO BUCKHILL

One of British Rail's most obscure lines, from Siddick Junction near Workington, to Buckhill, serving the Royal Naval ammunition depot at Broughton Moor, has seen its last train.

Late in September, Tinsley based 47376, made two trips through the weeds and brambles to collect the remaining vans.

The 4.5 mile former Cleator and Workington Jen Railway, saw traffic to serve the RNAD at Broughton Moor which was built during the Second World War, and has since served NATO forces, mainly the US Navy. The depot's 2.6 mile, 2ft 6ins gauge railway has also closed.

PENNINE SLIDE COMPETITION

Once again the most popular event of the year, the Pennine Slide Competition, was a huge success and went without a hitch, apart from the choice of first place!

The well deserved prizes were awarded by Judge Bladen, 3rd place went to Mr (G) Stewart for Class 60 motive power in South Wales, 2nd place to Mr Gossan for "West Country" 34092 "City of Wells" near Oxenhope and 1st place to Chris Theaker for another Class 60 on oils, which should have been a Class 47!

LINFORD IS A PENNINE MEMBER!!

Not many of you are aware that the Pennine Society has its very own Linford Christie, in the shape of Mr Mick Stewart. Apparently, British Rail held an Olympic event at Derby recently which included a 4 x 100 metres relay race. Our very own "Linford" Stewart took part. A fine performance ensued (he said) and he

was extremely unlucky not to win the event (he said), no doubt caused by a dicky baton exchange or leaves on the track.

PENNINE QUIZ no.73 by Tony Caddick

That great Pennine stalwart, chief competition setter and President of the "Tamar" Preservation Society, has kindly set the Grand Christmas Quiz. Answers to Ed by February 15th please.

- 1) Name Class 47 no. 47832.
- 2) Which major Southern Region station started life as Bishopstoke in 1839 assuming its present name in 1923?
- 3) In which city would you find Knighton and Wigston Junctions?
- 4) Between which two stations does the "Vincent Van Gough" run?
- 5) Name "West Country" Class 34034.
- 6) What was the original name of Bath Spa station?
- 7) How many signal boxes control the ECML between Kings Cross and Doncaster?
- 8) In which year did the ECML "Selby Deviation" line open?
- 9) Where was Deltic 55021 named on 29/1/63?
- 10) What was the original name of Blackpool North Station?
- 11) On which date was the Great Train Robbery?
- 12) What name is shared by "Coronation" Class 4.6245 and Class 87 no. 87005?
- 13) On which branch would you find Sandplace station?
- 14) Which Deltic traversed the Exeter-Waterloo line with the "Deltic Devonian" railtour on 28/11/81?
- 15) In which year did Sherburn in Elmet station re-open?
- 16) Name Class 37 no. 37401.
- 17) In which year did Tinsley MPD open?
- 18) In which year did the Ilfracombe branch close?
- 19) Which was the first Class 91 to be named?
- 20) Between which two stations is "Moss Side" Station situated?
- 21) Which was the second Class 50 to be withdrawn?
- 22) On which preserved line stands Summerseat station?
- 23) Where is Class 40 no. 40013 preserved?
- 24) Which famous record producer is now the proud owner of Class 50 no. 50008?
- 25) In which year did Stapleton and Sandiacre station close?
- 26) Name "Western" Class no. D1060.
- 27) On which date was the Rotherham "Holmes Chord" line opened to regular passenger service?
- 28) What is the highest point on the West Highland Line?
- 29) In which year was the first Gresley A4 Pacific introduced?
- 30) In which year did Templecombe station re-open?
- 31) In the current timetable how many trains per week run on the Stockport-Stalybridge "shuttle" service?
- 32) Give the two names carried by "Jubilee" 45616.
- 33) Between which two stations did the "Fair Maid" run?
- 34) On which date was the accident at Thirsk which resulted in DP2 being withdrawn?
- 35) How long, in miles and yards, is Stanedge Tunnel?
- 36) In which year did Withernsea station close?
- 37) Name "King" class 6026.
- 38) In which year did the Waverley route close?
- 39) Which "Deltic" loco graced the "Rocket 150" celebrations at Rainhill in 1980?
- 40) In which year did Filey Holiday camp station close?

PRESERVATION NEWS by P.P.

The Nene Valley Railway operated a Diesel Gala on 02.08.92 and included several unusual workings. One particular train was the 10.41 Yarwell Jct.-Peterborough which was triple-headed between Wansford and Orton Mere by D95169 D9523 & 14029. Other engines in use were D306 & D2112. At the Rutland Railway Museum on the return journey north, D9555 was in use with D9518 & D9520 standing in the sidings.

Crewe Heritage Centre (31.07.92) was the home to LNWR Cornwall, GWR 4121, 4141, 4953, BR 462039 70000, 71000, 80080, D120, D1842, D2073, 25083, D7523, 50017 and E3003

Bulmer's Railway Centre at Hereford (16.08.92) contained GWR 5786 & D2578. Meanwhile at Rowden Mill Station (where?) D2371 was sighted. On into deepest Welsh Wales at the soon to be defunct Pontypool and Blaenavon Railway site GWR 2674, 3855, 4253, 5668 & 5967 were all seen in ex-Barry condition, The Dean Forest Railway seems to be losing its ex-BR locos as only GWR 5541, 9681, 03062, D2119 and 08377 being resident.

The KWVR on 31.08.92 found LMSR 5305 and BR 48431 in steam. but the 8F was up on Jacks having a broken spring replaced. D5209 came to the rescue, doing additional trips as well as its own rostered journeys vice Railbus.

A diesel operating day at Bo'ness (26.09.92) Found 20020, 25235, 27001 & D5351 in use with 14901 (D9524), BR 44871, 80105, 68095. LNER 246, CR 419, NBR 673, 256 also in attendance.

A Diesel Day at the North Norfolk Railway (03.10.92) Found D5207 & D5386 in use Shunter 12131 dragging the stock into the station at Sheringham after the Train loco had uncoupled. GER564 was undergoing restoration at Weybourne. On the same day at the fledgling Great Eastern Railway (1989) 20069 was also undergoing an overhaul.

At Bitton on the Avon Valley Rly (04.10.92) BR34058, 44123, 45379, 48173 & 80104 were all in various stages of dismantling/assembly whilst Jinty 47324 had left for the East Lancs Rly during the previous week. The back of the former Swindon Works contained 08238 and two sets of Steam Locomotive frames, which are thought to be GWR 4248 & 5521. At Blunsdon on the Swindon & Cricklade Rly, GWR 7903, 5637 and 03152 were seen. At Toddington on the Gloucestershire-Warwickshire Railway, D9553, D9539, 03069 & GWR 2857 were in use on passenger trains with DMU 51950+52062 also doing a round trip. GWR 5619, BR 35006,76077 and D9537 were also on site,

A further Diesel Day at Peak Rail (17.10.92) found D3429, D100, D7615 and 45135 in use with the latter making its debut in preservation. Also viewed were D8 D5705 and 8F 48624.

An Enthusiasts Weekend at the Worth Valley Rly. on 18.10.92 found BR 45596, 48431, 47279, 78022 & LNWR 1054 in use, with GWR 5775 in steam as spare engine. The Standard 2MT was making its preservation debut after a very long period of restoration. On the same day Sentinel LNER 54 was in use on the Middleton Railway in nearby Leeds.

SR C1 was the train locomotive on a visit to the Bluebell Railway (7.11.92) with SECR 27, 178, 323, 263, 592, LBSCR 55. 72, 473, LSWR 96, GWR 3217, SR 649, 541, 830, 847, 928, 1618, 1638, 21C123, BR 58850, 34059, 35027, 73082, 75027, 80064, 80100, 92240 & 78059 which is being converted to a Standard Tank loco. At the remains of the approaches to the former Brighton Loco Works GWR 3845, BR34046, 35009, 35011 & D3261 were found, all being in a very sorry state. The following day saw D7672, SR1556 & W10 "Sutton" all in use on the Kent & East Sussex Rly. Other engines seen were GWR1638. BR 32670, 32678, 30070, 30065, D2023, D2024, D9504, D9525 and 08108 which was on loan from the East Kent Railway.

A trip to South Wales on 22.11.92 found GWR 9629 outside the Holiday Inn, Cardiff whilst down at the side of Bute St. Station GWR 2861, 4115, 5227, 5539, 6686, 7927, BR44901, 48518, 80150, 92205 were all in attendance in ex-Barry condition. On the front at Barry Island GWR5538 has been cosmetically restored as a reminder of the former residents of the nearby scrapyards. At the Caerphilly Rly Centre TVR 28, BR 41312 and D2178 were present.

TAIL LIGHT - A Ghost Story for Christmas

The signal box stood silently at the end of the station plethora. Inside the Signalman was whiling away the time shortly before the end of his shift. All day he had had this image of a tail light in his mind. He had woken up that morning with it in his thoughts, and it had stayed there all day. He did not know why. He couldn't work out why.

As the moon slid in and out of cloud cover, he sipped his tea and read his paper as he slouched in the chair with his feet above the fireplace. He noticed as he flicked through the pages a small, almost insignificant

paragraph that sordidly reminded those that read that twenty years ago to the day, a troop train had roared through that same station, and had derailed a mile further down the track after jumping the rails, killing over half the occupants and both footplate men.

As he let the pages rest on his lap, he stared into the glow of the fire and imagined the horror of that fatal night. His eyes dropped, then slowly closed as his mind wandered, then found that awful night and the carnage that took place. He saw the tail light and then the carriages concertina into each other and heard the screams from inside get louder, and louder, and louder....

He awoke with a start as bells inside the box signalled a train entering his section. He arose from the chair and promptly acknowledged the bell code and almost without thinking, pulled the appropriate levers raising the signals at each end of the station. He saw the train approach, and with a long, single, shrill blow of its whistle, it roared through the station and past the Signalbox, making the windows rattle, the interior lights of the carriages streaking past in a yellow blur. He returned the signals to danger and instinctively rang the bell code to the next box telling of its approach.

Moments later the station porter entered the Signalbox. "Right mate, I'm off. Stations all locked up. See you tomorrow".

As the Signaller looked curiously at the figure in the doorway he asked, "Didn't know there was a special through tonight. Did you see it just now, going a fair old pace, eh?". "What are you going on about mate? What special? You been dreaming again?" the porter replied with a laugh.

"You didn't see the train?" quizzed the Signaller.

The porter laughed again, "Nah, you have been asleep. I'm off. Goodnight".

He set off and when he was out of sight the Signaller rubbed his forehead and danced around his box bewilderedly. "Must have fallen asleep" he muttered to himself. As he looked down the line he saw the red tail light of a disappearing train.

He turned away, then looked again, a deep furrow on his forehead as he strained his eyes to see.

He saw the red tail light getting smaller, fading. Then he heard the crash. He heard the grating of metal. Then he heard the screams.

BY IRISH RAIL TO THE SEA

by Paul Slater

At the start of our Irish holiday my wife and I went on a train ride to Rosslare Strand. The Dart electric multiple units of the Dublin Area Rapid Transit operate an intensive service as far as Bray, but beyond Bray there are only three trains a day to Rosslare Harbour as well as one commuter train from Arklow to Dublin in the morning and back again in the evening. There are also a few goods and tanker trains to a chemical works at Arklow, and that morning at Dublin Connolly we had seen Metropolitan Vickers 1,250 hp Class "001" diesel no. 048 heading one of the tanker trains.

The train which we caught at Bray was the afternoon service from Dublin Connolly to Rosslare Harbour, hauled by General Motors 1,000 hp Class "181" no. 192. Locomotive and carriages were in the smart orange and black Irish Rail livery which is almost identical to the old CIE colours. Sea fog clung to the coast at Bray, along the spectacular stretch of line through the cliffs at Bray Head and down the long straight from Greystones to Wicklow, where the railway runs alongside the beach for several miles. As soon as the line swung inland though at Wicklow, a warm sun shone and the Wicklow hills were very green and beautiful. The train stopped at every station: Greystones, Wicklow, Rathdrum, Arklow, Gorey, Enniscorthy and Wexford. The line was single track and each station had a passing loop and a full set of bright red lower quadrant semaphores. In a wooded valley just before Arklow was the chemical works which provides goods traffic for this line, but there were no trains there as we passed.

At Enniscorthy we waited for quite a time to pass the afternoon train from Rosslare Harbour to Dublin Connolly, this being hauled by another "001" no. 035. Then we moved off and crossed a river which we followed for many miles as it gradually widened and ran into a big estuary. After stopping at Wexford station the train went very slowly over an un-gated level crossing and then along a quay, with water both sides of the track. Parts of the wooden trestle supporting the railway looked flimsy, even rotten, the train crawled

gingerly on and we could almost touch the boats and the cars parked beside them. The sea in the distance shone blue, the mist all gone.

The next station was Rosslare Strand, the junction for Waterford. There were flowers on the platform, and a multiplicity of red semaphores and a neat little white painted building. We alighted from the train and walked out of the station approach and down a quiet village street, the sea ahead of us. Then we came to a crossroads, with a pub and some shops and a few people about and a path that led down to the beach. Away in the distance were two big ships at Rosslare Harbour. The golden beach stretched for miles and there were not many people on it.

In a hollow among the sand dunes we undressed and put on our swimming costumes. I went straight down to the sea, while my wife stretched out for a sunbathe. The water struck very cold at first, but after a time it became quite pleasant. A woman from Dublin lying near my wife among the dunes said that seeing me going for a swim had shamed her into doing the same. She didn't stay in the sea for long, and on returning to the dunes she complained to my wife that the water was freezing and I was crazy to stay in for so long, wasn't I ever coming out. On being told of the long train ride we had made to our swim at Rosslare Strand she said that we must both be quite mad.

Back at the station, a train from Waterford came in and waited at the far platform, the locomotive was a General Motors 875 hp Class "141" no. 143. I took photos of it, nicely lit by the evening sun. Then our train, the evening service from Rosslare Harbour to Dublin Connolly was approaching, our engine was no. 192 again. I got another picture as the two locomotives drew alongside each other and then we were getting on board the Dublin train.

We travelled back to Bray during a lovely golden summer evening, past the estuary and over the quay, up by the river and through the green hills to the coast once more. We met Class "181" no. 185 at Arklow with the evening commuter train from Dublin and No. 035 was waiting in the loop at Rathdrum with the evening service from Dublin Connolly to Rosslare Harbour.

There was no trace now of the earlier sea fog and we enjoyed the long run up the shore to Greystones and then the dramatic slow speed stretch around Bray Head. At Bray we changed to a DART train, alighting at Dun Laoghaire just as Class "001" no.013 roared through with a tanker train for the Arklow chemical works.

STEAM IN THE STEELWORKS

by Paul Slater

0-6-0ST "Sir Berkeley", a diminutive contractors' locomotive built in 1890 by Manning Wardle of Leeds and now owned by the Vintage Carriages Trust, was the motive power for an unusual steam trip - a rail tour of Scunthorpe steelworks arranged by the Appleby-Frodingham Railway Preservation Society.

The steelworks tour train consisted of a former two-car DMU set, now equipped with public address and display facilities. The tour began at the newly built Frodingham platform near the main entrance to the Appleby-Frodingham Steelworks. Nearby is preserved an old stag ladle, a tipper wagon once used for discharging molten stag from the blast furnaces.

The tour train moved off from Frodingham platform, crossed the road leading into the works, then slowly passed the Scunthorpe Rod Mill and the site of the exchange sidings with BR, only a few years ago I photographed 08s 37s and 56s in these sidings but they have all now been lifted.

The "Four Queens of Iron Making" the Appleby blast furnaces, made a dramatic sight in the middle distance and close by the line stood some empty torpedo ladles, the huge cylindrical wagons used for transporting molten iron from the furnace to the steel making plant.

Passing one of the control towers for the steelworks rail network, the tour train steamed slowly towards the enormous buildings of the Anchor Plant. More modern than the Appleby-Frodingham works, the Anchor Works were built in the early 1970s, and consist of a Basic Oxygen Steel plant as wet (as mould bays section) bloom and billet mills. Red fumes poured from the top of the main building, which at close range could be seen to be truly gigantic, beyond it, where the tour train slowly trundled through an amazing landscape of grotesque industrial apparatus, the great mills stretched for a mile.

We now had a chance to see something of the internal rail traffic of the steelworks. The tour train halted at points to allow a train of scrap to clear the single track section ahead. The scrap train was hauled by a yellow liveried Yorkshire Janus 0-6-0 diesel shunter of British Steel no.5, and soon another of these engines, no.50, could be seen in the distance behind us, passing the Anchor Works with a train of steel plate.

No.50 followed us down the single track, then took another line and ran alongside the tour train into the Mill's Exchange sidings, where there was another control tower and two more of the Yorkshire Janus diesels.

The tour train passed underneath BR's Foreign Ore branch, and all eyes were on 60050 "Roseberry Topping" in metals sector livery, which had just brought a train of iron ore from Immingham into Santon Ore Terminal. The steelworks line on which we were travelling climbed a gradient and "Sir Berkeley" was made to work hard, erupting clouds of smoke and steam across a scene which was the epitome of heavy industry. On one side were the chimneys and slag heaps of the Santon Slag Works, on the other were the futuristic shapes of Dawes Lane Coke Ovens.

For a short distance we ran parallel to the Doncaster-Grimsby line of BR. Class 47 no. 47319 "Norsk Hydro" in petroleum sector livery could be seen with a train of coal unloading at the coal terminal - Toton 56s in Black Diamond livery were the usual motive power for these trains and in the sidings were a number of 20s, 31s and 47s.

Ahead was the connection with BR, but the tour train turned back into the steelworks passing another control tower and bridging an abandoned track bed where our guide told us the Works Saddle tanks had once blasted thunderously along, bringing in trains of raw materials before the days of diesels. On one side of us now rose the tall structures of the Appleby Coke Ovens, and on the other 0-6-0 diesel no. 53 shunted outside the Heavy Plate Mill. Then we were passing the steelworks engine shed, with a row of diesels in store as well as several locomotives awaiting duty.

We got our first good look at one of the big Hunslet diesels used on the heavier trains in the works as no. 72 - looking rather like a BR Class 14 or 17, but painted yellow was under power ready to demonstrate remote control operation, also on view was an examples of an earlier generation of diesel shunter, now owned by the Appleby Frodingham Railway Preservation Society.

There was now time for a break while we all alighted and viewed the society's premises adjacent to the engine shed. No.72 ran up and down, "Sir Berkeley" took water against the impressive background of the blast furnaces and preserved diesel "Arnolds Machin" was coupled up to the tour train. We got back on board, two passing Hunslet's made a dramatic sight and sound on a train of hot steel moulds, one hauling the other banking on the gradient up to the Heavy Section Mill, and then our train duly set off once more. This time we followed a different course around the Anchor Works and saw some trains of Torpedo Ladles at close range, each one was handled by a pair of Hunslet Diesels, one hauling the other banking and the lids of the wagons glowed red hot from the incandescent loads within.

At last we made our way back to Frodingham platform, "Sir Berkeley" working strenuously upgrade and "Arnold Machin providing rear end assistance, our steelworks tour was over.

PENNINE OBSERVERS NOTES

Preserved Line News

The KEIGHLEY and WORTH VALLEY RAILWAY held an Autumn steam gala on October 17th and 18th with Jubilee 45596 "Bahamas", Black 5 no.5305 "Alderman A. E. Draper" and 8F 48431 providing impressive power in glorious autumnal conditions. Standard Class 2 78022, making its first appearance since a lengthy restoration project was completed only days before the event, looked immaculate and added more interest to the railways fleet of locos.

Overhaul continues on "West Country" 34092 "City of Wells" and standard tank 80002. 4F no.43924 is also out of service. One of the two Derby Lightweight DMU's is complete and immaculate in green livery.

On October 31st and November 1st the WEST SOMERSET RAILWAY held its Autumn Diesel Gala again in glorious conditions. Hymeks D7018, in green and Dutch liveried 35017, together with Western D1035

provided powerful and colourful photographic opportunities with some fine 'storming' being witnessed. BR provided 37699 giving modern image enthusiasts equal opportunities.

On the Sunday the "Western" and Collett 0-6-0 no.3205 were curiously paired for much of the day, with the other three locos again playing their part. The railways Class 14 was providing brake van rides from Bishops Lydeard to Norton Fitzwarren throughout the two days.

The highlight of the weekend was D7018 storming out of Blue Anchor station after dark on Saturday evening, the green loco, semaphore signals and box operated crossing gates bringing back many happy memories.

The EAST LANCS RAILWAY held a Great Western weekend on November 14th and 15th, with visiting locos 5029 "Nunney Castle" and freight engine 5224, from Didcot and Great Central respectively. These accompanied resident 'Manor' 7828 "Odney Manor" on services. Credit must be given to those responsible for the immaculate condition and very impressive performance of "Nunney Castle". The Castle and the Manor made a very impressive sight and sound leaving Summerseat on the Saturday afternoon.

Midland Region

Way back in summer, Bescot held an open day on August 30th and a fine array of motive power was on display. Locomotives present were:- 08428/448/535/603/4/672/700/734/746/759/765/928, 20092/160/169/227, 31101/5/6/7/13/26/32/46/55/64/85/237/289/317/402/422/434/466/516/533/537/545/536, 37009/712/906, 45133, 47033/105/145/333/642/834, 50002/43, 55015, 56044/54, 58001/2/4, 59103, 60068/87, 86609/620, 90142, D212, D100, D1062, D9000, D9016.

31128/217 and 60083 worked a special train into Stourbridge Junction while Pacific's 70000 'Britannia' and 71000 'Duke of Gloucester' worked a steam shuttle service. October 24th saw 90021 head a Manchester Victoria-Wembley Central 'Rugex'. November 21st saw a Cardiff-Carmarthen Rugex worked by 47625 and a Derby-Llandridnod Wells Charter worked by 31410/439.

Eastern Region

An equally impressive open day was held at Leicester depot on September 6th with no fewer than 21 different classes of locomotives being represented on the day. 08441/697, 20227/902, 31116/410, 33050, 37128/422/427/687, 45133, 47144/226/642, 50043, 55015, 56003/8/41/54/61/70/78/105/110/116, 58016, 59104, 60006/11/12/38/48/83/93, 73101, 90019/129, D212, D100, D1842, D7523, D9000, D9016, E3003, 45596.

58034/50 worked a Pathfinder charter train and 31132/317, 31252/209, 47971 and 56004 were on ballast trains.

On September 12th BSC Scunthorpe held a steam day when 0-6-0ST "Sir Berkeley", worked Appleby-Frodingham passenger services around the works. 20104/169, 37506/8/516/883 and 47550 were on Frodingham Depot. 60039 worked an iron ore service. On the same day, Immingham depot played host to 08388/401/665, 31233, 37071/351, 47054/224/374/379/380, 60005/53/54/64.

The last summer Saturday of 1992 on September 26th found 47219 work the 09.40 Sheffield-Yarmouth with 47238 hauling the 09.46 Yarmouth-Sheffield.

October 3rd saw 90020 at Kings Cross with a mammoth 14 coach train which turned out to be a return charter to Morpeth. On the same date 37128/261 were seen on a freightliner service at Swinton, with 37513 on a steel train and 56102 on a coal train. A week later saw more Class 37 activity, this time on the ECML near Retford, when 37055/235 worked a Cargowagon train, with 37110/198 on a freightliner and 37892 on oils.

Saturday 7th November was a red-letter day when 50007/33 made what could well prove to be their last visit to Yorkshire when they worked the "Pathfinder Minster Marauder" railtour to York. On the same date 56047/13/14 were all seen passing through Durham at various times during the day, whilst 08888 was at Newcastle on station pilot duties and 56118/120 worked light engine through the station.

37104 was noted at Haydon Bridge on a ballast train, and at Carlisle 87016/29 were on Anglo-Scottish expresses with 47976 on an excursion. 86612/637 and 90149 worked freightliner services and 37078/137 hauled an iron ore train. 37015/80/903, 47378/473/501 and 90008 were stabled in the sidings. All these sightings were November 7th.

With the ever decreasing number of loco-hauled services being available to enthusiasts, observations of the movements of 47/8s are now more numerous. The 14.30 York-Swansea has seen the following members of the class observed:-

47826 on September 20th, 47841 September 27th, 47829 October 4th, 47845 October 11th and 47808 on October 18th.

Likewise the 13.35 Birmingham-York found employment for 47822 on September 20th, 47811 on the 27th and 47817 on October 18th. 47476 worked the train on October 11th. The 20.20 York-Plymouth produced 47836 and the 21.20 York-Derby 47813 on September 20th. Also on this date a Salisbury-Thornaby charter produced 37515/6 but it is not certain for what stage of the journey. The 06.20 Doncaster-Glasgow found 91011 at its head.

The 27th September saw the 10.55 Penzance-Edinburgh with 47847 as motive power instead of the usual HST.

Another 47/8 diagram, the 08.05 Derby-York found 47839 on September 30th, 47812 on October 1st and 47841 on October 2nd.

Saturday October 3rd saw the North Norfolk Railway hold a diesel day with D5207, 12131 and D5386 working services.

The following day saw the 12.16 Stansted-Liverpool with 47976 as power terminated at Sheffield. The 5th 16th and 7th October saw the previously mention 06.40 Derby-York produce 47811/817/830 respectively. Also on the 7th, 90025 powered the 06.00 Kings Cross-Edinburgh.

The 8th found DMU Class 117, set no. 117311, stock nos. 51334, 59500, 51376 work the 19.30 Doncaster-Lincoln, vice a Class 153.

October 11th again saw the 11.00 Penzance-Edinburgh HST service produce a loco hauled substitute, this time in the shape of 47976. Meanwhile the 18.38 Cleethorpes-Manchester produced L0275 - 54256 and 53980 instead of a Class 158.

Wednesday October 21st saw several 'Mine ex' specials run to Kings Cross. An 08.15 ex Doncaster had 47835 and stock 5487, 5379, 5277, 5279, 9440, 5255, 5402, 5478, 5392, 5314, 9434 and 5300. The following 08.15 Leeds-Kings Cross had 90025 with 5647, 5863, 5616, 5689, 5770, 5732, 17172, 6204 and 6235. The 07.15 Newcastle-Kings Cross 90002 with stock 4927, 4961, 4966, 9431, 4919, 5453, 5291, 5463 and 5301. The 07.20 Newcastle-Kings Cross 47833 with 3257, 3226, 3178, 3273, 3248, 3188, 3230, 3137, 3182, 3186, 3225 and 17171.

The 08.30 Newcastle-Kings Cross produced 47821 with 17146, 4999, 4949, 5002, 5005, 5007, 4991, 5037, 4959, 4993, 4966, 17144.

The 06.05 Leeds-Plymouth produced 47844 instead of the usual HST, also on the 21st. The 12.05 York-Poole produced 37420 at the head of failed 47851 departing Sheffield 1.1/2 hours late.

Saturday October 24th saw 90020 head the 06.00 Kings Cross-Edinburgh with sister 90016 on the 08.01 Kings Cross-Edinburgh Charter. 47972 headed a Boston-Carlisle Charter on the same day.

The following day saw more specials on the ECML 'tis time for the TUC meeting in London. One originated at Leeds with 91004 and 12219, 12434/6/52/51, 12537, 10321, 11238/9, 82229 while two others started at Newcastle, producing 90019 and 5647, 5663, 5616, 5659, 5770, 3236, 17172, 6204, 6235, and 90016 with 5391, 5301, 5463, 5291, 5453, 943, 4966, 4919, 4961, 4927.

October 29th saw a colourful sight outside Doncaster Works in the shape of Clyde PTE liveried 101686, consisting of 51231 and 51500.

November 7th saw a Carlisle-Sheffield Charter headed by 47809 hauling 99677 Talisman, 99676 King Arthur, 99679 The Red Rose, 99675 Southern Bette, 99670 City of Manchester, 99674 Caledonian, 99671 Elizabethan, 99678 The White Rose, 99672 Prince Rupert, 99673 Golden Arrow and 69680.

The following day saw 47834 on Royal Train duty, leaving Sheffield with 2920, 2915/7123/18 and 21.

Scottish Region

The "West Highlander" excursion from Derby to Fort William and return on Friday evening 16th October and Saturday 17th October employed 47819 from Derby to Mossend via Sheffield, Leeds, Manchester Vic, Preston and Carlisle. At Mossend 37401/408 took over for the run over the West Highland line.

At Fort William LNER K1 "2005" worked a special to Mallaig but contrived to lose 50 minutes on the return journey due to repeated slipping on Glenfinnan bank.

On October 24th Craigentenny saw 37212, 86257, 87033 and 90009 in the depot, whilst 08755 was acting as station pilot at Edinburgh Waverley. 86241 was on passenger duty. 08725 and 37057 were seen at Motherwell and 08568, 86239 and 87004 were at Polmadie. Electrics galore could be seen at Glasgow Central with 86235, 90013 and 87023 on Euston services, 91029/31 on Kings Cross services, 86212/229 on Birmingham services and 86249/426, 87006/7 and 90025 in sidings, all on October 24th.

September 26th saw the Bo'ness Diesel weekend with passenger trains worked by 27001, 20020, D5351 and 25235.

Southern Region

Very little to report on the Southern these days it seems, but on October 3rd 33102/114 worked a 'Network Day' special from Waterloo-Exeter and return.

Saturday October 3rd saw Waterloo-Exeter services in the hands of 47704/5/6/8/10, 47449 and 33109 which worked the 11.15 ex Waterloo. The 10.15 Waterloo-Salisbury however was thumper unit 205033.

Thanks go to Messrs Barclay, Slater, Gossan and Caddick.

MEETINGS LIST JANUARY - APRIL .1993

Suffering from post-Christmas depression? What better way to get rid of the hangover than come to our social evenings which are held on the first and third Tuesdays of every month, starting at 20.00hrs. All are welcome - bring a friend. Our Spring Fayre is shown below.

TUESDAYS AT EIGHT DON'T BE LATE

Tuesday 5 January - Peter Fox. A scoop as "The Lord" graces our presence with an evening of his railway slides. Come and meet Mr Platform 5!

Sunday 10 January - Annual General Meeting, starting at 12 noon. Come and participate in the planning for the Society for 1993. Membership fees can be paid for 1993 at the AGM. Diaries will be given out to those joining.

Tuesday 19 January - Rhys Jones (Sheffield and ex-Wales) An illustrated show, spoken in English. Welsh Rugby Songs not permitted.

Tuesday 2 February - "Galeforce" Gossan. Our magazine editor, Glyn will show you his all. Lovers of Class 50s will not be disappointed. Competition winning slides abound.

Tuesday 16 February - Robin "Brezhnev" Havenhand. Another 50 lover paying a return visit. If lucky we may also see pictures of Steffi Graf (not in a 50). Fresh from his triumph in the Pennine quiz team.

Tuesday 2 March - Members slide competition. Bring 4 railway slides to be judged by the audience. A slide show with a difference. Hugely popular and not to be missed. Prizes galore for winners.

Tuesday 16 March - Peter Marsh. A welcome return from our friend from FAST Tours. A varied evening of transport shots. (Gerry Collins of Lincoln has demanded there be at least one bus slide shown)

Tuesday 6 April - Chris Tyas. A larger than life figure who will be guaranteed to provide an evening's entertainment of the highest calibre

Tuesday 20 April - Dave Stacey (York). A welcome return from Dave. Many of you will remember the quality of the presentation in Dave's previous visits to the Taps.