

TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY
SOCIETY



Issue 85 - September 1993

COMMITTEE BRIEFS

PENNINE SLIDE COMPETITION

Members are reminded that the annual Pennine Slide Competition will be held at "The Taps" on Tuesday 5 October 1993. This is always a popular event so don't forget this date and bring along 4 of your railway slides which you think will catch the judge's eye and maybe win you a trophy and cash prize. Those entering slides are asked to arrive slightly earlier than usual to ensure smooth running of the event.

The PENNINE Charter

TRANS PENNINE is produced by the Pennine Railway Society. The views expressed are not necessarily those of the Society, the Editor, the Church of England, or the Royal Family.

CHUNNEL'S MAY DATE

The Channel Tunnel will be officially opened on 6 May 1994 by The Queen and France's President Mitterand. It was originally due to open in May 1993 but was delayed by financial and other disputes.

DR SKINNER REPLIES

In a new and exciting column we invite readers to send their problems to our Editor, GG, who will pass them on to Dr Marje Skinner for a response. These problems can be of a personal nature. Any question replied to in the magazine will not identify the source of the question.

Our first problem to Dr Marge Skinner has been sent from Peter of Pitsmoor, Sheffield.

He asks "Why do males go trainspotting?".

Dr Skinner replies as follows :

"Men who go train spotting may not know it but they are acting out the last vestiges of the hunting instinct which was so vital to survival in primitive times. Man the hunter had to acquire a detailed understanding of his prey, its movements, numbers, strengths and weaknesses, when it would be around and when it would be difficult to track down.

Thus, knowing the timetables of trains, which locomotives are likely to be pulling them and where they can be seen equates with knowing how to bring home the nightly meal for the family".

If any other member has a problem for Dr Marje, please send it via our Editor. We hope to make this column a regular feature in future editions.

PEERS DERAIL THE BR SELL-OFF

The Government's rail privatisation plan was plunged into uncertainty when the House of Lords decided that BR should be allowed to bid against potential private operators when lines are opened up to competition in April 1994.

This defies Transport Secretary John MacGregor's goal of ending BR's monopoly completely by freezing it out of the bidding. Tory peers backed an amendment to the Railways Bill which would let in BR. This could mean BR taking most of the 25 routes Mr MacGregor wants commercial operators to run under franchise since BR bosses, deep knowledge of rail operation and costs could undercut rivals.

Government Ministers will be desperately courting potential Tory rebels until the Autumn when the Bill will return to the Commons and they hope to reverse the Lords' vote.

THE FRENCH CONNECTION

The Channel Tunnel is a planner's dream - a fast link burrowing a length of 50km, 30km from the sea's surface putting Britain just 35 minutes away from France.

Passengers will have to remain with their vehicles throughout the journey though they will be allowed to buy drinks in enclosed compartments; lorry drivers will leave their vehicles in open air compartments and travel in club cars where they will sit during the journey.

With the service operating 365 days a year and shuttles due to leave every 15 minutes during peak periods there should be no need to book places. For the first time in history French customs control will be on British soil, based at Folkestone. Maintenance will be carried out on the French side because of the space for work sheds.

THE PASSION EXPRESS

Network SouthEast has claimed in a new advert that its commuters might enjoy a better sex drive than those who motor to work because train travel is less stressful. The advert, part of a summer campaign to woo travellers off the roads, features a naked man covering his modesty (part 8) with a newspaper.

The advert is headed "How many parts of your body would be better off if you went to work by train?"

Body part 8 states "Your partner will appreciate you going to work by train. It's a fact of life that stress and high blood pressure can lead to a loss of libido. So just think. It might not be the occasional headache that's ruining your love life. It's probably your car."

Pennine's agony aunt Dr Marje Skinner advised that if commuters suffered a stressful rail journey home, under Prime Minister Major Ball's Passengers Charter, they could claim compensation from BR for failing to meet performance targets. Dr Skinner then rushed home by sexpress.

TRAIN TOLLS ON LINE TO HELP REPAIR THE TRACK

Rail passengers will pay a toll on fares to help cover the cost of track improvements. The first line to feel the benefit will be the WCML from Euston-Glasgow where a mix of public and private money will meet a bill for upgrading of £400m.

Passengers using the Channel Tunnel terminal in Ashford will be the first to pay a toll as part of their ticket price.

RIDING THE RAILROAD

On July 13th 1993 Eurostar locomotive No.3102 travelled by lorry from Dover to Birmingham for testing. The Channel Tunnel train, capable of 185mph on rails in France, was seen creeping along the A3 at 35mph.

GEOFF'S PINK TOOTHBRUSH

Club funds continue to be supported by raffles organised at many of our social evenings at the Taps by our President, Geoff Bambrough.

However one recent raffle prize brought by Geoff did not meet with universal approval - it was a battery operated pink toothbrush. Several winners of the prize refused to accept it.

We now fear that Geoff will next bring the Max Bygraves record "I'm a Pink Toothbrush" to raffle off. If he just dares!!

RAIL USERS IN PINTS DELAY

A recent Liverpool-Harwich train was delayed 45 minutes by a points failure - right outside a village pub, the Fox, near Elmswell in Suffolk. Everyone bar driver and guard piled off the train into the pub. When the fault was rectified the driver sounded his horn to tempt the passengers back, but it took a few minutes before all returned. Pennine's Top Real Ale Man, Neil Taylor would have been proud of that incident.

Committee men Robin Skinner and John Sanderson once "suffered" a similar experience many years ago with an engine failure at Brora on the "Far North" line and the nearest available engine was in Inverness! The second man and steward joined us on that occasion.

"WAR" AS GERMANS ASKED TO BID FOR RAIL LINK

It has been revealed that the Government has approached a German company to bid for the contract to build the 68 mile Channel Tunnel rail link from the Channel to the terminal at Kings Cross, via Stratford.

The Government is reported to have invited Essen-based contractor Hochtief to form a consortium to compete for the contract for the £23bn high speed link.

ALL ABOARD THE AD LINE

Underground trains could soon be plastered by a beer company or transformed into a Tube of mints if London Transport goes ahead with plans to put advertisements on the outside of its carriages. Advertisers would in effect buy a whole train and paint the outside in their chosen livery.

The most attractive targets for advertisers would be trains on the Victoria and Piccadilly Lines which carry a large proportion of tourists to Heathrow and the main line rail stations. It is unlikely there would be many takers for trains on the Northern Line.

Apparently Australian brewery Castlemaine want a long line of XXXX's on trains while the agency for Polo mints is already said to have designed a "Tube of mints".

SPOTTING GAINS NATIONAL RECOGNITION

Pennine's "soap" expert, Uncle David Whitlam, tells us that in a recent episode of "Coronation Street", Angie Freeman, commenting on Curly Watts' lack of ambition tells him "At this rate you will be train spotting when you are 40!"

Red faces from some of your committee!

"FERGIE" COVERED UP

Pennine Royalist Tony Caddick, has told us of recent incidents involving HST Power Car 43051 "The Duke and Duchess of York" which has arrived on depot with reference to the Duchess on the nameplate covered over.

Transport Police are allegedly looking for a man with large ears, sporting a naval hat and answering to the name of Andrew.

CRAZED FAN WRECKS EXPRESS

A train-mad student wrecked 7 coaches in a frenzied hammer attack recently on board a Manchester - Southampton express. The student shattered windows, smashed doors, ripped up seats, and hurled out a table.

In court it was told that he belonged to The Class 47 Bashers Group, fans of the Class 47 locomotive. His lawyer told the court "The word bashers is not another word for those who intend to damage trains". He must not have required the engine!

Dr Marge Skinner says that anyone liking Class 47s must have a rare psychological disorder. There speaks an expert!

DAWSON'S DIVULGE

Pennine's No. 1 postman and eagle-eyed steam buff Graham Dawson of Sheffield has told us that on Sunday 2 May 1993, 6990 "Witherslack Hall" did not work the Didcot-Oxford steam shuttles as reported in our last edition.

The loco which worked was in fact 6998 "Burton Agnes Hall" which was disguised as 6990. 6990 has never moved away from Loughborough, he assures us.

GOBOWEN ST TRINIAN'S

School girls from a private school at Oswestry have taken over the running of Gobowen Station, near Wrexham, following BR's decision to make it unstaffed. The girls are selling tickets and refreshments. Other services provided have not been confirmed at the time of going to press.

PRIVATISATION SPECIAL (cont)

The Government continues to retreat on its plans to privatise the railway faced with continued opposition. It is now apparently prepared to accept that BR could be a minor shareholder in any franchise bid, a significant climb down by Transport Secretary, John MacGregor.

MINISTERS SMELL BR "FARE SCARE" TO HIT BIG SELL OFF

Ministers suspect some top BR men of mounting a scare campaign aimed at scuppering rail privatisation plans. Their fears increased after Transport Secretary John MacGregor denied seeing a leaked internal BR document warning of 10% fare rises in 1994.

It said soaring ticket costs would follow rail privatisation next April and claimed they would have to be imposed at the end of May if the private sector was to show any interest in taking over routes under franchise.

The Minister has previously been adamant that privatisation would bring lower prices. He already faces the daunting task of reversing a Lords amendment which would allow BR to bid for some of the franchised routes against private sector contenders, spelling the end of the selloff plan.

BR STAFF WHO MOCK GAYS MAY FACE SACK

Railmen who ridicule homosexual workmates could face the sack under tough anti-harassment rules. Many firms now actively ban sexual harassment in the workplace but BR is the first major employer to specifically include homosexuals. Penalties for offending workers would range from an informal warning to dismissal. However the partners of homosexual work staff will not receive the travel concessions enjoyed by other workers and their spouses. BR say this would be "just too complicated to operate".

ANGER AT END OF LINE FOR SERVICE

BR's plan to axe a commuter service between Sheffield and York via Rotherham and Pontefract has been slammed by passenger watchdogs.

From October 1993 the 07.09 from Sheffield will be withdrawn, leaving the 08.53 service as the earliest train via Pontefract. An early evening return train is also being axed. This means no-one will be able to travel to work on that route.

In addition the Monday-Friday services along the Gainsborough Barnetby line will be withdrawn. BR is effectively closing both lines without the need for public consultation.

A BR spokesman's bland comment was "Some passengers may be inconvenienced but there are alternatives".

GIRL'S GOBOWEN SUCCESS FOLLOWED BY GREEN LIGHT FOR WHITTINGTON

As reported elsewhere in this organ the girls of Moreton Hall School have taken over the running of Gobowen station. Takings from all operations are averaging £3000 per week! The girls are now interested in reopening Whittington (not our own Mr Robert Whittington from Sheffield). Shropshire County Council is

willing to offer the girls a £148,000 loan to construct the station buildings to be repaid in two years time from the proceeds of their Gobowen booking office, and possibly "in kind".

SEVERN VALLEY RAILWAY

One of the railway's "Western" days on 10 July saw D1062 work the 09.55 Bridgnorth-Kidderminster at the start of a three out and back working diagram. Steam locos also working were 2857, 3442 "Great Marquess", 2968 and 7714.

EAST LANCS RAILWAY

During the railway's "Grand Extravaganza" on 8 August saw 3822, 6998 "Burton Agnes Hall", 7298, 35005 "Canadian Pacific", and 53809 all working service. 70000 "Britannia" and 6998 will be remaining on the railway until October.

ALCOHOL-FREE TYPING POOLS ON BR

BR Management latest brainwave is to subject their clerks and typists to breath tests in order to turn their offices into alcohol-free zones. This move should convince the ordinary investor that a privatised BR as an arm of the booming service industry is a viable proposition. These will be the first alcohol free typing pools in Britain - free from the smell of stale Dubonnet and lemonade, free from the sound of audio typists singing Roll Me Over In The Clover as they lurch back to work, free from the deadly vodka and orange fumes that induce passive drunkenness in lifelong teetotallers, free from the typing pool supervisor's endless bouts of hiccups.

Alcohol-free zones are the coming thing, like no-smoking areas, they will catch on fast. BR could be in the vanguard.

This will lead to profitability. A typing pool that doesn't fall asleep in the afternoons is a more efficient typing pool. A typing pool that hasn't caned half a bottle of gin at lunchtime doesn't make spelling mistakes. Think of the saving on the Tipp-Ex alone!

FEAR OF COMMONS DEFEAT FORCES BR SALE

Ministers are ready to put the brakes on rail privatisation rather than risk a disastrous Commons defeat. The Government may accept a Lords amendment to the Railways Bill giving BR the right to bid against private operators to run trains under franchise. This will almost certainly lead to BR controlling the bulk of services for at least 10 years.

This will bring a dramatic slowdown in the timetable for turning the 46year state monopoly into numerous independent companies by the end of 1995. 25 routes were to have gone private by then, but now only ScotRail which runs all services north of the border, and Airport express trains seem likely to become private railways by the target date. The outright sale of freight services and the leasing or sale of stations to private firms is expected to go ahead as planned.

Railtrack which is to take charge of track and signalling will still operate from next April, along with a franchising director to award licences to train operators.

The Inverness based Stagecoach has ended a limited privatisation experiment after losing £500,000 on the leasing of carriages from BR and tacking them on to trains between Scotland and London, setting its own fares and providing its own catering.

EDITOR'S NOTES

Welcome to the Autumn edition of "TRANS PENNINE". The question on everybody's lips at the moment is "What happened to the summer?" Well, with what happened to our glorious cricket team the weather over the last couple of months just about sums it up! Did we hear our illustrious Treasurer say that if Boycott was in the team held still be batting in the First Test?

With the spotlight this year being on the 25th Anniversary of the end of steam on BR, congratulations surely must go to the East Lancs Railway's initiative in organising their extravaganza and their success in encapturing the host of visiting locos on offer during August. Well done to them.

SKINNERBALLS

It was whispered into my ear that at the Pennine's slide show on 3 August 1993 the highlight of the evening was during Mr Chairman's stint when he said "What's wrong with this projector? I can't get this shot into focus". Funny that the clever projector develops a mind of its own when Robin's shots are shown!

PENNINE QUIZ No.74

Thanks to Ian Shenton for setting this one. Answers required were as follows:

- 1) July 1897.
- 2) 13.00 Kings Cross-Aberdeen, 14.10 Newcastle-Kings Cross 2/10/83
- 3) Flamboyant;
- 4) 90 tons 4 cwt;
- 5) 1/1/58;
- 6) 2750hp @ 800rpm;
- 7) Thomas Ward's, Sheffield;
- 8) Bramley, West Yorkshire;
- 9) Todmorden - Littleborough;
- 10) Station clocks;
- 11) Lord Mayor of York, K. Wood;
- 12) 02 Class No.28 (IOW);
- 13) D1013
- 14) 91029;
- 15) Kent Youth Music;
- 16) 114/92
- 17) 33202-33207;
- 18) 1971
- 19) Market Bosworth Light Railway
- 20) Hunslet T.P.L
- 21) 25 + 26
- 22) 10/3/91
- 23) D7672 "Tamworth Castle" training loco
- 24) Refreshment Room;
- 25) 50007/33.

Winners are 1st prize John Dewing (21), 2nd prize Ken King (20), 3rd prize Martin Bell (19).

PENNINE QUIZ No. 75

by M. Bell

- 1) London's Motorail terminus at Kensington Olympia. What was its original name?
- 2) In 1929 the S.R. built a steamer for the cross-Channel "Golden Arrow/Fleche D'or" service. Name the boat.
- 3) What was the name given to the Kings Cross-Newcastle overnight sleeper in 1950?
- 4) In pounds force, what is the maximum tractive effort of the Class 89?
- 5) Peat Lane is north of which WCML, station?
- 6) What was the name given to coach No. 5132?
- 7) During its lifetime the GC had only two named trains. One was the "South Yorkshireman". Name the other.
- 8) Which service was DP2 hauling when it was involved in the collision resulting in its withdrawal?
- 9) Which SR "Schools" Class was fitted with wooden streamlining in March 1938?
- 10) What was the number of the loco which hauled Winston Churchill's funeral train?
- 11) Which loco hauled the return Pullman ECS from question 10?
- 12) The film "Night Mail" was made to celebrate what?
- 13) On what date did 56001 enter BR stock?
- 14) Through which port did Rumanian Class 56s enter Britain?

- 15) Which depot has the code SH?
- 16) Where is the only point on the WCML, where the sea can be seen?
- 17) The "Belfast Boat Express" left which London terminus at 4.10pm?
- 18) Who was the sculptor of the statue of Robert Stephenson outside Euston station?
- 19) On which date was Denham Golf Club Halt opened?
- 20) What was the name of Black 5 No. 45158?
- 21) The North British Hotel in Edinburgh has been renamed what?
- 22) What was the name of SR H2 Class No. 32423?
- 23) When the LMS introduced the "Coronation Scot" a special "Is Line Clear" bell code was introduced. What was the code?
- 24) From which date were Britain's railways nationalised?
- 25) As at 20 March 1993 what is the cost of a Super Apex ticket Wakefield-Kings Cross return?
- 26) In which year was the title "Motorail" first used?
- 27) Exeter's stations are St David's, Central, and which other?
- 28) Who was called the "Railway King"?
- 29) In which month and year was "King Arthur" Class No. 30754 withdrawn?
- 30) Which railway enthusiast and photographer is best associated with the Somerset & Dorset Railway?

Good Luck.

Answers to the Editor please by 15 November 1993. Don't forget, you can still win a prize even if you do not have all the answers correct!

ALL OUR YESTERDAYS

Sightings from yesteryear. This time we go back to 1968.

At the end of June, with only five weeks to go before the end of steam power on BR's main line, one regular passenger duty remained steam worked, the 20.50 SO Preston-Blackpool South. Two more duties were still officially diagrammed for steam haulage, the 09.18 SO from 15 June Morecambe-Lancaster Castle and 21.15 SO Preston-Liverpool Exchange, but in practice both have been turned over to Sulzer Type 2 haulage.

On 7 June the 15.35 Carnforth-Windermere DMU failed prior to departure and was replaced by Black 5 No. 44894 and three coaches. The Spring Bank Holiday of 3 June saw Blackpool host to 20 special services and for the first time ever none was steam hauled. All were in the hands of EE Type 4s, Brush Type 4s and Sulzer Type 2s, with the exception of EE Class 3 No.D6733 with the 10.32 Huddersfield-Blackpool.

The last sheds in the Manchester area with steam power, Newton Heath, Bolton and Patricroft ceased to operate from 1 July. This left only Lostock Hall and Rose Grove with active steam and these were due to close on 5 August, bringing to an end steam traction on standard gauge.

July 19 saw steam power in the north-west with the 22.20 Preston-Manchester Victoria and 23.35 Accrington-Stockport powered by 44781 and 45156 respectively. On the following day Ivatt Class 4 No.43106 ran light from Lostock Hall to Bescot en-route to the Severn Valley Railway.

By 29 July the end of steam was close but still retained dignity when the 09.15 Preston-Windermere with Brush 4 No.D1855 at its head failed and was replaced by Black 5 No.45110 which took the return working 11.00 Windermere-Euston as far as Preston. The following day saw the 09.00 Windermere-Morecambe DMU fail, to be replaced by Black 5 No.44896.

After the much reported last day specials of 4 August, several light engine manoeuvres were reported in connection with the preservation scheme. On 24 August Black 5 No.45428 was seen at Belper en-route to Tyseley. September 13 found 8F No.48773 being towed from Rose Grove to Bridgnorth.

The Tyseley Open Day of 29 September saw no fewer than seven steam locos on view, of which four were in steam. Collett No.3205, 8F No.48773, 7029 "Clun Castle" and "Jubilee" No.5593 "Kolaphur", together with Black 5 No.45428 were all in evidence. Meanwhile A3 Pacific 4472 "Flying Scotsman" arrived with an excursion from the north. Class A2 No.60532 "Blue Peter" made its way southwards from Scotland during August and by the end of the month was stabled at York.

The end of September saw Standard 5 No.73050 running light from Patricroft to Peterborough where it is believed the engine has been bought for preservation.

GATWICK EXPRESS

by **PAUL SLATER**

During one of our excursions using Boots free rail vouchers, Chris and I travelled on a "Gatwick Express", the name given to the shuttle trains which run every fifteen minutes non-stop between Victoria and Gatwick Airport. During previous rail trips to London, we'd seen the Gatwick trains, their black and white locomotives and carriages contrasting with the red, white and blue multiple-units on the Network South East services, and for some time it had been an ambition of ours actually to ride on one. After the crowded Inter-City in which we'd travelled up to London from Retford, and the even more packed tube train which had taken us from Kings Cross to Victoria, the "Gatwick Express" was almost empty, and we had a carriage to ourselves: the solitude, and the spacious seats, and the refreshment trolley which was brought to our carriage just for us, made us feel very pampered. The journey lasted exactly half an hour, and took us over the Thames outside Victoria, with glimpses up and down the busy river, past Battersea Power station, through the maze of lines around Clapham Junction, then southwards through East Croydon and the outer suburbs, where women sunbathed in lineside gardens in spite of the fact that there were not yet any leaves on the trees, under the North Downs in a long tunnel, and so to the far fringes of the London conurbation, the Weald of Sussex and the buildings of Gatwick Airport.

We stayed on the platform at the airport station for quite some time, watching the comings and goings of the trains in the warm spring sunshine. Aeroplanes coming in low over the railway as they prepared to land were an extra source of interest, and I pointed out to Chris the different route badges on the Network South East trains: the Sussex Coast services had a picture of the Brighton Pavilion, the Thameslink cross-London trains showed Tower Bridge, the Kent Link commuter services we'd seen at Victoria sported an illustration of the Greenwich Observatory and the South London Lines local trains which the "Gatwick Express" had overtaken between Clapham Junction and East Croydon were decorated with a representation of the Crystal Palace.

Since I caught a plane from Gatwick in 1977 at the start of a holiday with my brother in Canada, the airport has expanded considerably, and a new North Terminal has been built. It is linked to the station by a monorail, variously described as a transit or a people mover, and Chris and I enjoyed a ride on this novel form of transport out to the shops, restaurants and bars of the North Terminal. To find a viewing area where we could watch the planes we had to return on the people mover to the South Terminal. For half an hour until the spectators' gallery closed, we admired the view out over the airport in the golden late afternoon sunlight. There was a lot of activity: aircraft, tanker lorries and other service vehicles, buses, the three-car trains of the North Terminal people mover on its high concrete viaduct, and a shorter monorail with a single car shuttling between the South Terminal and the departure point. In the distance, towards London, were the North Downs. I told Chris about the excitement of my flight to Canada sixteen years earlier, but now I was content to stay earthbound with her and simply watch the aeroplanes taking off and landing.

We returned to London as evening approached. Our "Gatwick Express," was halted at signals in the rush hour traffic at Clapham Junction; a few passengers got on, but they hurriedly alighted again after an announcement over the train's public address system to the effect that they would be charged the full fare from Gatwick Airport. We moved off once more, and were overtaken by a South London Lines commuter train; as the locomotive at the rear of the "Gatwick Express" accelerated, the two trains ran neck-and-neck on the parallel tracks, and I took photographs, with Battersea power station making an interesting background. Just outside Victoria we halted yet again, and from the window at the end of the carriage I had a good view not only of the power station and the multiplicity of train services in and out of the busy terminus, but also of a Concorde supersonic airliner descending toward Heathrow. At last the signal changed, we ran into Victoria, and our journey on the "Gatwick Express" was over.

GEOFF NEWALL

It is with sadness we report on the recent death of Geoff Newall. Although never a member of the Society, Geoff has been guest at a number of our social evenings, in fact he did a slide show at our former venue at The Masons Arms in the Market Place, Doncaster many years ago.

Geoff was also the star performer at the Pennine Shield quiz competitions as a valuable member of the Dore Loco Group. In fact, despite his serious illness he bravely attended the 1992 quiz.

Those who knew him will remember Geoff as a gentleman. We send our condolences to his family.

INCIDENT AT CHIPPING SODBURY

by Paul SLATER

Thirty years ago, I was returning with some other university students from a working holiday in Cardiff. The train was full, so some of us had to stand in the corridor. In the nearest compartment were some people who were alighting at Swindon, and one of the student group, Helen, lived at Didcot, and knew that her stop was the one after Swindon. "Does this train go through Bristol?" Helen asked me. "No," I replied, "It goes just to the north of Bristol, through Chipping Sodbury". Helen and some of the others laughed at this, Chipping Sodbury being generally regarded as a name fit only for comedy.

The train stopped at Newport, passed through the Severn Tunnel, and was heading for the outskirts of Bristol when it was checked by a signal and came to an unscheduled halt. It stopped, curiously enough, actually in the disused station at Chipping Sodbury. The Swindon party, knowing that their station was the first one after Newport, left their compartment and walked down the corridor to the exit door. Helen, standing near the door, and knowing that if this was Swindon, then she would soon have to prepare to alight, although it was nowhere near the time the train was due at Didcot, called down the corridor to me "is this Swindon?" "No", I of course replied, "it's Chipping Sodbury".

Helen, hearing the comic name again, grimaced, and did not take me seriously. The Swindon people opened the door and began to get down on to the derelict platform. I, seeing what was happening, shouted urgently "no, don't get off, this isn't Swindon, it's Chipping Sodbury!"

The tone of my voice was understood, the people got back into the carriage and closed the door, and the train re-started. The station, being closed, had no name boards, but there was a signalbox still in use, and as the train accelerated past it Helen and I both looked at its nameplate, which said, plainly CHIPPING SODBURY SIGNAL BOX.

Helen was very contrite. "I'm sorry," she said, "I thought you were only joking!" Among the many humorous episodes I have known in my many miles of train travel, the incident at Chipping Sodbury in the early sixties still makes me smile!

PENNINE OBSERVERS' NOTES

Irish Railways

Not often mentioned in these columns are the Irish Railways so a welcome change are notes from mid-June.

Seen in the Dublin area on 15 June were 129/133 on the 07.45 from Sligo with 127/188 noted on the 18.30 return. 186 worked the 18.30 to Rosslare and 171 the local service to Maynooth. 124 & 150 were on local trains to Drogheda and Dundalk. Seen at Pearse station were 123 and 160 with 122/126/143/176 at Connelly. 145 was stabled in sidings at Drogheda.

On the same date 072, 112 "Northern Counties" and 113 "Belfast and County Down" worked Belfast-Dublin services, with 101/164 in Adelaide yards. 108 hauled a works train with 055 on freight at Newry.

The following day saw the 13.00 Dublin-Westport powered by 076 and the 13.30 return in the hands of 081. The 13.00 ex-Dublin had 082 as train loco on 17 June. Noted at Castlebar on 18 June was 076 on the 18.25 Westport-Dublin.

The 13.00 Dublin-Westport was again seen on 21 June when 071 was at its head.

Midland Region

Seen at Carlisle on 22 May were 08910, 26003/5, 37501/904 and 56097. Lickey Incline is another location rarely reported these days, but on 29 May 47807/843/850 were seen on passenger workings.

Seen at Warrington Bank Quay on 30 July were 31199, 37707, and 47328.

August 1st saw Toton play host to the following line-up; 08492/597/623, 20028/55/8/71/82/90/119/135/142/151/4/172/7/182, 20186/195/7, 37512, 45015, 56008/12/13/6/7/22/4/6/7/9/42/112, 58002/10/41, 60044/67/9/73/6/83/7.

Loco hauled services on the North Wales coast have provided much interest and on 13 June 37408 powered the 11.33 Crewe-Holyhead with 37407 on the 13.36 Llandudno Jcn-Holyhead. 37414 hauled the 13.30 Holyhead-Manchester Victoria, 37504 and 31242 were noted at Llandudno Junction on ballast workings.

The 17th had 37425 haul the 13.36 Llandudno Jcn-Holyhead with 37422 on the 13.30 Holyhead-Manchester Victoria. 37408 had power of the 11.33 Crewe-Holyhead.

June 19th saw a Hertfordshire Railtours Derby-Paignton with 58020/30 at its head. At Birmingham, however, 58030 was replaced by 58002.

Class 20 haulage has, for the summer anyway, provided a most welcome respite from the monotony of Class 47/8s. 29 June saw 20032/128 power the Leicester-Skegness. 20169 was attached for the return journey but was not under power. 14 July saw 20187/128 on the Leicester-Skegness and 20087/132 likewise on the 20th. During a spell at Birmingham New Street on 28 July, 86102/236/253/260/259/210/248/222/255, 47326/813/853 were all noted.

Western Region

A visit to the Liskeard-Looe branch on 23 August produced a Met-Camm 3 car unit working the service. Also on this date all Class 50s currently at Laira were seen, these being D400/50033, 50029/30/149. 50149 started its journey to Worksop the following day and was noted at Exeter Riverside on 25 August.

Eastern Region

30 June had 47818 work the 09.45 York-Exeter with 47845 following westwards on the 11.06 York-Swansea. 47807 arrived at York with the 09.05 ex-Poole.

The preceding day found 90017 at the head of the 07.00 Kings Cross-Leeds and the 10.05 return.

The Tilcon aggregate service from Skipton to Hull still provides relatively rare loco haulage along the "sea wall" under the Humber Bridge and was seen on 9 July with 60085.

July 15th saw several Class 47s sighted with 839 on the 09.05 Poole-York, 845 on the 14.45 York-Plymouth, 853 on the 12.06 York-Poole, 817 on the 11.06 York-Swansea and 815 on the 09.45 York-Exeter. 90023 worked the 12.30 Kings Cross-Newcastle on the same date.

July 24th found a "Rail UK" excursion from Bridlington-Appleby, Ribbleshead and Carlisle in the hands of 47823.

More Class 47 sightings on 28 July saw 47145 at Hull Paragon and 47828 on the 09.24 Bristol-York, with 47853 on the 11.06 York-Swansea. 37144 was seen on ballast working at Hull Paragon.

Seen at Worksop on 31 July were 08607, 56018/95, 58013/15/18/25/26/28/35.

Earlier in the month on the 3rd a visit to BSC's Scunthorpe steelworks found Polish 0-6-0T "Hutnick" on the Appleby Frodingham Tour train, assisted by 0-6-0 diesel "Arnold Machin". Yorkshire Janus diesels 5 and 44 and Hunslet diesels 75/80 were outside the works engine shed. Yorkshire Janus diesel 54 was outside the Society depot.

Seen at Thornaby on 10 July were 37501/2/16/19/687/716, 47360/9, 56110/20, 60007/38/52. 08204 shunted Tees Yard and 08295/797, 20008/9/94/144, 31264, 47110/159 were stored.

47847 was seen working the 09.05 Poole-York and 17.30 York-Derby passing Swinton on 7 August, with sister loco 47850 on the 14.45 York-Plymouth. 58043+60071, and 56130+60070 worked light engines.

Seen on March depot on 5 June were 08518/540/580/631/859/868/899/936, 31219/224, 37023/376, 47186, 56056/7 with 08427, 45013/58/62/76/114/9/122/7/137/8/9/142/3 stored in the overgrown yard.

Scottish Region

A visit to Inverness during early July saw various locos used on Edinburgh-Inverness and Inverness-Kyle/Aberdeen services. On the 5th 37402 worked the 11.25 Edinburgh-Inverness and 18.38 Inverness-Kyle. 37427 powered the 15.35 Edinburgh-Inverness with 37106 seen on the 15.16 Aberdeen-Inverness. 37232 was employed on the 10.25 Inverness-Kyle, as it was on the following day.

37113/214 worked the 21.20 Aberdeen-Euston sleeper with 37066/071 on the 20.20 Inverness-Euston sleeper. The 10.15 Inverness-Edinburgh on the 6th saw 37427 at its head with 37402 returning from Kyle on the 07.00 to Inverness, then working the 12.35 back to Kyle. 37427 found employment on the 10.15 Inverness-Edinburgh and likewise on the 7th. The 18.38 Inverness-Kyle had 37404 as power. The overnight sleeper from Inverness had 37152/510 at the helm.

The 7th saw 37404/26007 work the 12.35 Inverness-Kyle and 37431 putting in an appearance on the 11.25 Edinburgh-Inverness. The 10.25 Inverness-Kyle saw 37156 with 37402 on the 09.16 Aberdeen-Inverness and 37069 on the 15.16 Aberdeen-Inverness. 37051/510 were the combination for the Aberdeen-Euston sleeper and 37066/71 that for the Inverness-Euston sleeper.

37510/051 were used on the Inverness-Euston sleeper the following night with 37156/402 on Inverness-Kyle services. 37430 hauled the 19.55 Fort William-Euston sleeper.

July 9th saw 37424 work the 08.55 Fort William-Glasgow and 37430 the 19.55 sleeper to Euston.

For the above information we are indebted to Messrs Slater, Dewing and Gossan.

PRESERVED NEWS

Gloucester & Warwicks Railway

The railway's Class 50, 50021 "Rodney" has emerged repainted in large logo livery. Close inspection, however, reveals unauthentic shades and an indifferent finish.

Paignton & Dartmouth

The much publicised visit of reliveried (and therefore renumbered) "Flying Scotsman" in BR 60103 guise. It was noted looking resplendent on 24/25 August working the line's services with 4920 "Dumbleton Hall", no ugly duckling itself. On 24th there were no fewer than 31 people photographing or viewing 60103 from the narrow footpath adjacent to Goodrington Bank when it worked the 15.30 departure from Paignton (yes, the sun was out). Every train, needless to say, was full.

The railway's Class 50, 50002 "Superb" was seen resplendently basking in the sun on 24/25 August at Kingswear.

MEETINGS LIST

SEPTEMBER-DECEMBER 1993

Social evenings are held at the Corporation Brewery Taps, Cleveland Street, Doncaster on the 1st and 3rd Tuesdays of every month. Meetings start at 20.00hrs promptish and all are welcome, members and non-members. Entry into our private suite is absolutely free (although our Treasurer takes a silver collection towards Society funds). An excellent evening's entertainment is assured.

Our Autumn Fayre is shown below.

TUESDAYS AT EIGHT - DON'T BE LATE - BRING A MATE

Tuesday 21 September - Pennine's Top Real Ale Man (TRAM), Neil Taylor presents an illustrated talk. A must for CAMRA buffs.

Tuesday 5 October - Pennine Slide Competition. Our extremely popular annual event. Bring along 4 of your railway slides which you think will catch the judge's eye. To be "judged" by a "photographic expert". Trophies and cash prizes for 1st, 2nd and 3rd places.

Tuesday 19 October - Illustrated show. Guest speaker to be confirmed.

Tuesday 2 November - Tony Smith (Retford). An eagerly awaited return and an evening of quality slides guaranteed (he says).

Tuesday 16 November - "The Wesleys". Our answer to The Nolans. Pete and Paul will provide an evening of colourful entertainment. Mexborough humour requested.

Tuesday 7 December - Pennine Shield Quiz Competition. Come along and support our boys in a test of knowledge against Dore Loco; Sheffield Transport Group (Doncaster), and South Yorkshire Railway P.S. (Jack Davis) Our boys won the trophy in 1992 - can they fluke it again?

Tuesday 21 December - Celebrate Christmas early at our annual Eeevility night. A fun night for all. Bring along your slides to entertain us. Any subject - no restrictions - embarrass anyone you want!