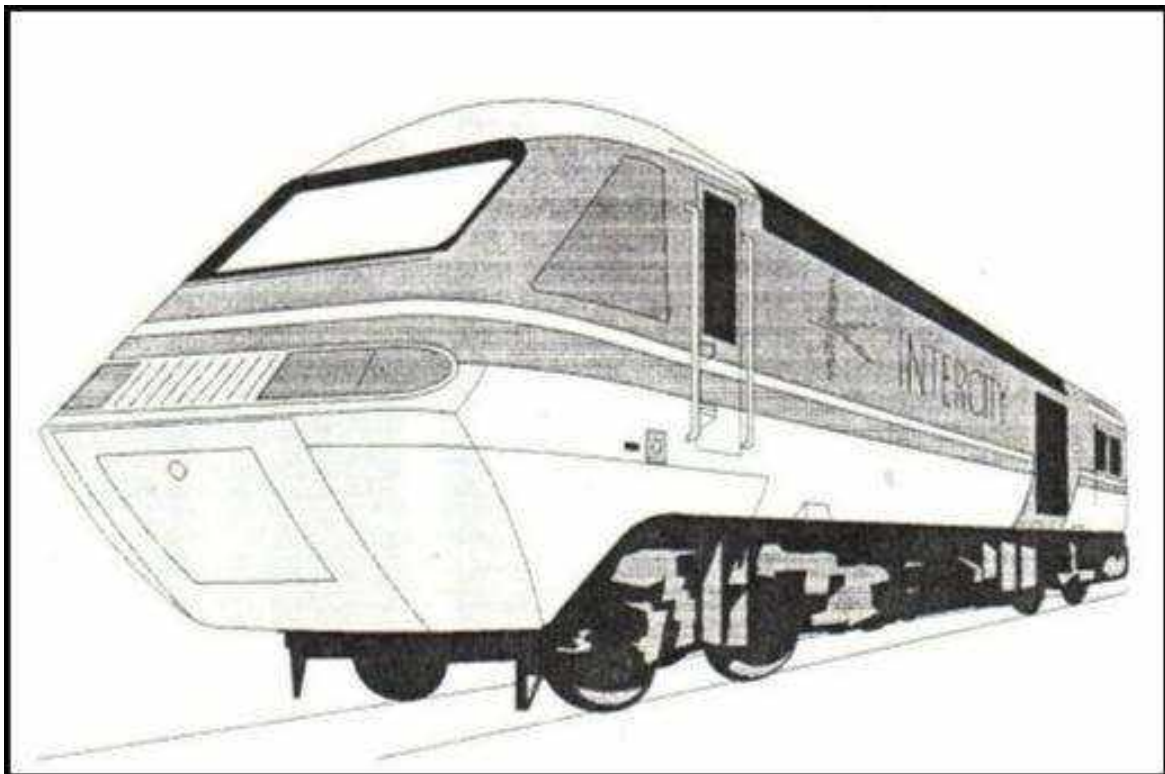


TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



No.91 Spring 1995

COMMITTEE SMALLS

ANNUAL GENERAL MEETING

The Society's AGM was held on 22 January 1995. The main change following the AGM is that Glyn Gossan has reluctantly given up his position as Magazine Editor. Glyn will continue to be a member of the Society, and will continue to attend our social evenings as his time permits.

As a result David Bladen has been elected Magazine Editor and all correspondence relating to the magazine should now be sent to him. Please flood him with "Gen" and articles.

We all wish to thank Glyn for all the work he has put into the Society over many years. We are sure you will agree that our magazine is now one the Society can be proud of.

RENEWAL OF MEMBERSHIP FEES

We would like to thank all those members who have renewed their subscription to the PENNINE RAILWAY SOCIETY for 1995. For those who have forgotten to renew, or, more likely, been too busy, you will be delighted to know it is not too late. Simply send your £3.50 fee to our Membership secretary, Captain Caddick. You will be instantly rejoined and, be sent a free 1995 PRS diary.

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

FULL STEAM AHEAD

Plans to build the first new mainline locomotive in Britain since 1960 have received a major boost. A permanent base has been found for the £ 1.3m scheme. The 170-ton A1 Pacific loco "Tornado" will be built in the Old Carriage Works in Darlington. Funds are urgently needed however if the loco is to be completed on schedule in 1998, the 50th anniversary of the completion of the first of the A1 class.

Dr. MARJE SKINNER

Our latest poser for Agony Aunt, Marje Skinner comes from Bo Bo Bo of Doncaster who asks about "The Devil's Engine".

Marge replies:- D326 was known by railwaymen as the "devil engine". It was built in 1960. On Boxing Day 1962 it collided with another train near Crewe and 18 people were killed. In August 1965 it was involved in the Great Train Robbery.

In August 1964 a fireman standing on its roof touched overhead cables and was electrocuted. The following year its brakes failed and it smashed into a goods train at Birmingham New Street.

PRIVATISATION SPECIAL

Ambitious plans recently announced include the withdrawal of all Motorail services, the London-Fort William sleeper and approval for operators of the Gatwick Express, London Tilbury & Southend, Great Western, and South West may choose to run services at less frequency as currently exists.

Outgoing BR Chairman Sir Bob Reid has said he would rather invest in a butcher's shop than in the privatised railway.

TICKET DRIVE

Under the privatised railway some travellers could face an hour's car journey to get to a station where they could buy a ticket to anywhere in the country. A "core" list of 294 stations out of 2500 stations has been drawn up which will sell all types of tickets. Others not on the "core" list would be able to choose whether to sell tickets and if so, which destinations would be covered.

It will be dull however when stations are renamed Bristol Core, Crewe Core etc.

MORELOONEY

The latest thoughts of Transport Minister Mr. Brian Morelooney on how rail privatisation would bring a vastly improved service for BR passengers.

"Franchise holders would have to run a minimum number of trains. In some cases this number could even be as high as one per day. By concentrating on the best possible service once a day it will be possible for the operators to ensure that every train is full. Safety would be greatly improved since there will be no risk of collision when there are no other trackspace".

WHAT CHRISTMAS TREE

For the first time in living memory Newcastle Station was denuded of its enormous Christmas tree. This was because of a tiff between Railtrack, the owners of the station, and InterCity East Coast who run the trains. Both said it was the other's job to pay for the tree and its assembly.

WATERMAN'S MONOPOLY

Pete Waterman, the pop to train spotting magnate has demonstrated how rail privatisation will cut customer choice. The special trains' unit passes into his hands in April after which ALL railtours will be operated by Waterman Railways. so much for competition.

EDITOR'S NOTES

Welcome to the Spring edition of Trans Pennine. Those of you who were at the AGM will be aware that Glyn Gossan has vacated the hot seat after several years as editor and yours truly has been conned into, er, I mean chosen, to take over! It's a while since I've done this job - so long ago in fact, that word processors hadn't yet been invented and nearly as long as the last time the Treasurer backed a winner!

As is usual on these occasions, I would like to remind all members that Trans Pennine is your magazine. Contributions are always welcome, be they articles, quizzes or sightings and if you come across any railway related articles or cartoons in your local paper please send them in - they all help to fill pages!

You may have also noticed that the layout of this magazine is different. I'm hoping that putting text into a column format will make it easier to read and enable more to be fitted into the same space - I would welcome your views (good or bad!).

Finally, it just remains for me to thank Glyn for all the hard work he has put into the magazine during his spell as editor. It's going to be hard act to follow!

David Bladen

NOTES FROM THE COMMITTEE

The Pennine Railway Society's 21st AGM was held at the Taps on Sunday 22nd of January 1995 and was attended by 16 members. The main points arising out of the meeting were:

- * The present committee, less Glyn Gossan, were re-elected and will continue in their present roles. David Bladen is to take on the job of editing the magazine.
- * The current meeting arrangements, i.e. on the first and third Wednesdays of the month, are to continue. The majority of questionnaires returned indicated that the present arrangements are considered to be satisfactory and this was confirmed by the members present, after much discussion. Because attendances tend to drop off in the summer months of June, July and August, Robin will try not to book 'guest' speakers for these meetings.
- * Geoff has taken on the task of publicising the Society, for example, by distributing posters to local libraries and notifying the local media of our meetings, in an effort to boost attendances.

* Dave Whitlam is to look into running trips to Crich and the Middleton Railway, along with a number of other venues, possibly using one of the preserved buses from Sandtoft.

The society's finances had taken a knock because of the mix-up over the catering arrangements for Eevility Night. Members attending that evening had generously contributed to the cost of the unexpected buffet and John Sanderson was confident that with a regular income from raffles and collections, the financial situation would soon improve, however, it was unlikely that the society would be able to fund any catering during 1995.

THE 1994 PENNINE SHIELD

The final round of the 1994 Pennine Shield quiz was held at the 'Taps' on the 18th of January 1995. Privatisation and Nottingham Victoria were just two of the topics with which Mr Skinner teased the teams. The scores on the evening were SYRPC, 24 points, Pennine Railway Society, 21 points and Dore Loco Group, 15 points. This means that after three rounds, SYRPC were the overall winners and Pennine and Dore Loco tied for the runners up position. Congratulations to the winners and thank you to all three teams and question-masters

WHAT THE PAPERS SAY

I don't know why, but some of our national newspapers don't seem too keen on the Government's plans for railway privatisation. The 'Independent on Sunday' has even gone so far as to introduce a weekly column called "True Stories from the Great Railway Disaster", in which readers are invited to submit "examples of folly and inconvenience, either present or to come".

The 'IoS' is not alone, either, in condemning privatisation. Scathing articles have appeared in such diverse organs as 'Socialist Worker' and 'The Times'. Anyway, reproduced below are a selection of snippets and cartoons. Thank you to the newspapers and cartoonists concerned!

So you want to book a sleeper?- (IoS, 22/1/95)

A passenger trying to travel on the sleeper from Euston to Glasgow telephones Euston to find out if there's a free berth on that night's train. Date, January 13th, time, 8.30pm, more than two hours before the sleeper is due to leave. The information is not available, it is politely explained, because of "restructuring". This word refers to the break-up of services in May, when the West Coast Main Line division of British Rail will still run the sleepers that remain but the ScotRail division will administer the accommodation on board them. Hence a stall to help passengers understand this new complexity has been set up on the Euston concourse. Once the computer list has been handed over on the day of travel, sleeper reservations are taken only at this concourse stall. It does not, of course, have a telephone.





"I only sell platform tickets"

On the Railways (Private Eye 27/1/95)

The report into the Cannon Street rail crash recommended that 30-year-old railway carriages, like those involved in the crash, needed to be replaced immediately on safety grounds. Everyone agreed, or so it seemed.

But such concerns for safety appear to be another victim of the mad rail sell-off. British Rail has announced that there is no business case for replacing the clapped-out carriages on south-east commuter lines for another four or five years.

One immediate consequence of this decision is that York carriage works ABB will close in a few months with the loss of 750 jobs. So, if the carriages are ever to be replaced, the order and the jobs will go abroad because Britain will have lost the skills and plant to produce them.

In the meantime the Government must hope that the next railway disaster happens after it has flogged the whole thing off-so it can pass the buck and deny all responsibility.

So you want to make a connection? (IoS) 22/1/95

There are, in the new British Railways, the official and the unofficial. Paul Gosling was travelling from Leicester to Manchester, changing at Sheffield, and was delayed because his connection was an unofficial one. His train was due in at Sheffield at 9.11 and the Manchester train was due to leave at 9.14. Eight passengers joined Paul in the race from platform three to platform eight only to see the Manchester train

pulling out. He complained to the station manager who looked unsurprised. He explained that he could not have delayed the departure because the train he arrived on was run by InterCity while the train leaving was run by Network North West. One company could not delay leaving to await a train run by another company. He would have to wait for the "official" connecting train which was scheduled to leave almost half an hour later. Mr Gosling suggested this was crazy and says the station manager tried to look as if he agreed with him. Mr Gosling asked if it would help if he wrote to complain but was told that it would be of no use whatsoever.

Private Eye (24/1/1995 - cartoonist John Kent)



Private Eye (27/1/95 cartoonist Cluff)



"Incredible, Carstairs! We've found it at last"

And finally, from 'Private Eye' 10/2/95

FEWER TRAINS WILL MEAN BETTER SERVICE' says Government

The Transport Minister Mr Brian Morelooney yesterday explained how rail privatisation would bring a vastly improved service for Britain's rail customers. He announced that the new franchise holders would have to run a minimum number of trains. "In some cases this number could even be as high as one train per day," he claimed.

Great Train Robbery

"By concentrating on providing the best possible service once a day," Mr Morelooney explained, "it will be possible for the operators to ensure that every train is entirely full." "Also," he went on, "safety would be improved, since there will be no risk of collision when there are no other trains competing for trackspace. Passengers sitting on the roof or clinging to the sides will be issued with special safety instructions to ensure that when the train is approaching a tunnel, they jump off and continue their journey on foot."

Just The Ticket

Another increase in efficiency will be the reduction of core ticket sales outlets from the present 3,000 to just one, based in Aberdeen Parkway. Customers who wish to buy through-tickets to any station on the privatised network will be able to drive to pick up their ticket in no more than eight hours. Said Mr Morelooney, "All this will result in a leaner and more non-existent rail service. The benefits will be obvious. Train strikes will be a thing of the past - as will trains."

To Clapham Junction for a television quiz!

By Paul Slater

On the morning of Easter Tuesday, Chris and I left the Travelodge where we were staying, with its view of Box Hill in the North Downs, to drive to Dorking Station to catch the ten o'clock train to Victoria. I had to be at the Capital Group Studios in Wandsworth at a quarter to twelve to take part in a television quiz, Channel Four's "Fifteen to One", the actual recording of which was to begin at half-past one.

The Victoria train originated at Dorking and carried a 'Thameslink' badge. At first it ran along a valley through the North Downs, the first stop was Box Hill station where, on more than one occasion in years past, I'd alighted with friends, as a ride on the train out to Surrey and a walk up to the splendid viewpoint on top of the Downs had at one time been a favourite excursion of mine when staying in London. At Leatherhead the line from Effingham Junction came in and from then onwards we were running through continuous suburbia and on into the vast urban sprawl of South London. I recognised the junction of the Waterloo and London Bridge lines at Epsom, but then there were several convergences and divergences of suburban lines not familiar to me. On those long ago outings to Box Hill I had always started at either Waterloo or London Bridge, not Victoria, now our train took the London Bridge line, stopping at all stations as far as Sutton, then switched on to the Victoria Brighton main line, running non-stop on the up -fast track through Balham. We met an unidentified class 73 on a Gatwick Express, otherwise all trains we saw were electric multiple-units in Network South East livery.

We alighted at Clapham Junction, where there was time for refreshments and some railway photography before we had to catch our next train. This famous, indeed notorious, station is always of interest to me because of the sheer number of trains passing through or stopping, with three or four multiple units often being visible on the move simultaneously. There are fewer locomotives to be seen nowadays and whereas the Waterloo fast-lines were once best for photography, with 33s, 47s and 50s, now the Victoria fast-lines are my preferred vantage point, with 73s, both named and un-named, passing through on the Gatwick Expresses. The most southerly pair of platforms at the station are served by only a few passenger trains, but as they are used by cross-London traffic. they are worth keeping an eye on; on this occasion, 59005 Kenneth J. Painter' and 37891 passed through in quick succession with two stone-trains and 47825 called at Clapham Junction with a Brighton - Manchester express. A trio of 73s ran through light engine on the Victoria up-slow line.

I got engrossed in watching the trains and we lingered too long on the platforms. At last we hurried across the long covered footbridge to the part of the station which, separated from the rest by carriage sidings, serves the lines to Windsor and Reading. I helped an old lady get herself and her luggage on to a Reading train, but that did not stop at Wandsworth Town, the station for Capital Group Studios, so it was no use to us. The next train to Teddington was the one we wanted. we rode on it the short distance to Wandsworth Town, where we alighted and hurried down dingy stairs to a graffiti-decorated subway. A plaque recorded the renovation of the station and displayed the name of the old London & South Western Railway.

As quickly as we could, we made our way through windswept streets to Capital Group Studios. I was ten minutes late, but it didn't matter. I was taken through to the introductory session and Chris after an argument with the receptionist, was allowed to wait in the front of the building while the contestants were given lunch and expenses. We were re-united in time to go up to the recording studios together and promptly at half - past one the game began. It was fun, exciting, and fast-moving, I got some questions right and some wrong and managed to knock out quite a lot of the opposition by nominating them in accordance with the rules, surviving to become one of the three finalists. I got my finger on the buzzer twice and took quite a few questions, but got eliminated when I gave a railway answer when it wasn't appropriate. The winner was a young Irishwoman from Sandymount, and I remembered my rides on the brand new green electric trains of the Dublin Area Rapid Transit.

Then it was back to Wandsworth Town station for the first train to Clapham Junction and another session photographing 73s on the Gatwick Expresses. A heavy shower of rain and hail made a dramatic background to my pictures when the sun shone on the station. On the cross-London line, two Hunslet-Barclay 20s appeared with a weedkiller train, 20901 'Nancy' at the head and 20904 'Janis' bringing up the rear. It was the beginning of the rush-hour and Clapham Junction became busier than ever. None of the trains on the Victoria down-fast line were for Dorking, so we adjourned to the Victoria down-slow line and were soon on board a crowded multiple unit bound for Surrey. It stopped at Balham where a 73 on a Gatwick Express overtook us and at Mitcham Junction, then got on to the line from London Bridge and stopped at all stations to Dorking, where it terminated, a good half of its passengers having got off at Sutton. Before nightfall there was time for a drive around the countryside, looking at windmills and picturesque old villages, and glimpsing 73212 'Airtour Suisse' at Gatwick Airport station - then it was back to the Travelodge. In the morning the sun would shine on Box Hill, the Easter weekend would be over, and it would be time for us to head back to Gainsborough.

The Pennine Quiz No 81

Not so much of a quiz this one, more of a puzzle! The twenty-five jumbled words below are anagrams of names carried by LMS locomotives. Some are easy, some are not so easy! All you have to do is unravel them! As usual there will be a cash prize for the winners and don't worry if you don't get them all - you may get more than the next man! Please send your answers to the Editor by May 20th. Good Luck!

1. DRUIUAP
2. COATEL
3. BGHMAOUR
4. LROUNSFLENOHRFRDOEORDT
5. LDNUHOKE
6. RAMTANPIG
7. EMSORY
8. NNUDIRBO
9. HIGDRONGOLDREHNA
10. LSAYTNTNSEMHA
11. MAINBOAT
12. CDILTEYIOFFSEH
13. ZRAZBAIN
14. WAEISLTAERRTNSUA
15. SNAASWKEAHCT
16. PNHOATE
17. RYEW
18. TOEOEWDFL
19. CNIAVMIELLSFEIRRVEIC
20. KHEAW
21. WSIDNNDAWLASRID
22. YEORRIKHS
23. HYADR
24. IERTIASTHSFERE
25. LREEADN

PS. Any offers to set Quiz 82 gratefully received!!

The Pennine Christmas Quiz - the answers!

1. Steve Bruce
2. Stroud & Kimble
3. 86639
4. Neath
5. Waterloo
6. 60116 & 62417
7. Newport

8. Stranraer & Newcastle
9. Barrow
10. Snack Bar
11. 30/11/87
12. 1984
13. City of Newcastle upon Tyne 43113
14. IM44
15. Edale
16. Landore
17. 20H, 23C, 11E, 24J, 10J
18. 37093
19. Dame Margaret Weston
20. Saint Mungo
21. 47443
22. Willesden
23. 3/10/88
24. The Borders Mail
25. Canterbury - Whitstable
26. Falmouth Town
27. 91009
28. 60032 William Booth
29. Liverpool Street- Harwich Parkeston Quay
30. John Morris
31. 9/5/90
32. Richborough Power Station
33. 1970
34. 47288
35. 1967
36. Westenhanger
37. Slade Green
38. Steamport, Southport
39. 1/6d
40. Cowal Highland Games 1894 - 1994

Joint winners were I Shenton and M Bell, who both managed to get 34 correct answers, with P Slater taking the runners-up prize, with 17 correct answers. Well done to them and thanks again to Ken King for setting the quiz!

Steam gala at Foxfield

By Paul Slater

On the last day of July, four of us set out from Gainsborough en route to the Foxfield Light Railway in Staffordshire. The weather had turned very warm and humid, and everyone said that we would certainly get a thunderstorm soon. The Foxfield line had been one of the first preserved railways I had been to, back in the early 1970's; today there was a special steam gala, with several engines running and goods trains operating over the two extremities of the line, as well as the normal passenger service on the centre section.

It was sultry and overcast as we drove to Foxfield. By the time we got to the railway, the sky was an ominous grey and the air felt slightly cooler. We looked around the little station and depot at Caverswall Road and then 0-4-0ST 'Hawarden' and a Stoke-on-Trent gasworks 0-4-0ST brought in our train, whistling and making clouds of steam. A green Austerity-type 0-6-0ST, 'Whiston', which had propelled a goods train up the steeply-graded section from Blythe Bridge and had since been shunting its trucks in the station sidings, ran forward past the North Staffordshire-styled signal box and coupled up to the other end of the train. We got on board and soon we were off.

We'd only gone a little way when rain began to fall and soon there was thunder and lightning and a downpour. The little train wound its way slowly through the drenched countryside until we came to the platform where the passenger service terminates, situated in the middle of a wood. In a loop line stood a goods train double-

headed by 0-4-0ST No.2 and 0-4-0ST No.11. Rain streamed down and dripped into the carriages through any windows which were left open. 'Whiston' uncoupled and ran on to the back of the goods train, ready to take it down the steep incline to the disused Foxfield colliery and the other two engines backed on to the passenger train and hauled us back to Caverswall Road.

The rain had stopped, and we watched the engines. Another Austerity-type 0-6-0ST, 'Wimblebury', black where 'Whiston' was green, took the passenger train out again. 'Hawarden' and the gasworks 0-4-0ST shunted trucks and then took them cautiously down the line to Blythe Bridge, dropping steeply into a leafy cutting, and No.2 and No.11 ran into the station sidings.

We drove through narrow country lanes, in heavy rain once more, to Foxfield Colliery, the original purpose for the line being built. I remembered when Caverswall Road station had not been built and Foxfield Colliery had been the operating centre of the line. The incline up from the colliery about 1 in 20 - made running the trains difficult but spectacular. Most of the trains in the early days consisted of only one carriage and they often had a second engine pushing at the back. I recalled the excitement as the two little engines pushed and pulled their trains up the bank, making a lot of noise and a lot of steam and smoke. The incline up from Foxfield Colliery had been abandoned several years ago when Caverswall Road station had been built, but it was being worked again on this gala weekend, with goods trains being banked by a second engine. According to what we had been told at Caverswall Road, we should be in plenty of time to see the final two goods trains of the day making the ascent.

The first of the trains was already waiting to depart and although the rain was falling steadily, we walked across to a disused platform beside the line. This was where the passenger trains had once started and I could remember it being lively and full of people, now it was a melancholy place in the rain, and we were the only spectators.

Smoke poured thickly from the two engines, 'Whiston' at the front and 'Wimblebury' at the back, then whistles sounded and the train began to move. It was a thrilling sight, the locomotives creating a tremendous noise and erupting a great cloud of sooty vapour into the rainy evening sky. Once the train had crone out of view, we could still hear it for long minutes, labouring at walking speed up the bank.

The rain stopped, but everywhere was very still and damp. Rusting engines and carriages stood in sidings by the old platform, which seemed even more forlorn in the quietness after the passing of the train. There was a long wait, the silence broken only by the distant sounds of shunting up at the platform in the woods. Eventually 'Wimblebury' ran back down the incline, hissing and clanking. Its tank was filled with water, then it moved forward into a siding under the trees. Not long afterwards, the sound of a descending train could be heard and 'Hawarden' slowly brought its line of trucks. We went to stand on the weed-grown lines at the far end of the platform to watch 'Wimblebury' couple up to the train and then depart. Slipping on the wet rails and sending up an enormous plume of smoke and steam, the engine got its trucks on the move and toiled slowly up the incline. 'Hawarden' was not assisting it, but was shunting one or two wagons in the colliery sidings making quite an atmospheric picture with the old headstocks in the background.

It was the end of the Foxfield steam gala.

Pennine Observers Notes

Eastern Region

On 29 October 1994, 47761 was noted at Leeds with the northbound 'Royal Scotsman', whilst on the same day, 47839 was noted on a York-Poole working and 90021 headed an Edinburgh-Kings Cross charter.

37698 was noted at Hull Paragon on 4 November whilst on November 12th, 47817 was in charge of a Poole-York train.

The 09.43 York-Exeter is a good bet for a 47/8. 47825 was duly noted on 1 December, along with 47806 on 23 January, however a shortage of these locos has meant that 47/7s have often been seen on this service. Recent examples have been 47701 on 21 and 28 January, 47738 on 4 February and 47716 on 11 February. On

December 7 the following locos were noted at Babworth, near Retford, 58032 and 58035 on coal trains, with 58019 passing through light-engine. At Claypole, near Newark, on December 10 91007, 91011 and 91012 were seen along with 58008 which was in charge of an oil train.

At Immingham depot on December 14 were 08665, 37298/335/343/381, 47276/676 and 56050/117/119. Thursday 29 December will no doubt be imprinted on our Chairman's mind! On that day. 60004 derailed in Lincoln, at the head of an oil train. Both level crossings in the city were blocked and traffic was severely disrupted for a considerable period.

In the Scunthorpe area on January 5th, 37298+37419 headed a steel train at Dawes Lane crossing, while stored in the yard of the closed Frodingham depot were 20043, 31156/210/215/ 249, 47115/233/352/417.

ECML workings noted at Barnby Crossing , near Newark on January 14 were:

91012 14.30 Kings Cross-Leeds,

91013 13.30 Kings Cross-Leeds

91023 12.00 Edinburgh-Kings Cross

91024 15.00 Kings Cross-Glasgow

91027 15.05 Leeds-Kings Cross

91029 14.05 Leeds-Kings Cross

and 58049 on an oil train.

Sightings on January 18 were:

Peterborough 08850, 31407/551/553/554, 58013 stabled Welwyn Garden City 60094 on a stone train

Kings Cross 91005/008/020/021/029/031 on Intercity workings 47770 on a parcels train, 47634/759, 90017 stabled.

Liverpool Street (yes, I know it's not strictly in Eastern region,) 86221 and 86254 on expresses to Norwich.

31466 was viewed at Hitchin on January 20 on a ballast train whilst on the depot at Immingham, on 21 January, were 08445/632, 47197, 56012, 60027/050/053.

John Dewing's attempt to attend the AGM was thwarted on Sunday January 22, when 156489 failed at Gilberdyke on the 11.05 Hull-Sheffield. After a wait of 85 minutes, 142084 came from Hull to assist/rescue. The passengers were transferred to the 'Pacer', leaving the 'Sprinter' at Gilberdyke and they eventually reached Doncaster at 13.30, some 90 minutes late, where the service was terminated. There is no truth in the rumour that our treasurer offered to swap places, on hearing of John's plight! Later that day, 47828 was noted working the 14.18 York-Poole.

The 10.10 Kings Cross-Leeds was headed by 90023 on January 23. Services throughout the region were badly disrupted between 25 and 28 January when atrocious weather conditions caused long delays and cancellations. Things had got back to normal by 1st February when the following were noted at Swinton:

47846 09.00 Poole-York

47566 Parcels

58036, 60090 Coal trains

60090 Steel train

37108,47294+47316+47384+47399, light engines

The following day, at Melton Ross, 37710/711/719/886, 60004/051/070 were noted working oil trains, 37706 headed a cargowagon train and 37885, 56031/046 and 60064 passed light-engine.

Pathfinder Tours "Hymn 'n' Harn" railtour from Bristol to Cleethorpes, and various freight lines in the Grimsby and Immingham areas, was worked throughout by 47739, on Saturday 18 February. 56039 'Port of Hull', in Loadhaul livery was attached at Sheffield and the train worked from there double-headed and "top and tail" on the branches. This tour was unusual in that a stop was made at Brigg for a couple and various guests to alight for a wedding in Scunthorpe. The happy couple rejoined the train at Cleethorpes for the blessing and reception!

Midland Region

Noted at Derby on January 27 were 47971+47972 +47973+47976+47981. All locos were heading to Crewe for weekend "dragging" duties. Also noted were 33025+33116 heading the "Gladstone Bag railtour, from Bristol to Liverpool. 56036 worked the tour between Chester and Liverpool in place of the allocated class 73 locos which were unfit for use.

Locos observed at Leicester on February 4 were:

56025 on an oil train

08697, 56128, 60010/042/044 in the depot

Western Region

One of our members spent a few days 'out and about' in the Western Region and noted the following:

28 November

Didcot 08904,37137, 47052/702

Swindon 37072/772, 47125/290, 58018

Bristol TM. 37402, having worked the 0840 Weymouth-Bristol 47238/481/828/848

Newport 08932/942, 09001, 37141/162/412, 47187/270 on the depot, and 47339 on a freight working

Cardiff 37897,47481,56029

Exeter 7178, 47811/828

The following day saw,

Exeter 08756/798, 37097/258/263/338, 60065 and 47826 on the 06.43 Wolverhampton-Plymouth train.

Newport 37668/698/887/889/903, 47051/206/306/337/628/782, 56029, 60055/061/062/080

30 November brought,

Exeter 47810 on the 06.43 Wolverhampton-Plymouth

Plymouth 37412+37521 on china clay freight, 47566/758/764

Laira 47536/709/742

On 1 December

Exeter 47830 on the 06.43 Wolverhampton-Plymouth

Taunton 08481

Bristol TM. 08818, 37402 on the 08,40 Weymouth-Bristol, 47474/ 489/848 and 47825 on the 09.43 York-

Exeter

Newport 08932, 37137,60096

Swindon 08646/664, 37057/098/162, 47290/323, 58018

Southern Region and France!

One of our members took a day-trip to Paris by Eurostar train through the Channel Tunnel, on January 19 and noted the following locomotives and workings:

Waterloo International Terminal

Eurostar 3013 forming the 08.23 to Paris, with 3004 and 3108 also in the terminal

Stewarts Lane

60100 and 73204 in depot

Ashford

09010 and 73131 in sidings

Cheriton

47052/316, 92003/018/019 in yards at Channel Tunnel terminal

Gare du Nord, Paris

Eurostar 3013 forming the 17.09 to London Waterloo

Electric 16015 on 16,36 to Amsterdam

Electric 17093 propelling a double-deck suburban train

Electrics 16001 Neuilly-sur-Marne', 16012, 16029, 16031, 16036, 16110, 22323 'Cagnes-sur-Mer' and 40109

'Cannes', Diesels 63711, 72024 'Pont-Audemer', TGV's 521, 539, 544, 548, 4505 and 4508 also in station

Electrics 16047 and 17085, TGVs 531 and 538 and Eurostar's 3018 and 3314 in sidings outside the station

Gare de l'Est Paris

Electric 15010 'Strasbourg' on 15.56 to Strasbourg

Electric 16567 on a suburban train

Electrics 15008 'Nancy', 15012 'Chalons-sur-Marne', 15040 'Livry-Gargan', 16560, 16575, 16597, 16599 and

16650 also in station

Steam Notes

On 12 November, Standard locos 75078 and 78022 were both noted working on the Keighley and Worth Valley Railway. The Bluebell Railway had recently restored 9F 92240 working. The line has now been extended and is working to Kingscote. Hopefully the line will be restored as far as East Grinstead. Our correspondent considers this railway to be well worth a visit!

For the above information, the Editor would like to thank Tony Caddick, John Dewing, Paul Slater and Glyn Gossan for forwarding most of it to me!

THE NEXT EDITION OF TRANSPENNINE WILL BE PRODUCED IN JUNE. PLEASE HAVE ALL CONTRIBUTIONS TO THE EDITOR BY MAY 20th. Thank you!

SOUTH YORKSHIRE RAILWAY PRESENTS 1st ANNUAL MODEL RAILWAY EXHIBITION

At Hillsborough Boys Club, 393. Langsett Road. SHEFFIELD

Saturday April 29th, 10.00am to 7.00pm

Sunday April 30th, 10.00am to 5.30pm

Layouts, trade stands, tea, coffee, hot & cold refreshments.

Admission Adults £1.50, Juniors (U 16) 75p, OAP (Unwaged) 75p

Buses 81, 82, 83, 84, Ask for Morrison's or Hammerton Road. Ample free parking close by.

Rail UK

Rail UK have advertised the following tours:

March 25th Derby, Belper, Chesterfield, Sheffield, Rotherham, Doncaster, Leeds to Carlisle (2 hours) and Lancaster (2 hours) - £24.50.

April 20th - 23rd Newcastle, Darlington, York, Leeds, Huddersfield, Stockport, Stoke, Stafford, Wolverhampton (bus connection from Hull & Grimsby) to Penzance, The Scilly Isles and Lands End - £ 169 (including hotels).

June 24th Derby, Belper, Chesterfield, Sheffield, Rotherham, Doncaster, Leeds to Betws-y-Coed (4 hours) or Blaenau Ffestiniog (3 hours) - £24.50.

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

0482 561147.

Kirklees Green Party

Kirklees Green Party are organising the following charter trains

May 6th Sheffield, Meadowhall, Chapeltown, Elsecar, Barnsley, Wakefield, Normanton, Shipley, Keighley to Glasgow - £26.

May 27th Huddersfield, Berry Brow, Brockholes, Shepley, Denby Dale, Penistone, Barnsley, Chapeltown, Sheffield to Carlisle - £23.

June 17th Sheffield, Meadowhall, Chapeltown, Elsecar, Wombwell, Barnsley, Darton, Wakefield, Normanton, Shipley to Carlisle - £23.

July 25th Barnsley, Dodworth, Penistone, Denby Dale, Brockholes, Berry Brow, Huddersfield, Mirfield to Edinburgh (for the Tall Ships Race) - £26.

August 19th Sheffield, Meadowhall, Chapeltown, Elsecar, Wombwell, Barnsley, Darton, Wakefield, Normanton to The Edinburgh Festival - £26~

Further details are available from Nick Harvey, Charter Train Organiser, Kirklees Green Party, 16b Byram Buildings, Station Street, Huddersfield.

Fixtures List 1995

As requested at the AGM, I have written to Tinsley and Toton depots to obtain details about permits and to the Middleton Railway concerning a visit to the line.

If any member is interested in visiting any of the above places could they please let me know as soon as possible so that I can make the necessary arrangements. I need at least 15 names before it is worth us considering organising the trips.

Nobody expressed an interest in the Channel Tunnel trip mentioned in the last magazine, so we will not be pursuing that.

Dates for your Diary

March 31 - April 2:	Great Central Railway Diesel Gala
June 10 - 18:	East Lanes. Railway Diesel Week
July 1 - 2:	Worth Valley Diesel Weekend
July 21 - 23:	Midland Railway Centre Diesel Weekend

There is a diesel diagram on the Severn Valley Railway every Saturday from 27 May to 9 September. The trains involved are the 09.45 and 13.30 departures from Kidderminster plus the 11.50 and 15.35 departures from Bridgnorth.

50002 'Superb' will be operating on the Paignton & Dartmouth Railway on 29 April, 27 May, 24 June, 29 July and 26 August.

The **North Yorkshire Moors Railway** are organising the following special events this year:

April 1 - 2	Open Weekend
May 6 - 8	VE Wartime Weekend
July 1 - 2 1	50th Anniversary Gala
July 22 - 23	Vintage Vehicle Weekend

October 7 - 8 Autumn Steam Gala
October 28- 29 Wartime Weekend

The **Severn Valley Railway** are advertising the following special events for this year:

April 8 - 9 Spring Steam Gala
June 3 - 4 'Friends of Thomas the Tank Engine' Weekend
June 24 - 25 Forties Weekend
September 2 - 3 'Friends of Thomas the Tank Engine' Weekend
September 23 - 24 Autumn Steam Spectacular
September 29 - 30 SVR/CAMRA Beer Festival
October 8 Vintage Vehicle Day

MEETINGS LIST - APRIL - JULY 1995

Our social programme at the Corporation Brewery Taps continues apace. Don't forget we meet on the first and third WEDNESDAYS of every month in Doncaster. everyone is welcome, members and non-members. Meetings start at 20,00hrs.

Entertainment for Spring/early summer is shown below.

BE THERE - DON'T BE SQUARE

Wednesday 5 April - Mexborough's own TC, Tony Caddick. Slide Show - "The benefits of a Privatised Railways'

Wednesday 19 April - All the way from Scarborough, England. Captain Chris Nicholson, Master Mariner. "Around the World in 2 hours". Slide show

Wednesday 3 May - Slide Show (artiste to be announced)

Wednesday 17 May - Doncaster's Chris Tyas. Slide Show "Why the Eagles should take over The Dons".

Wednesday 7 June - Slide Show (speaker to be announced).

Wednesday 21 June - Slide Show (speaker to be announced).

Wednesday 5 July - Slide Show (speaker to be announced).

Wednesday 19 July - Slide Show (speaker to be announced).

SANDTOFT GATHERING

This year's transport extravaganza at Sandtoft will be held on Sunday 30 July 1995. This is a popular event always attended by many Pennine members.

One change this year is that there will be no vehicle rally, and vehicles will be exhibited at Ealand, several miles away from Sandtoft. There will be a free bus service linking the two sites.

BIGGEST HOLD UP SINCE RONALD BIGGS

On Thursday 16 February 1995 the 19.15 Euston-Wolverhampton (Wednesday evening) rolled into Wolverhampton at 05.43 some 8hrs 12 minutes late caused by damage to overhead wires and resulting cascading. At one stage the 171 passengers were shunted back and forth through Milton Keynes station 5 times but were not allowed to get off. The guard shut himself inside his cab and screamed down his radio to controllers "They're going to kill me". With no heat on the train with the power off passengers resorted to walking up and down to keep warm.