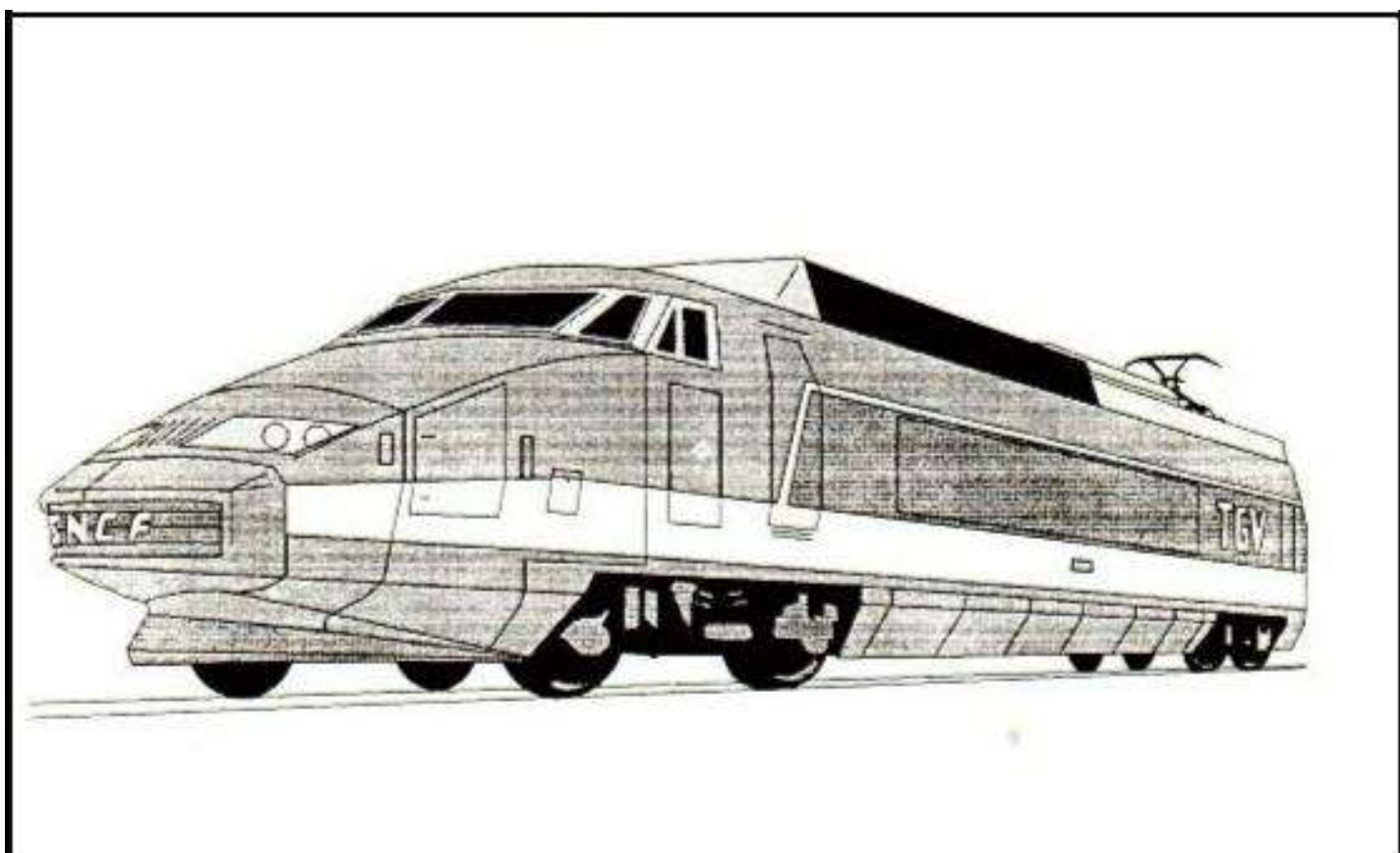


TRANS PENNINE
THE MAGAZINE OF THE PENNINE
RAILWAY SOCIETY



No.92 Summer 1995

COMMITTEE SMALLS

Lord Wins Seat on Council

The well-known publishing magnate Peter Fox, better known to many as "The Lord", owner of Platform 5 Publishing has been elected to Sheffield City Council.

He was elected as Liberal Democrat member for Dore Ward, winning the seat from the Conservatives (who only have 4 councillors in Sheffield now and might be wiped out in 1996).

The Lord's success was in no small measure due to the support of our Treasurer and his family who have demonstrated they will do absolutely anything to keep out the Conservatives.

However, one of the Lord's employees, Pennine's own Bo Bo Bo Barclay, a red hot socialist can keep his job as long as he doesn't argue politics.

Speed Record

On 2 June 1995 a new UK passenger train speed record was set when 91031 "Sir Henry Royce" with a 5-coach set reached 154mph on a downhill stretch between Grantham and Peterborough.

The 'guests only' run, to publicise rail privatisation, left Newcastle at 09.10 and arrived at Peterborough, 190 miles away, at 11.12.

For safety, staff were posted at unmanned crossings and expresses travelling in the opposite direction were switched to slower tracks to avoid a build up of air pressure as they passed.

Readers of the rapidly declining "Daily Mirror" will have been surprised to read that the locomotive was called "Harry Royston".

Fez Please

Privatisation nonsense continues unchecked. Platform staff on South Eastern Trains, whatever that is, will have to wear red fezzes.

Whoever is responsible for this must have been a fan of the late Tommy Cooper. Staff will soon get fed up of passengers shouting "just like that".

Fares Fair

On-train catering crews (Travellers Fare staff to us) are getting fed up of being called "Trolley Dollies" or "The Tart with the Cart". Particularly the men.

When some of your committee were employed on these duties years ago they were politely referred to as "bun runners".

Rail Ticket Message Gets Through

Passenger power has won the battle to retain the same number of stations selling tickets to all destinations when the railways are privatised. Rail regulator John Swift QC has caved in on his original proposal to slash the number of through-ticketing stations from the current 1300 to just 294.

Ghost Train

The 19.39 Cambridge to Stansted Airport remains in the timetable although it has not carried a single passenger for over a year. The full service was introduced in 1991 but passenger carryings averaged only 8 and was halted in 1993.

Only this train remains and is known as the "Parliamentary Special". Withdrawal of the train could only be done through the closure of line procedure, and if BR wanted to reintroduce the service it could only be done through new legislation.

Fares Capped

Defending his recent fares-capping sop to commuters in southern England, transport secretary Brian Mawhinney said higher subsidies wouldn't be needed to meet rising costs because rail operators would attract more passengers onto the trains than BR is now carrying.

However due to a shortage of stock and no prospect of any new stuff to come, extra passengers physically can't get on the trains.

In fact, referring to chronic overcrowding on the Portsmouth to Cardiff route on Fridays, Regional Railways manager Chris Gibb has said he will be "seeking additional ways of suppressing demand".

Waterman Holed

Pete Waterman, trainspotting pop entrepreneur, has now realised what rail professionals knew years ago: special trains aren't feasible unless run on the margins of a business. But it's too late. Waterman has his monopoly and the Government has his wad.

Waterman bought the InterCity special trains unit on April Fool's Day and is a financial non-starter.

He has bought a pig in a poke. For instance he has rights to the white elephant "land cruises to the' Scottish Highlands", 12 out of 14 of which have been cancelled.

New Ticket to Travel

Anglia Railways hopes to be the first BR splinter group to screw up the standard range of rail tickets. It hopes to replace the popular SuperSaver with one to be bought 24 hours in advance and valid on specified trains.

To avoid a sudden fare increase, all SuperSaver users would have to make an additional journey to their nearest staffed station (not many in rural Norfolk) before the date of travel.

Timetables

St Albans station is run by Thameslink and is on the London-Sheffield InterCity line. Locals at the station cannot get timetables for London-Sheffield services as the InterCity trains are run by Midland Main Line division.

Midland Main Line says St Albans City is the responsibility of Thameslink but Thameslink says it's not interested in providing information for Midland Main Line. The useless rail regulator should act.

Shortage of Stock

Electric trains from St Albans Abbey are to be replaced by 1960s DMU's because there are not enough suitable trains for North London Railways to run all its services.

Despite a nationwide shortage of rolling stock BR didn't ask for quotes for any new trains in 1994. As a consequence the ABB train making factory at York is to close.

Eurostars

Determination to spend the minimum on rail infrastructure in connection with the Channel Tunnel continues. Originally Eurostars from the North would bypass London via a shunt at Willesden. Now Railtrack has decided to send them through Hampstead on the North London line. The Eurostars are wider than the normal trains on that line so instead of spending petty cash on clearing wider spaces only one Eurostar may be allowed on the North London line at a time, so they won't smack into each other as they pass.

Eurotunnel Sinking

As predicted in this organ some time ago, Eurotunnel could go bust. In fact this could happen in 1995 as the Channel Tunnel project is in danger of being overwhelmed by huge debts. In fact interest charges on debts amounts to nearly £2 million per DAY.

As a last resort the Government could pass new legislation making taxpayers bail out the project, providing running costs until revenue picked up. The Government will not allow this major piece of infrastructure go down the pan.

Tory Free For All

Once it was just British Rail. Now there will be 100 rail firms:-

25 passenger companies to run trains

3 national companies run trains

13 regional units maintain tracks and stations

59 companies run everything from freight to research

The target to sell the first 9 train operating units by April 1996 is unlikely to be met. The Government wants to float Railtrack on the Stock Exchange, but City stockbrokers won't take the flotation seriously if the franchise sale has stalled.

The Government is banking on the proceeds of the Railtrack sale to finance pre-election tax cuts.

Manchester PTE

It is understood that Manchester PTE has given notice of its intention to discontinue their control of local rail services in its area as a result of increased costs it would incur as a result of rail privatisation.

More will be heard of this in the next few months and may prove to be a major embarrassment to rail privatisation. Other PTE's may be eyeing developments.

Underestimates

Consultants paid to forecast demand for new railway stations and lines do not have a clue. They are masters of the underestimate.

Cathays station in Cardiff opened in 1983 and reached its five-year target in the first three months. Dyce, near Aberdeen, was predicted to generate 70,000 annual journeys eventually - but it generated 340,000 in its first year. Twice as many people as expected used the Bathgate line, near Edinburgh, and in 1987 the new East Garforth station near Leeds was four times busier than forecast. Now, Bulwell, near Nottingham, has attracted more than three times the predicted custom.

How many communities are without a rail service because gross underestimates of demand make new stations appear unfeasible.

Tony Blur

Tony Blur, new Labour leader has ordered a U-turn in Labour policy on the railways after they are privatised. He asked for plans to be drawn up to get them back into public ownership only days after playing down the prospect of a Labour Government returning them to state control.

Bradford Let Down

Bradford Council paid £300,000 for a new station to ensure InterCity services could continue to serve the city. InterCity now says it cannot afford to provide services between Bradford and London as the new electric wires are energised.

EDITOR'S NOTES

Welcome to the Summer edition of Trans Pennine. The first task in this issue is to say thank you to everyone who has contributed articles, quizzes and news. The response has been great - please keep it up! The second task is to apologise for the late running of the last magazine. We were hoping to be able to distribute the bulk of the magazines at the second meeting in March, however, problems at the printer meant that we were unable to do that, so in order to save on postage costs, it was decided to distribute it at the first April meeting. You may also have noticed in the last issue an advert for a Model Railway exhibition. If you are involved in organising a transport-related event, or if you have any transport-related items that you would like to sell, I will be glad to place a 'Small Ad' in the back of the magazine.

David Bladen

NOTES FROM THE COMMITTEE

I have received a letter from Toton Traction Maintenance Depot stating that access to the depot has now ceased. This is after receiving a booking form from them and me sending the completed form back with the required cheque!

I have never received a reply from Tinsley Depot (or Railfreight Distribution, the company that runs Tinsley) so I can only assume that the policy is the same there.

If anybody knows of a British Rail establishment which does allow visits, could they let me know.

I did not receive a reply to my letter to the Midland Railway in Leeds, so I assume that they do not run special trains anymore.

Dave Whitlam

CONGRATULATIONS!!!

To our Religious Adviser, the Reverend Andrew Watts and his wife Helen, on the birth of their daughter Jenny Louise. The Pennine's newest member popped into the world on May 11th and Uncle Whitlam assures us that both Mother and Baby are fine - no news about Dad though! I am sure all members will join with the committee in sending best wishes!

THE 1995 PENNINE SLIDE COMPETITION

The annual slide competition will be held on Wednesday, October 4th at the Taps. Members are invited to submit up to 4 slides, colour or monochrome, on a railway related subject. The slides must be their own work and should not have been entered in any previous Pennine competition. If anyone would like to enter, but can't get to the Taps, send the slides to David Bladen, who will enter them on their behalf. As usual there will be cash prizes and trophies for the winners.

Happy snapping!

The Claymore

by Paul Slater

The "Claymore" special departed from Fort William at eight o'clock on the morning of Saturday October 22, 1994. It had been double headed from Edinburgh the previous day by 37156 and 37221, but on its southbound run on the Saturday it was steam hauled, with K1 2-6-0, No.2005 piloting "Black Five" 4-6-0 No. 44767 'George Stephenson'. It was not yet properly light at departure time and the two steam locomotives looked very impressive and atmospheric in the semi-darkness at Fort William.

The morning grew brighter as the train began its journey, the two engines audibly working hard against the gradient. Half-hidden in cloud, Ben Nevis loomed up not far from the line and further off was a whole panorama of mountains, looking very beautiful in the dawn.

The train stopped at Spean Bridge in order to pass the overnight car sleeper from Euston to Fort William, and many of us got down on to the platform. The sleeper was reported to be running late so it was decided to pass

it at Tulloch instead we got back on board! At Roy Bridge, a station with only a single platform and no loop, the "Claymore" stopped for the engines to be watered and despite a shower of rain, many of us alighted and thronged a bridge carrying a narrow lane across the track, to watch 2005 and 44767 hissing steam as their tenders were refilled.

At the next station, Tulloch, we had a chance to alight again and admire our two engines before 37401 ran into the loop with the delayed sleeper, then the "Claymore" was off on its way south. It was now full daylight and a number of spectators and photographers were out by the line to see the "Claymore" begin the most spectacular part of its journey. From Tulloch, the West Highland line makes a long, steep climb up to Corrour, and here the two engines were working strenuously, leaving a dense trail of smoke and steam hanging in the air far behind them. At first the railway ran by a wooded gorge, where the autumn foliage was most attractive, but then it ascended into a bleak, moorland world, with magnificent views of mountains and lakes. Hardly anyone was out to see the train, as all this stretch of country is wilderness, with no houses or roads.

At Corrour - surely the loneliest and remotest station in the whole country - we all got out and took up position on the moorland beside the line to watch the "Claymore" do some photographic run pasts. Three times the K1 and the "Black Five" backed their train to the top of the steep gradient up from Tulloch and then came through Tulloch station, accelerating hard. The moor was covered in autumnal colouring, a damp, chilly wind blew, the engines thundered past, and smoke and steam hung thickly in the mountain air. It was a memorable experience.

For many miles south of Corrour the West Highland line runs through the vast uninhabited expanse of Rannoch Moor, where the only signs of life to be seen from the train were a few deer. Rannoch station, in the middle of nowhere with one or two houses near it, made a little oasis; the "Claymore" stopped here and waited for some time to pass a Glasgow - Mallaig Sprinter, so many of us alighted and some people - like me walked to a footpath crossing some way up the line, for a different view of our train. Then we were back on board and the "Claymore" was on its way again, the steam from the engines rolling away across the beautiful but desolate landscape.

At last the country became a little less harsh. The line ran downhill through a wood of old pine trees, forests of dark-green fir and pale-orange larch began to clothe the slopes of the mountains, and cars could be seen in the distance, on the main road from Fort William via Glencoe. We ran into Bridge of Orchy station, where there were crowds of people on the platform and on the adjacent road.

From Bridge of Orchy the line climbs steeply to County March summit, along a ledge cut into the side of Ben Dorain, round the famous Horseshoe Curve with its two lattice viaducts, then up along more slopes to run close beside the main road. Many spectators had chosen this stretch of line on which to see the "Claymore" and the main road was lined with parked cars. Our two engines laboured noisily, pouring out great clouds of black smoke, and we passengers waved cheerily to all those who had come to watch us pass by. Once over the summit, it was downhill to Tyndrum and Crianlarich, where there was a lengthy water stop. We all got out, for the first time since we left Fort William, the sun shone, and for the Scottish Highlands in late October, the air struck warm.

South of Crianlarich the scenery, although still mountainous, became more lush and wooded, with many trees growing beside the line. There were views down to Loch Lomond and Loch Long, and our two engines toiled up to the last major summit on the West Highland, Glen Douglas, laying a smoke screen above the forest. Then it was downhill to Garelochhead, where we passed a northbound Sprinter, and on into Helensburgh, with views of the Firth of Clyde. At Helensburgh Upper station there was a lengthy stop while the tenders of the locomotives were refilled with coal as well as water. The coaling operation was amusing to watch. A large lorry loaded with sacks of coal was parked on a bridge over the line, then the engines were carefully positioned beneath it, each in turn, while the contents of the sacks were emptied down an improvise chute made out of bins with the bottoms removed.

On the move again, the "Claymore" soon came to Craigendoran Junction and the end of the West Highland line. Our course now lay along the electrified line by the north shore of the Clyde, with orange multiple-units on the various Glasgow suburban services passing frequently. We halted again at Cowlares East Junction, near the closed engine-shed at Eastfield, for our thirsty locomotives to be watered once more, and then we were off through the outskirts of Glasgow and into open country, speed rising to an exhilarating canter on the fairly level and straight main line towards Edinburgh. The mountains of the Highlands had now been left behind, but away to the north, the Campsie Fells could be seen in the golden, late afternoon sunlight.

Evening mist was rising when the "Claymore" halted outside Dalmeny and then moved slowly into the loop for yet another water stop; then we were off across the Forth Bridge and running by the shore of the firth towards Kircaldy. Darkness came down before our final water stop, at Townhill, near Dunfermline; the "Claymore" was parked in a loop, with Sprinters on the frequent Fife circular from Edinburgh hurrying past. It is very rarely that I travel on a steam train at night nowadays, and I enjoyed watching the steam from the "Claymore"'s two engines wreathing around street-lamps and mixing with patches of fog in the darkness during the last part of that day's journey. The locomotives whistled continuously as we slowly crossed back over the Forth Bridge, the structure was floodlit and the train must have made a magnificent and very nostalgic sight steaming along the spider's web of huge girders. Speed rose on the final few miles to Edinburgh. I had been sitting for a long time, so went and stood by an open window, looking out at the steam drifting across the foggy suburban streets and listening to the engines whistling their progress into the city, perhaps with a note of triumph at having completed their long day's journey. Edinburgh Castle rose up through the mist and murk and then the train was crossing the maze of pointwork into the station.

Next morning - well wined, dined, rested and breakfasted - we watched 2005 and 44767 - the "Black Five" now leading - backing down on to the "Claymore", the stock of which had been brought into the station by 37156 and 37221 again. Departure was at 11 o'clock; after the 8 o'clock start from Fort William the previous morning, I had been glad of a lie-in today, helped by the extra hour provided by altering the clocks at the end of British Summer Time.

Speed quickly rose once we had left Edinburgh and although the dramatic scenery of the West Highland line was now far behind, the hurrying dash along the East Coast Main Line to the first water stop of the day at Berwick-on-Tweed was one of the highlights of the weekend. I got the impression that the engines were being driven as fast as they could go. the vigorous exhaust beats from the chimneys carried clearly. and although we slowed down a little on the climb from Cockburnspath up to Grantshouse, for most of the way the train kept up a furious pace. Many people were out to watch us - the stretch of line on the cliff tops near the border with England being a favoured location, where the train could be seen against the backdrop of the North Sea - and we were kept busy waving at spectators standing in fields and motorists and bus-drivers racing the train on the parallel A1 main road.

Beyond Berwick-on-Tweed, progress was much slower, as there were many southbound expresses on the main line which needed to overtake us. A High Speed Train on a cross-country service passed us while we stood in Berwick station, we were held at the southern end of the Royal Border Bridge at Tweedmouth for 91014 to propel a Kings Cross express slowly past us on the wrong line, we were parked in the loop at Belford for some time to allow two more High Speed Trains to overtake us, and just after Alnmouth we were looped again, this time for 91022 at the rear of a southbound express.

At last, well after our scheduled time because of the sidetracking, we arrived at Morpeth. There was another stop for water here, and this was expected to be a lengthy one, as it was necessary for us all to alight and the empty stock of the "Claymore" to be shunted back into a siding alongside the Bedlington branch before the engines could uncouple, run forward and manoeuvre their way into the overgrown yard, where the watering operation could take place clear of the main line. I enjoyed the chance to have an extended break from travelling and watch the engines going to and fro until they were finally at the watering point. On the main line, 37156 and 37221 appeared yet again, running south with two support coaches and then, some time later, returning north light-engine., there were several High Speed Trains passing through the station, and 91009, 91010, 91015 and 91031 on Kings Cross expresses.

The watering took even longer than the timetable had allowed, but at last, by now very late indeed, the "Claymore" pulled away from Morpeth and hurried in the gathering dusk down the main line to Newcastle, where a jazz band was playing to greet us. The two steam locomotives were uncoupled, 47582 hauled the train away in to the night towards London, and it was the close of an unforgettable weekend.

The Pennine Quiz No.82

Malcolm Bell

Thank you to our Ossett member for setting this quiz! Answers to the editor by 26 August, please!

- 1) Which loco has recently been named 'Plymouth - Spirit of Discovery'?
- 2) What was the driving-wheel diameter, in feet and inches, of D604 'Cossack'?
- 3) Which pre-grouping railway company styled itself 'The Premier Line'?
- 4) Who designed York railway station?

- 5) Name class 92, 92026.
- 6) Who built the four-wheel rail buses, Nos. Sc79965 to Sc79969?
- 7) Besides E3055, which other class 82 did not receive a TOPS number?
- 8) On what date were freight services withdrawn from the Garsdale - Hawes branch?
- 9) Who was the Locomotive Superintendent (CME) to the London, Brighton and South Coast Railway from 1847 to 1869?
- 10) What made 'Britannia' No.70047 different from all the other 'Britannia's'?
- 11) Which railway installation carries the code M'?
- 12) In which country would you find the Guayaquil and Quito Railway?
- 13) What is the name of the shade of black used in the Waterman Railways livery?
- 14) Who named class 4425-WES unit No.2418 'Wessex Cancer Trust'?
- 15) Who designed Huddersfield station?
- 16) Its LNWR number was 986, its LMS number was 5953 - what was its name?
- 17) How many gallons of water did a British Railways standard BR2 tender hold?
- 18) Name SNU loco No. 22401.
- 19) What was the maximum tractive effort, in lbf of the North Eastern class ES1 electric Bo-Bo locomotives?
- 20) What name was first carried by 'Jubilee' No. 45633?
- 21) Which railway site has the code 'DP'?
- 22) What was the number of the first AC electric locomotive to receive a name?
- 23) Who provided the nameplates for the loco in question 22?
- 24) Before withdrawal for preservation, what was Jubilee' No. 45593 Kolhapur's last scheduled working?
- 25) Where was the highest tram terminus in Britain?

Pennine Quiz No.81 the answers! (and apologies!)

- 1) Udiapur
- 2) Alecto
- 3) Brougham
- 4) Lord Rutherford of Nelson
- 5) Elkhound
- 6) Parmigan
- 7) Mysore
- 8) Dunrobin
- 9) Gordon Highlander
- 10) Lytham St Annes
- 11) Manitoba
- 12) City of Sheffield
- 13) Zanzibar
- 14) Western Australia
- 15) Saskatchewan
- 16) Phaeton
- 17) Wyre
- 18) Fleetwood
- 19) Civil Service Rifleman
- 20) Hawke
- 21) Windward Islands
- 22) Yorkshire
- 23) Hardy or Hydra
- 24) Irish Free State
- 25) Leander

A spot of editorial sackcloth and ashes is in order, I think!

There were two hiccups in the quiz - firstly, I missed an 'E' out of question 4 and secondly there were two possible answers to question 23 - mea culpa!

Despite these added problems, there were three all-correct entries and as is usual, the names went into a hat.

First out was P Gardner, second out was I Shenton, third out was M Bell.

Congratulations to the winners and thank you to everyone who entered - especially those who pointed out the mistakes!

A Classic Crompton Crankex

by Chris Tyas

The date was Friday, 31st March 1995. The train was IZ33 - the 18.08 London Victoria to Inverness, better known as "The Skirl of the Bagpipes" railtour and the locos were to be 33109 and 33116. Crompton's to Inverness!

Having arrived at Victoria with plenty of time to spare, (about three hours!) I went to check out the class 73's on the Gatwick Expresses. Whilst on the Gatwick platform, I noticed 73101 arriving with the VSOE Pullman, so it was round to platform two to photograph it, then it was time to adjourn to the pub (the Stage Door) with Paul Micklethwaite and Andy Jessop.

The stock for the tour was already in when we arrived back at Victoria, and as we wandered to the front, the two tour locos arrived from Stewarts Lane. Both were in immaculate condition, having been repainted inside and out, and they looked a picture, gleaming in the early evening sun.

At 18.08 we departed from Victoria, to the sound of bagpipes from the lone piper on the platform, and the train went via Stewarts Lane, Longhedge and Latchmere Junctions to Kensington Olympia. At Mitre Bridge we were signalled down the wrong line, heading towards Acton Wells and the Great Western Main Line!

When we finally set back to Mitre Bridge, we were given the correct road to Willesden Junction and the West Coast Main Line, and on to our first pick-up point at Watford Junction.

After leaving Watford, we were put on the slow line then, in the Tring area, the train started passing InterCity services on the fast line. I don't know what the problem was on the Main Line, but I found it very amusing that our ageing, supposedly life-expired 33's were passing these express locos on the other line. What is more amusing is that only one actually managed to catch us before we turned off for Northampton. The next port of call was Nuneaton, then on towards Crewe for our last pick-up. A 30-minute break at Preston enabled the stock to be watered and the buffet trolleys replenished, then it was off North, with the hard climb over Shap Summit, to Carlisle.

After the crew-change at Carlisle, word had come through from the locos that we had actually crested Shap at 75 mph. There followed a spirited run to the next crew change at Mossend Yard, where the train stopped alongside two scrap class 26 locos. One of the railmen working in the yard looked bemused at the sight of our two locos maybe he thought that they were class 26's which had been renumbered!

At Perth, there was a stop of two and a half hours - not much use at three in the morning! -so it was time for some 'shuteye'. We left at 05.30, heading along the Highland Main Line to Aviemore, where we were signalled on to the Speyside Railway, and on to Boat of Garten, for fifty minutes to take photos and look round the station shop. The Speyside Railway's class 27, D5394 (ex 27106 / 27050) was attached to our train, however. it was discovered that there was a split in the air hose on the loco. A quick decision was taken to send the loco to Aviemore, where it was turned on the turntable, managing to get back to Boat of Garten in time for our booked departure. When we got back to Aviemore, the 27 was detached and the two 33's propelled the train into the platform, where the 27 had been lined up alongside the railway's class 26, 26002. After more photos and a look around the station shop, the 33's propelled the train back on to the Highland Main Line, for a fast run to Inverness, where we arrived a few minutes early. More photos were taken to record this historic event, which a lot of people said would never happen. Doubting Herbets! Then it was off into town for a good breakfast and a few beers in the Phoenix to celebrate!

Back at the station, the locos had been shunt released and the stock had been cleaned and watered ready for the journey home. Yet more photos were taken of the locos before we left at 12.25. We headed down the Highland Main Line to Perth, for a quick crew-change, then on to Mossend Yard and Carlisle, for another good run over Shap. A few passengers were hoping to get off at Preston as we were supposed to have a crew-change but we ran straight through to Crewe. Arrival at Euston was some 20 minutes early, where even more photos were taken, among the celebrations of a historic railtour.

WHAT THE PAPERS SAY!

Over the last couple of months, the papers have maintained their scepticism towards rail privatisation, however, they have also had other targets in the proposed industrial action on the railways, Sir Bob Reid's rather large bonus and the closure of ABB's York works. April's incident in which a Eurostar set fouled the catenary and the Scottish Judiciary's refusal to let BR withdraw the Fort William sleeper have also received a great deal of attention, and even the humble baggage trolley has not escaped. Reproduced below are various articles and cartoons - thanks as usual to the columnists, cartoonists and newspapers concerned.

Trying to use Southport station (*Independent on Sunday*)

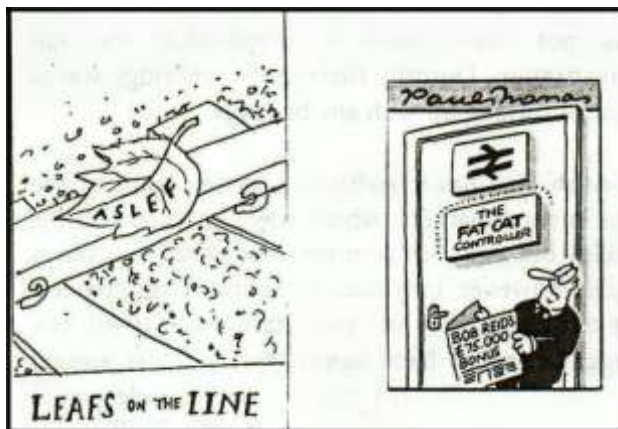
Privatisation has led to a number of changes for users of Southport station. The station serves two destinations: Liverpool, with trains provided by Merseyrail Electrics, and Manchester, with trains from Regional Railways. It is owned by Railtrack but leased to Merseyrail which is responsible for it.

To passengers, the first indication of the change was the separation of the platforms and entrances. Platforms 1 to 4 are assigned to Merseyrail while 5 and 6 are for RR trains. A barrier has been erected to separate the two groups of platforms and the Regional Railways passengers have now been blocked from using the main station concourse and have to enter via a back way. Platform 4, however, cannot be used by Merseyrail trains since it is not electrified!

Some RR services are provided using locomotive hauled stock. When the train is prepared for the return journey, the locomotives now have to go through a much more complicated shunting procedure because they are no longer able to use platform 3 for this manoeuvre.

While there are Merseyrail staff on the station, RR has decided to "de-staff" their part of the station, and RR passengers cannot ask for help from the Merseyrail staff who will refuse to provide information on the grounds that RR should look after its own passengers.

Delays and cancellations are also caused when there are minor problems with RR trains because of unavailability of staff. Minor hitches used to be handled by local fitters who primarily worked for Merseyrail but now any attention, however small, must await the arrival of personnel from RR base at Wigan, up to an hour's journey away.



I've lost my trainpipes! (*Daily Star 12/5/95*)

A horrified train driver watched as his trousers flew out of the cab window. He had taken them off as the cab of the Sprinter began to swelter in hot sunshine.

But they were suddenly sucked out by the slipstream. He had to radio ahead to colleagues on the Shrewsbury to Aberystwyth line to hurriedly find him a new pair.

Off their trolleys (*Simon Calder, Independent, 27/5/95*)

Rail travellers await the new timetable which comes into effect at the end of May, with trepidation - rumours are rife about cuts in services. But even if the train you want to catch has not been axed in preparation for rail privatisation, Dorothy Bishop of Cambridge warns against turning up with any baggage.

"British Rail has introduced a system akin to the one in supermarkets, where you pay to release the trolley but get your coin returned when you put it back. However, they miss three crucial differences. At a supermarket (a) you start off without any baggage and so have hands free to fiddle around looking for coins; (b) you are not in a desperate hurry to catch a train; and most crucially; (c) you naturally return to the point where you picked up your trolley. "

Ms Bishop points out that the logistics of getting your money back are unmanageable for rail travellers.

"Either you have to abandon the trolley at some trolley incarceration point halfway up the platform and hock your luggage the remainder of the way, or you find a carriage and leave the trolley on the platform while you sort your bags out - running the risk that someone will steal the trolley while you do this, or make off with your luggage, or occupy your seat while you roam off to some remote spot to reclaim your trolley deposit. " Rail travellers, it seems, have voted with their shoulders. "At every station I see serried ranks of unused trolleys, ignored by groaning passengers grappling with heavy suitcases. The nation's backs cannot stand much more of this."

Signal Failures (*Private Eye*)

One businessman who has stopped organising special trains because Railtrack's extortionate access charges make it too expensive has calculated that if equivalent charges applied to road transport, coach operators would have to pay road duty of £1,095,000 a year for each coach.

Indeed, such is the distortion of conditions applying to rail and road that the road tax for ten coaches for a *whole year* is about the same as the track access charge for a single 500-seater train for *one day*.

A widely predicted symptom of BR's fragmentation is typified by the situation at St Albans City station which is run by Thameslink. Although it is on the InterCity line from London to Derby and Sheffield, locals can no longer get timetables at the station for trains to those cities because the InterCity trains are run by the Midland Main Line division. Midland Main Line says St Albans City is the responsibility of Thameslink, but Thameslink says it's not interested in providing information for Midland Main Line.

The useless rail regulator, employed to knock together the heads of puerile shadow franchises like these two, says the issue is a matter for the BR board - which says timetables are available free by post.

Electric trains from St Albans other station, Abbey, are to be replaced by 1960s diesels because there aren't enough suitable trains for North London Railways to run all its services. Despite this and other obvious shortages of rolling stock, BR didn't ask for quotes for any new trains in 1994 (a year in which Germany ordered new trains worth £5 billion) and ABB, one of the last major train builders in Britain has said a "substantial rundown" of its factories is inevitable.

Spirits on the line (*Simon Calder, Independent*)

The prospect of a pre-privatisation cut in sleeper services on the West Highland Line has inspired a lot of media coverage. One reader who has benefited is Chris Cox of West London. He says, "Unusual things happen to me on sleepers. Once someone died; another time a sleepwalker came in wheeling a bicycle. So I wasn't surprised to find, on my latest overnight journey to Scotland, a film crew poised in the bar."

Since Mr Cox was the only customer in the bar at the time, the producer asked, "Could we film you opening a bottle or two" and added, "the drinks are on us."

"They were miniatures of Scotch, which I always have problems opening," Mr Cox said. "So this operation required at least seven bottles before I got it right. They asked if I would still be in the bar after Watford, and went off to interview the driver. "

The crew returned eventually and filmed an interview with Mr Cox, which for some reason was cut from the finished item. With an array of opened bottles in front of him, Mr Cox nobly did his bit to prevent wastage. 'I eventually got to bed at 5.45am, 15 minutes later the train arrived."

Train Roulette

Whatever cuts in services the new BR timetable brings, be grateful you do not rely upon the Trans Siberian railway to get to work. Every even-numbered day, a train sets off on the week-long haul to Vladivostok. Hang on, you may be thinking, what happens at the ends of months such as May, where the 31st is immediately followed by the 1st - both odd-numbered. Surely they do not adhere to the even-number policy? That, in fact, is exactly what they do, leaving passengers stranded for 24 more hours.

So you want to catch a train that doesn't officially exist? (*Independent*)

As the rail network is split into 25 "train operating companies", rival companies are increasingly leaving information about each other's trains off their timetables. Nick Salmon wanted to travel from Leeds to Newcastle one morning and consulted the Regional Railways' TransPennine Express timetable. He found no obviously through-train starting around 7am. He had vaguely heard of a 7.10 am. He rang the station and they confirmed its existence. But why wasn't it in the timetable? "Different train operating companies," they said.

Mr Salmon points out that the TransPennine timetable includes some InterCity trains but these appear to complement, rather than compete with, Regional Railways. Although the timetable is not comprehensive, it fails to explain this and does not say that there are other trains between, say, Leeds and Newcastle.

Other readers have pointed out examples of "invisible" trains, which are run by InterCity but not mentioned as BR does not want them to be used as local trains. For example, Sarah Hosking of Whitchurch says she often catches the 6.25am Euston to Crewe and colleagues join her at Watford. However, she was concerned that the train was not advertised as stopping at Watford and enquired. She was told that, yes, the train stopped at Watford but they did not want people to travel on it to Watford from Euston.

Damien Knight points out that just after 7pm every evening, an almost empty InterCity train from Glasgow pulls into Gatwick Airport station on the way to Brighton. He says, "The direction board is blank. The Tannoy announces 'Do not join this train' and, virtually empty, it glides on non-stop to Brighton." Meanwhile, passengers for Brighton stand waiting for the often-delayed Thameslink stopping service.

Signal Failures (*Private Eye*)

Information on local services out of London's Paddington Station has disappeared from the station concourses main display, now devoted to InterCity services. BR says it can only put up a limited timetable display because Paddington Station is a listed building. Presumably it doesn't want frills like timetables disturbing the aesthetics of such Brunel masterpieces as Burger King, Tie Rack, John Menzies and the Paddington Bear gift stall.

Eurostar

by Paul Slater

On a dark, blustery January morning, the 08.23 Eurostar to Paris departed from Waterloo International Terminal, and I was off on my first trip through the newly-opened Channel Tunnel. At first very dubious, even cynical, about the new tunnel, I had gradually become more interested in it as it slowly became a reality and I learned more about the railway operations side of it. When regular passenger services through the tunnel began, linking London and Paris non-stop with the new Eurostar trains, I was determined to go on one, and I made a telephone booking to take advantage of the reduced fares being offered during the initial trial period. It had meant an overnight stay in London, an early breakfast before daylight, and a journey to Waterloo on almost deserted tube trains; after minimal check-in procedures and a short wait in the International Terminal - looking more like an airport than a railway station - boarding began, and I got my first look at a Eurostar. They are twice the length of conventional High Speed Trains, consisting of eighteen carriages with a futuristically-streamlined electric locomotive at each end, and are finished in an attractive livery of yellow and white. Internally, the second-class accommodation proved to be reasonably spacious and comfortable, very new and clean, but not luxurious.

The first part of the journey gave no hint of the high speeds which the Eurostars are easily capable of doing. Commuter trains from Waterloo easily overtook the 08.23 to Paris as it move cautiously along past Vauxhall. A newly-built flyover took the Eurostar up and across the main line at Battersea to join the route from Victoria to Folkestone and Dover, the traditional route for boat trains to France. A double-track line used by stopping trains, this gave no opportunity for speed either, and progress was annoyingly sedate. "Come on, put your foot

down!", said a witty passenger behind me, echoing my own sentiments; but until the controversial new high-speed link through east London is approved, the Eurostars must crawl among the bust suburban services.

Announcements made by the train manager over the loudspeakers, in French and English, punctuated our slow journey, as did backchat between the passengers and the young lady with the food and drinks trolley; the Eurostar has two buffet-bars, but I did not bother going in search of them. Somewhere on the outskirts of London there were jolts and bangs from under the train. "We've got a flat tyre!", was the comment from behind me. We continued on our way, the Kent countryside looked wintry and waterlogged, and clouds and rain filled the windswept sky. "I hope the Channel's calm today!", someone said; I mentally agreed, and then realised that it was a joke.

Beyond Tonbridge speed increased. I saw numerous oasthouses beside the line. We passed through Ashford and I think I saw the one place where the Eurostars run over an old-fashioned level-crossing, with manually operated gates. Then the brakes came on, and the Eurostar ground to a halt. "we have a technical problem", said the train manager and we groaned and jeered. The young lady with the trolley came in for more stick: "Shall we be here long?", "Does this often happen" The train manager spoke again; "We have a problem with train synchronisation", is what I think he said, but his strong French accent made me unsure whether I had heard him correctly. We were stuck there for several minutes more, then began to move, and we crept gingerly along for a few miles. By the time we came to the tunnel terminal at Cheriton, we were up to something approaching a reasonable speed. I saw freight yards with many wagons and locomotives, both British and French, and two of the double-deck car-carrying Shuttle trains. "We are about to enter the Channel Tunnel", said our train manager, "we shall be in it for twenty minutes". The multiple tracks from the terminal converged, the sides of cuttings rose beyond the mesh fences used to screen, and we were in the tunnel.

The Channel Tunnel was in one sense the high spot of the trip, and in another - very literal - sense, its low point. In fact I found it neither exciting nor frightening, and I had to remind myself of the novelty and significance of those twenty minutes out of the daylight. I took the opportunity to inspect the Eurostar's toilet facilities - quite nice, and finished in a tasteful shade of green, but not exactly palatial - and then stood for a minute by the carriage door so that I could see the succession of dim lamps in the tunnel whizzing past. I went back to my seat; several of the passengers seemed to be asleep and indeed the steady ride through the darkness, with the muffled sound of the Eurostar's engines rebounding off the sides of the tunnel, was quite soporific. I would say that the Channel Tunnel, although longer than any other tunnel I have ever been through, is less claustrophobic than many, and does not have the noisy, enclosed feel of the London tubes. Suddenly, with none of the gradually increasing light that I am used to at lower speeds at the end of conventional double-track rail tunnels, the Eurostar burst out into the open, doing about ninety miles per hour. "Welcome to France", said the train manager and told us to adjust our watches. Away to the left were the tunnel terminal at Santa and the towers of Calais, but the Eurostar curved to the right, and on a brand-new high-speed track hurried on towards Lille and the Belgian frontier, going faster and faster. The sun shone, and I looked out at a gently rolling landscape similar to eastern England, but with subtle differences in the architecture of the houses, the shape of the church spires and the style of the numerous old windmill towers.

Before long, the train manager told us that we had reached our top speed, an incredible one hundred and eighty-six miles per hour. Apart from a slight slowing down as we passed through the outskirts of Lille - sidings, junctions, an underground station and a yard full of TGV's hurtled past - we kept up this pace almost to the outskirts of Paris. I found the ride a most exhilarating experience; the train seemed to fly across the countryside, a strong south-westerly headwind sending low ragged clouds streaming past us, and I fancied that we swooped and soared over the hills and viaducts and sharply tilted curves. Every now and then probably where the gradient changed - I would have a slight sensation as of a ship on a light swell or an aeroplane changing its altitude; amazingly, on this specially-built track, at nearly two hundred miles per hour, the Eurostar seemed to be roller coasting, and I relished the feeling. For mile after mile we ran alongside a busy motorway, and I saw lorries bearing names in all the languages of Western Europe. Near Lille a road sign in Flemish caused me a momentary feeling of disorientation, but on the motorway the signposts were for Paris. I saw military cemeteries and signs referring to the Great War and the Somme. On the adjacent track TGV's dashed past in the other direction, but there were no conventional trains to be seen, and hardly any sidings or junctions.

At last speed slackened. We joined the old main line from Calais, and ran on into the outskirts of Paris. The train manager was most apologetic that our arrival at Gare du Nord would be ten minutes late - presumably because of the "technical problem" at Ashford. I looked out at suburbs and factories, stations and railway yards, and decided what I would do during the five hours before the departure of the 17.09 Eurostar to London

Waterloo. In fact I had a meal, went to see the Eiffel Tower, and managed some railway photography at two of the main termini.

The Eurostar terminal at the Gare du Nord is smaller than the one at Waterloo, and although it has its own entrance, it is closely adjacent to the main station and feels like a part of it. The 17.09 departure meant that I had an hour or so on the train before complete darkness came down. The trolley attendants remembered me from the outward journey; I had checked the number and it was the same train. Although the darkness took away some of the pleasure from the return journey, I still enjoyed the high-speed ride through France and the novelty of the passage through the Channel Tunnel. The last part of the journey, from Tonbridge in through the suburbs of London, seemed tediously slow.

I reserve judgement on whether the Channel Tunnel is economically and politically a good thing or not; time will tell whether it proves to be a valuable linking a modern transport network or a colossal white elephant. For myself, I love sea crossings, and for holidays and other pleasure journeys I think that I shall continue to use the ferries. That said, the Channel Tunnel is an amazing achievement and a quick and convenient link to France, and I am glad to have been through it. It is the single most significant railway development in this country in my lifetime, and I could not have ignored it; and for an enthusiast for train journeys, a ride on a Eurostar in full flight was not to be missed.

Pennine Observers Notes

A bumper bundle of sightings!

Eastern Region

On March 4th, the following were noted at Barriby Lane Crossing, Claypole:

91003 14.30 Kings Cross - Leeds

91008 15.05 Leeds - Kings Cross

91012 16.05 Leeds - Kings Cross

91017 16.00 Kings Cross - Edinburgh

91021 15.00 Kings Cross – Glasgow and 58013 on an oil train.

In Lincoln on March 9th 60013 and 60053 were noted heading oil trains whilst on the 15th, 60013 was again on an oil train and 60054 headed a diverted Immingham - Scunthorpe iron ore train.

Noted at Hull have been, March 2nd - 37517. March 12th - 47701 with a Rail UK Hull Edinburgh charter, the empty stock having been brought in by 47747; March 15th - 37698.

The 14.18 York - Poole was headed by 47843 on March 11th, whilst your editor, on a trip to Newcastle Airport on the 21st of March, saw the following:

47762 at Doncaster, hauling the 06.38 Derby York, with 47757 stabled, 91028 at York, in charge of the 06.00 Kings Cross - Edinburgh along with 47758/761 stabled, 37350 on a northbound freight working and 60064 heading northbound hoppers at Ferryhill, 56111 at Birtley Town in charge of a northbound MGR and finally at Newcastle, 47747/768/784 stabled and 90027 at the head of a rake of various stock being used as a mobile 'Flora and Fauna Exhibition' train. The return trip was care of 43109 + 43112 which operated the 19.05 Newcastle - Kings Cross.

The 23rd of March saw 47359 passing light-engine through Doncaster, whilst on the 25th at Peterborough, 08528/529, 31165/541/552/563, 56051/123, 58031/042/048/050 were all stabled.

Services between Leeds and Harrogate were suspended on March 25th, due to the derailment outside Leeds of 143086, which along with 156486, was operating the 10.49 Leeds - Carlisle. It would seem that one of the Pacer's front wheels shattered then parted company with the axle. The Sprinter was detached and proceeded to Carlisle after a delay of an hour. A replacement bus service was provided between Horsforth and Leeds.

At Lincoln on March 29th, 37706+37885 headed an oil train, and at Doncaster that day, 90024 was noted in charge of the 10.10 Kings Cross - Leeds. This loco was also noted on the 17.05 Leeds - Kings Cross on 1st of April. On 31st of March, 37892 was noted running light engine through Doncaster station.

National Power's class 59, 59201 seems to have been more active lately, with the Tunstead - Drax limestone train being reported passing through Doncaster on the 16th, 23rd and 31st of March. We shall have to wait and see if this machine is laid-up for the summer, as has been reported in the national railway press.

At Broad Fen Lane Crossing Claypole, on the 1st of April, the following ECML workings were observed: 91008 15.30 Kings Cross – Leeds, 91009 15.00 Kings Cross – Glasgow, 91010 16.05 Leeds - Kings Cross, 91013 12.00 Edinburgh - Kings Cross, 91016 15.05 Leeds - Kings Cross, 91026 14.30 Kings Cross – Leeds, 91031 16.00 Kings Cross - Edinburgh and 37885 on a northbound Cargowagon train.

The FA Cup semi-finals on 9th of April saw a couple of football specials at Leeds Station. 158906 was added to the 16.40 service to Liverpool and 91030 plus a Mark 4 set worked to Kings Cross.

The following day, a member who spent 6 hours at Burton Salmon noted the following:

09014 hauling 'cripple' wagons, 37344 + 'dead' 60031, 37716, 47375, 56045/111, 60038/052 on steel workings, 56039/080/087/088/ 092/094/095/098/100, 60002/027/032/067 on coal workings, 60067 on an oil working and 56034 on the Peterborough - Heck 'Plasmoor' empties.

Noted at Barnby Lane Crossing Claypole, in April 22nd were:

91003 15.05 Leeds - Kings Cross, 91015 14.05 Leeds - Kings Cross, 91023 12.00 Edinburgh - Kings Cross, 91025 14.30 Kings Cross – Leeds, 91031 15.00 Kings Cross – Glasgow, 37886 on a Cargowagon train and 58038 on an oil train.

A member visiting Immingham on 24th of April noted 08466/632, 37331/886, 47276/676, 56012/035/051/84 and 60013. This was followed by a four-hour session at Barnetby (complete with semaphores), which produced: - 37706/711/883, 56006/086/102/109, 60003/021/025/026/051/054, and 153325/333 on Newark - Grimsby services.

Stourton Freightliner Terminal on the following day saw: 08745 terminal pilot, 47033 on a Leeds - Southampton Freightliner, 47397+47398 on a Wilton-Leeds-Felixstowe Freightliner and 60014 on an oil train to Hunslet East.

A further visit (only 3 hours, this time!) to Burton Salmon on 28th of April produced 56021/034/078/087/ 089/098, 58008 on South Milford - Bolsover coal workings, 47210/375, 56045 on steel workings, 47385+47389 on the Wilton-Leeds-Felixstowe Freightliner and 47772 working light-engine. ECML workings observed at Barkston, near Grantham, on April 29th included: 91002 15.05 Leeds - Kings Cross, 91015 13.30 Kings Cross – Leeds, 91026 14.05 Leeds - Kings Cross, 91028 12.00 Edinburgh - Kings Cross, 91029 15.00 Kings Cross - Glasgow and 37140 on an oil train.

60008 and 60026 were noted passing through Lincoln on May 2nd with oil trains whilst on May 5th, 37883 headed a Cargowagon train through the city, followed by 60070 on an oil train. Collecting oil tanks at Gainsborough on 15th of May was 37884, with 37713, in LoadHaul livery, performed the same task on May 18th. Also noted later on those days, at Lincoln, were (15th) 60028 on an oil train and (18th) 37710 on a Cargowagon train and 60053 on an oil train.

The following sightings were mostly made at Doncaster or Sheffield during April and May.: -

April 4th.

47826 06.38 Derby - York
90024 07.15 Leeds - Kings Cross
90016 16.33 Kings Cross - Glasgow parcels
47761 18.20 Leeds - Kings Cross parcels
90024 17.35 Kings Cross - Leeds
31466, 47789, 58007 in the Rail Maintenance sidings

April 5th

47825 17.25 York - Derby
90024 16.20 Kings Cross - Leeds
47822 15.50 Exeter - Sheffield

April 6th

47568 06.38 Derby - York
47738 14.44 Lowfell - Plymouth parcels
47762 14.10 Glasgow- Kings Cross parcels

April 7th

47845 17.25 Derby - York
47817 16.30 St. Pancras - Sheffield, replacing the usual HST
47827 15.50 Exeter - Sheffield
101653 (51428+54358) 20.27 Sheffield-Manchester Piccadilly

April 8th

47827 09.43 York - Exeter
A4 60007 Stockport - Newcastle charter
47845 11.43 York - Poole
90019 17.30 Kings Cross - Leeds

April 9th

90021 19.00 Kings Cross - Newcastle

April 10th

90019 15.55 Newcastle - Kings Cross
47704 17.30 Lowfell - Bristol TM parcels
47787 14.10 Glasgow - Kings Cross parcels
90022 20.15 Leeds - Kings Cross
308136 20.33 Doncaster - Leeds

April 11th

308136 07.25 Doncaster - Leeds
47849 06.38 Derby - York
47760 17.30 Lowfell - Bristol TM parcels
101678 (51210+53746) 20.27 Sheffield-Manchester Piccadilly

April 12th

90019 20.30 Leeds - Kings Cross
47762 20.16 Kings Cross - Lowfell parcels
47701 20.24 Lowfell - Bristol TM parcels
47782 20.49 Lowfell - Kings Cross parcels
47705 17.42 Bristol TM - Lowfell parcels
47727 21.29 Bradford - Kings Cross parcels
308136 22.30 Doncaster - Leeds

April 13th

47828 17.25 York - Derby
90019 16.20 Leeds - Kings Cross
90024 18.15 Leeds - Kings Cross
90018 16.33 Kings Cross - Glasgow parcels
47787 18.20 Leeds - Kings Cross parcels
47780 17.30 Lowfell - Bristol TM parcels
101681 (51506+51228) 20.27 Sheffield-Manchester Piccadilly

April 14th

37408/414/704, 86218 in the Rail Maintenance sidings, 47476 'rescue' engine 47826 11.43 York-Poole 47766
14xx Glasgow -Kings Cross parcels 47847 on a test train

April 15th

47828 09.43 York -Exeter
47848 11.43 York - Poole
47701/769/782 at York stabling point
47789 on a test train

April 16th

Because of engineering work between Doncaster and Wakefield, the following services were operated by HST'S rather than electrics, and were diverted via Askern, Knottingley and Wakefield Kirkgate: 08.30 Kings Cross - Leeds 43117+43039, 08.40 Leeds - Kings Cross 43112+43095, 12.45 Leeds - Kings Cross 43118+43096
On Knottingley depot were 56011/088, 60027/064/089

April 18th

47743 14.10 Glasgow -Kings Cross parcels
90024 18.50 Kings Cross -Leeds
47701/702/732 on York stabling point

April 20th

47476+91002 06.00 York - Kings Cross. Due to a derailment between Doncaster and Retford, this service was

diverted via Lincoln, rejoining the ECML at Newark.

47820 14.44 Lowfell - Plymouth parcels

April 21st

90024 07.00 Kings Cross - Leeds

47981 06.38 Derby - York. This loco, which is ex-47364 had been pressed into service after loco failures had left Derby without any 47/8s. The train departed Doncaster some 23 minutes late.

47736 14.10 Glasgow -Kings Cross parcels

April 22nd

47774 Leamington Spa - Harrogate charter

47827 09.43 York - Exeter

47846 11.43 York - Poole

47849 17.25 York -Derby

47777 Linlithgow - Sheffield charter, 47790 hauled the return working April 23rd

47826 14.20 York - Poole

47843 21.20 York -Derby

April 24th

47828 06.38 Derby -York

91014 07.15 Leeds - Kings Cross

47736 20.16 Kings Cross - Lowfell parcels

47474 17.43 Bristol TM - Lowfell parcels

April 25th

47341 06.38 Derby - York

91026 07.15 Leeds - Kings Cross

47848 17.25 York - Derby

20905+20906 heading south at 17.57

90020 16.33 Kings Cross - Glasgow parcels

90022 16.50 Newcastle - Kings Cross

47763 18.20 Leeds - Kings Cross parcels

47778 17.30 Lowfell - Bristol TM parcels

47765 14.10 Glasgow - Kings Cross parcels

April 26th

47840 06.38 Derby - York

91018 07.15 Leeds - Kings Cross

47818 17.25 York - Derby

90022 16.20 Kings Cross - Leeds

90018 16.33 Kings Cross - Glasgow parcels

47757 18.20 Leeds - Kings Cross parcels

47736 17.30 Lowfell - Bristol TM parcels

47716 14.10 Glasgow - Kings Cross parcels

April 27th

47840 06.38 Derby - York

91018 07.15 Leeds - Kings Cross

47710 14.44 Lowfell - Plymouth parcels

90018 16.33 Kings Cross - Glasgow parcels

47762 18.20 Leeds - Kings Cross parcels

47778 17.30 Lowfell - Bristol TM parcels

47709 14.10 Glasgow - Kings Cross parcels

April 28th

47584+91016 'dead' Doncaster - Heaton ECS

47805 17.25 York - Derby

47818 15.50 Exeter - Sheffield

47701 17.30 Lowfell - Bristol TM parcels

47709 20.16 Kings Cross - Lowfell parcels

47778 17.43 Bristol TM - Lowfell parcels

47711 21.29 Bradford - Kings Cross

April 29th

91005 06.15 Leeds - Kings Cross

91012 06.00 Newcastle - Kings Cross
91016 07.00 Leeds - Kings Cross
47840 06.38 Derby - York 47789 Test train to Tyne Yard
91002 07.15 Leeds - Kings Cross additional
91028 06.00 Kings Cross - Edinburgh
91018 07.45 Leeds - Kings Cross additional
91027 07.00 Newcastle - Kings Cross
91021 07.00 Kings Cross - Glasgow
90022 08.35 Leeds - Kings Cross additional
90019 Durham - Kings Cross charter
91030 08.00 Newcastle - Kings Cross
91015 Harrogate - Kings Cross -train started at Leeds, replacing booked HST
47791 Henley-in-Arden - Malton charter
47772 Leeds - Wembley charter
47766 Kings Cross - Chesterfield charter
47818 11.43 York - Poole
47807 17.25 York - Derby
47780 Scarborough - Worcester charter

Due to a power failure caused by Yorkshire Electricity workmen cutting through cables, Doncaster station was without power for most of the day. Because the Post Office lifts were out of action, 47584 shunted parcels van 92369, to move mail from one platform to another!

May 2nd

The weed-killing train was stabled in West Yard, consisting of 20903+20905, together with wagons 99907/09/10/18/60/61/62

May 3rd

47841 17.25 York - Derby
L840 (53311/22) 19.15 Sheffield - Manchester-Piccadilly
101679 (51224/533) 20.27 Sheffield - Manchester-Piccadilly
47744 17.30 Lowfell - Bristol TM parcels
47814 15.50 Exeter - Sheffield

May 6th

47774 06.20 Sheffield - Glasgow charter
Noted at the closed Holbeck depot were condemned locos 47448/458/515

May 9th

101655(51428/4662) 17.15 Sheffield - Manchester-Piccadilly 47787 17.15 Lowfell - Plymouth parcels 47738
14.10 Glasgow- Kings Cross parcels

May 10th

47841 06.38 Derby-York
47818 17.25 York-Derby
101679 (51533/224) 20.27 Sheffield - Manchester-Piccadilly
47767 17.30 Lowfell - Bristol TM parcels

May 12th

47758 14.44 Lowfell - Plymouth parcels
47828 17.25 York - Derby
101664(54061/1442) 20.27 Sheffield - Manchester-Piccadilly 47778 17.30 Lowfell - Bristol TM parcels 47849
15.50 Exeter - Sheffield

May 14th

47850 14.20 York - Poole
90023 17.10 Kings Cross - Leeds
47849 21.20 York-Derby

The 15.40 Leeds - Kings Cross arrived at Doncaster some 70 minutes late due to loco failure at Bentley. 90024 was on the front of the train, 91015 was on the rear, both had failed. 47784 assisted to Doncaster where the train was terminated.

May 16th

47805 06.38 Derby - York
47849 17.25 York -Derby
47524 17.30 Lowfell - Bristol parcels

Noted at Immingham on May 13th were 08388/401/445/466/632/665, 37003/068/075/083/101/104/110/144/217/223/298/331/333/335/340/ 343/344/378/382/513/677/698/707/708/713/883, 47221/256/276/277/319/346/379/676, 56003/008/ 012/014/026/031/041/043/050/065/068/080/088/102/116, 60004/021/025/050/053/054

Midland Region

Noted on March 2nd were 37414 on the 16.55 Holyhead - Birmingham international and 37407 on a Crewe - Holyhead service. The following day at Liverpool Lime Street were 31432/439/455, 47806/829, 86205, 87018/019. 47052/200/201/241/322 were at Saltley on March 12th whilst at Stafford, the same evening, were 47398, 60006, 86102/103/247, 87003/004/008/ 023/024.

On the 15th, 37425 was in charge of the 05.25 Crewe - Birmingham International, whilst the following day saw 47835 hauling 'The Statesman' charter from Manchester to Cheltenham, for the race meeting there. Also that day, at Liverpool Lime Street, were 31455/465, 47817/844, 86102/ 244, 87020/023, 90006/009/012. The 06.43 Wolverhampton - Plymouth was hauled by 47812 on the 28th of March; 47828 was in charge on the 29th. The 07.17 Manchester Piccadilly to Brighton on the 31st was in the care of 47844.

Into April now, and on the 8th 08697, 31149, 58044, 60071/075/083 were noted on the depot at Leicester. The 19th saw 37420 working the 03.16 Holyhead - Birmingham International and 31432 on the 09.32 Crewe - Holyhead. At Liverpool Lime Street on the 20th were 31421/455/465, 86208/226, 90011. Later that day, 31432 worked the 16.04 Preston - Liverpool and 31421 headed the 17.52 Liverpool - Blackpool.

Fun and games in North Wales on the 22nd of April, as 37422 which had been hauling the 09.46 Birmingham International - Holyhead was taken off and replaced by 37407 'Blackpool Tower'. Also noted were 37420 on the 11.55 Holyhead - Crewe, 37425 on the 14.24 Crewe - Holyhead and 37418 on the 13.30 Holyhead - Manchester Victoria.

By the time these notes are read, EMU 305403 should have been withdrawn, so its appearance on the 17.35 Manchester Piccadilly - Hazel Grove, amidst a procession of new class 323 units, was particularly noteworthy.

A member who spent nearly six hours in the Stafford area on May 3rd noted the following: Passenger workings 37407, 47817/830/849/853, 86201/204/207/212/214/226/249/260, 87005/021, 90002/004/005/007/008/009/010/014,

Mail 47741 Tonbridge - Glasgow, Light Engine 47206+92009 going north, the 92 was due to go on display at the NRM at the end of May,

Freight: 47114/147/291/295/3 05, 56019/029, 60006, 86610+86638, 86603+86622, 90142+147/135/142. Our correspondent missed several movements by moving to different vantage points between Stafford station and Norton Bridge junction, however his favourite spot was the Stafford Arms public house, which overlooks the north end of the station and where a good selection of real ales from Titanic Brewery can be obtained at reasonable prices. (Editors note: some of the sightings may be inaccurate as the writing appears to have gone rather wobbly!! Only kidding, Ian!!)

Noted on Carlisle stabling point on May 6th were 37154/401/410/424/427/685, 47780.

In the North West on VE day (that's May 8th for those who may have been on another planet recently!), and also incidentally the last day of class 31 haulage, 31432 hauled the 09.45 Manchester Piccadilly - Blackpool, 31421 was on the 12.16 Blackpool - Liverpool and 31410/455 were stabled at Liverpool Lime Street. Your membership secretary also reports a magnificent sight on Blackpool Promenade, this being 'Balloon' double-deck tram 703, looking resplendent in 1940's wartime green livery. And here was me thinking he'd seen Uncle Whitlam in shorts!

Noted at Euston the same day were 86239/261/430, 87020.

Southern Region

Noted at Clapham High Street on March 25th were 73128+73132 on a special working. Also that day, Stewarts Lane had 33020/033/103, 60043, 73110 and Hither Green had 33023/202, 73106/133.

On 27th of March 73206/207/208/209/211/212/ 235 were noted at Victoria operating Gatwick Expresses whilst noted at Waterloo on May 8th, were Eurostars 3209/12/18/20 and "Drain" stock 65506/07/09/10, 67505/06/07/09/10.

Western Region

Noted at Exeter depot between March 27th and 29th were 08756, 37141/258, 47225/228/832/971/973. 37668+37671 were noted on the 27th with an Exeter - Plymouth freight working, whilst 37407 operated the 08.40 Weymouth - Bristol.

Sightings at Newport on the 28th and 29th were, 09001/008, 37012/072/137/146/178/213/411/797/903, 47225/326/344, 56060, 60033/036/037/065/081/098.

On 31st of March, 37010/037/072/264/799 were seen at Didcot, 08460, 37012/046, 47217/218 were at Swindon, 47822 was noted at Reading with the 09.20 Brighton - Glasgow and 37351 was noted hauling a rake of LT stock. Eurostars noted at North Pole depot that day were 3209/10/13.

In the sidings at Westbury on April 14th were 09101, 37042, 59003, 60099, whilst at Didcot on May 6th, 47237/291 were working freights, 08904, 37010/042/114/174/798, 47146/283, 60086/088 were stabled.

Scottish Region

On the 3rd of March 37251+37683 were noted on an overnight Edinburgh - Inverness working, whilst 47532 was noted in charge of an Edinburgh - Aberdeen train, replacing the booked 37s.

On the 13th of March, the overnight Edinburgh Inverness service was worked by 37510+37685 and the overnight Edinburgh - Aberdeen was worked by 37201+37294. 37714 was sighted at Dundee on a freight and 37099 at Larbert, also in charge of a freight train.

The 14th of March saw 37201/294/893 at Aberdeen, 37111+37250 on the overnight Aberdeen - Edinburgh, which was taken forward to London by 87019, and 37409 on the overnight Fort William - Edinburgh. More overnight workings were observed on the 17th of April, with 37351+37510 on the Edinburgh - Aberdeen and 37240+37685 on the Edinburgh Inverness. The following night saw the Aberdeen Inverness train worked by 37240+37685 and the Inverness - Edinburgh worked by 37510+37351.

Saturday 6th of May saw a group of Pennine punters become "Green Party" followers for the day, as they put all their political differences aside on the Kirklees Green Express' from Sheffield to Glasgow Central, hauled by 47774. Then, by courtesy of a Strathclyde Area Day Travelcard, the splendid station at Wemyss Bay was visited on EMU 303028. A splendid thrash on a Clydeside 2000 Leyland Leopard bus (VW893T - Beast!) took the party onto Gourock, where another vintage beast, 303019, took the delirious punters back to Glasgow. Whilst all this hysteria was going on, another member decided to visit Motherwell depot, where the following were noted: 08565/693/720/731/733/735/738/768/906/922/938 /952, 37004/078/100/116/156/165/170/211/214/221/232/250/262/409/423/430/692/853, 47556/736 56056/096/101/103/123, 60056/057.

Preserved Railways

In steam on the K&WVR on 25th of March was 75078, whilst on April 1st, 1054, 45596, 48431, 75078, 78022 and DMU 50928/51565 were noted, Whether the DMU was steaming is not recorded!

The GCR's Spring Diesel Gala on 31/3-2/4 had (Class 44) D4 'Great Gable', (Class 20) D8098, (Class 25) D7659, (Class 55) D9019 'Royal Highland Fusilier' and DMU 51622/59276/51616. (It also had Ian 'MFI Jones fast asleep behind the Deltic, but that's another story!)

The SVR's Spring Steam Gala on 9th April had the following 'kettles' in operation:-GWR 5700-class 5764/7714, LMS-5MT 2968, LMS-317 47383, BR 4MT 60079. Other locos viewed, but not in operation were: Diesels 50044, D5410, 50031, D821, D3022, D2957: Steam WD 2-10-0 600 'Gordon': DMU 52064/59250/51941/51935.

Noted operating on the Bo'ness and Kinneil Railway on the 17th of April were NCB No. 19 and 673 'Maude' The WSR's Enthusiast's Weekend, 8th of May, had the following in action: DMU 51852/59678/51887 51485/56121, D7017, D1035, GWR 'Manor' 7828, GWR 5101-class 4160, GWR 4500-class, 4561, S13JR 83.

The editor would like to thank Andy Barclay, Tony Caddick, John Dewing, Ken King, Steve Payne, Ian Shenton, Paul Slater and Chris Tyas for their comprehensive contributions to 'Observer's Notes'.

The next edition of Trans Pennine is due out in September. Please have all contributions to the editor by August 26th please.

Thank you!

Notice Board

Dates for your diary

July 1-2: Worth Valley Diesel Weekend

July 21-23: Midland Railway Centre Diesel Weekend

August 6: North Staffordshire Diesel Day

August 7/8/10/11: Gloucestershire & Warwickshire Diesel Week

August 12: Worth Valley Shunter Evening

August 27-28: Crewe Railfair

September 2-1 National Railway Museum Diesel Day

September 23-24: Bodmin & Wenford Diesel Weekend

September 23-24: Bo'ness & Kinneil Diesel Weekend

September 29-October 1: West Somerset Railway

October 1: Northampton & Lampton Railway Diesel Gala

October 7-8: Peak Rail Diesel Weekend

October 7-8: Great Central Heavy Freight Weekend

October 14-15: Midland Railway Centre Diesel Spectacular

October 21-22: Llangollen Railway

October 28: Shackerstone Railway Diesel Day

November 11 - 12: Gloucestershire & Warwickshire Railway Gala

The Gloucestershire & Warwickshire Railway and the Bodmin & Wenford Railway have stated they will be operating diesels on most Saturdays during the summer.

NOTE: The information above is provided in good faith to members. The Pennine Railway Society cannot be held responsible should any of the events be cancelled. Members are advised to check with the railway concerned before setting out on a long journey!

Sandtoft 'Gathering' has a new venue, with a rail link.

The gathering this year is to be split between two sites, the Museum itself and the "Seven Lakes" Leisure Park at Ealand, adjacent to Crowle railway station, on the Cleethorpes to Doncaster and Sheffield line. The two sites will be linked by a fast, frequent and free bus service - a circular tour out of Sandtoft via Belton village, returning from Ealand via Dirtness. The free bus service from Doncaster will still operate regularly from 10am and the availability of Crowle railway station will allow visitors to vary their choice of where to start the day.

The following trains will call at Crowle on Sunday July 30th:

EASTBOUND

09.00 Sheffield (09.39 Doncaster) to Cleethorpes calls at Crowle at 10.03

12.14 Sheffield (12.53 Doncaster) to Cleethorpes calls at Crowle at 13.11

16.18 Manchester Airport (18.03 Sheffield, 18.34 Doncaster) calls at Crowle 18.52 - giving a return service to Scunthorpe, Barnetby, Habrough, Grimsby and Cleethorpes.

WESTBOUND

09.36 Cleethorpes (09.43 Grimsby, 10.16 Scunthorpe) to Sheffield calls at Crowle at 10.26

12.40 Cleethorpes (12.47 Grimsby, 13.20 Scunthorpe) calls at Crowle at 13.30

17.57 Cleethorpes (18.04 Grimsby, 18.39 Scunthorpe) calls at Crowle at 18.47, giving a return service to Doncaster and Sheffield.

(Extracted from Sandtoft Transport Centre press release - Again, please confirm nearer the time!)

SOCIAL EVENINGS - JUNE TO OCTOBER 1995

Our social evening programme at the Corporation Brewery Taps, Doncaster continues apace. We meet on the first and third WEDNESDAY of every month. Everyone is welcome, members and non-members.

Meetings start at 20.00hrs.

WE START AT EIGHT - DON'T BE LATE

BE THERE - DON'T BE SQUARE

Our Summer fayre is shown below.

Wednesday 21 June - Members slides

Wednesday 5 July - Slide show (guest to be announced)

Wednesday 19 July - Andy Dalby - slide show

Wednesday 2 August - Slide show (guest to be announced)

Wednesday 16 August - Slide show (guest to be announced)

Wednesday 6 September - John Thompson - slide show

Wednesday 20 September - Steve Gay (of Dore Loco Group fame) slide show Wednesday-4 October - Pennine Slide Competition. Bring along 4 of your best slides which you have not entered in a Pennine competition previously. To be judged by a mystery guest. Trophies and cash prizes to winners. Free entry.

If anyone wishes to present a show, or knows someone who would like to, please get in touch with me.

There might be a pint in it.

Thanks - Robin Skinner.