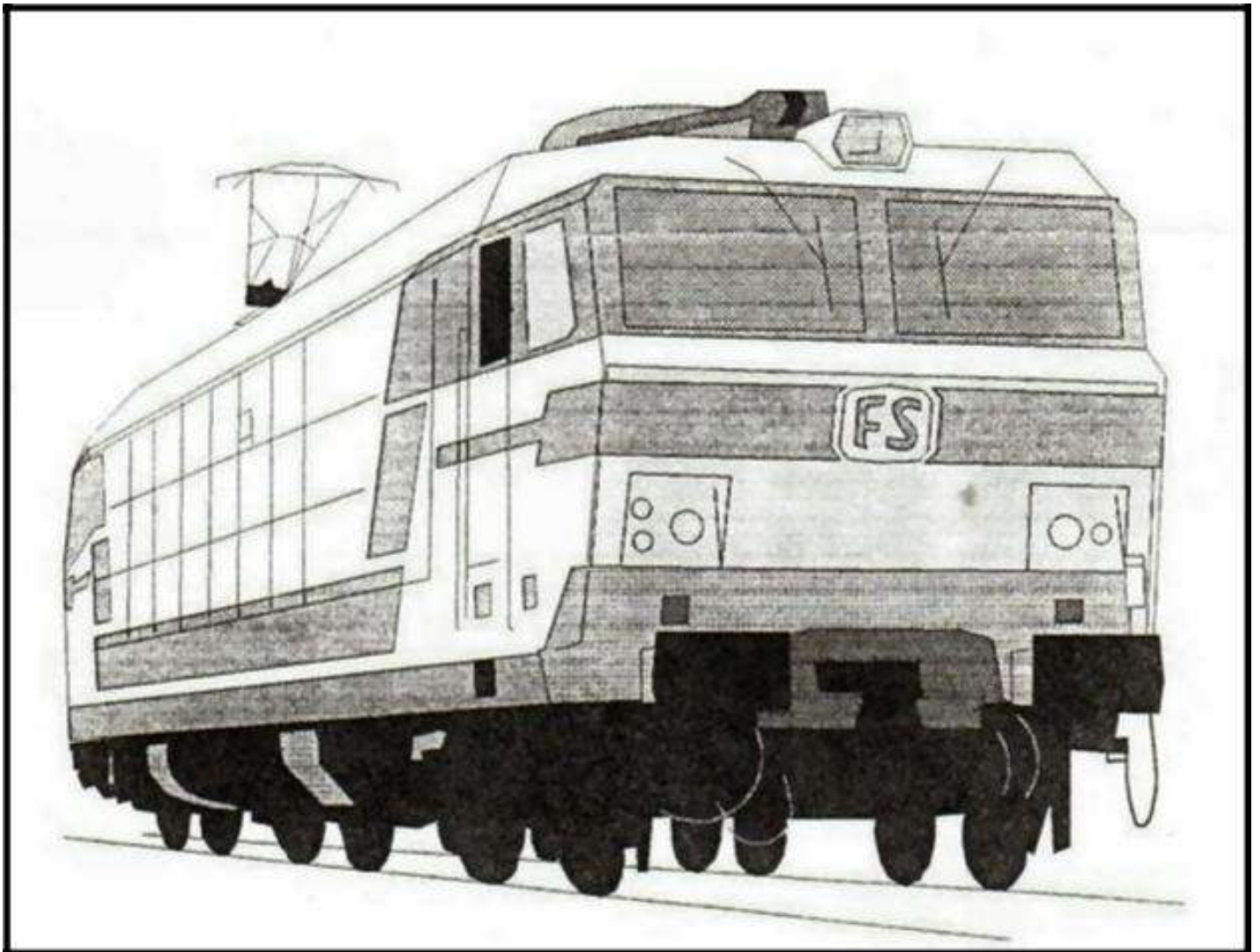


TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



No.93 Autumn 1995

COMMITTEE BRIEFS

Robin Skinner-Daniels

For those who missed the announcement in Private Eye and the magazine of the Nine O'Clock Service, our Chairman's luck has run out and he has got married.

Members should note his change of name, address, and mood, and should amend their Christmas card list to read "Merry Christmas to Jackie and Robin".

Robin has said he will buy everyone a tot of whisky at a future evening at the Taps.

Best wishes to Jackie and Robin from all at The Pennine.

Hot Drivers

Drivers on trains operating between London and the south coast have been allowed to wear shorts during the recent hot weather. This did not apply to drivers in the north-west, including Blackpool.

A Regional Railways North West spokesman said, "If we allowed them to wear shorts their white knees could blind the drivers of oncoming trains". A rare spokesman with a sense of humour.

Marje Skinner - Agony Aunt

Recent posers sent to Pennine's Agony Aunt, Dr Marje Skinner.

Q. Robin asks "It is said that Mansfield is the largest town in England without a railway station. Is this true?"

Marje replies "Passenger services to and from Mansfield operated for exactly 125 years and one day ceasing on 10 October 1964, a victim of Dr Beeching's infamous axe".

The closure of the old Midland Railway route from Nottingham to Worksop was said at the time to have condemned Mansfield to being the largest urban centre in England without a passenger rail link. The population was then 53,000; now it is 68,000. However the good news for rail fans is that a new station is due to open in October with the completion of the Robin Hood Line link between Nottingham and Mansfield. Eventually it is hoped this will join the East Coast line at Retford!.

Q. Racing John asks "What is the significance of the black metal horses along the railway lines between Birmingham and Wolverhampton?"

Marje replies "There are 12 horses, six running in the direction of Birmingham, six running in the direction of Wolverhampton. They were commissioned in 1985 as part of Operation Greenline, an environmental awareness campaign that aimed to improve areas left desolate with the loss of heavy industry. The iron horses were finished at Corley Welding and installed in March 1987".

Metrolink Tells Passengers To Go Home

On the evening of 30th August the line between Manchester Victoria and Bury was closed when Dower lines came down at Crumpsall leaving angry tram passengers stranded. In a wonderful public relations exercise passengers were told to get off the trams and make their own way home. Metrolink said it would take too long to arrange other transport.

Eurostars To Come North

A £100m scheme to electrify a commuter line around London will allow Eurostars to run direct from the north to the Channel Tunnel. Work should be completed by Easter 1096. Eurostars on these services will be 14 coaches long rather than the 18 coach monsters currently using the Channel Tunnel route

Privatisation Nonsense

Season ticket holders at East Croydon were recently told that if they boarded certain near-empty trains for London Bridge they would be forced to pay the full single fare plus a £10 fine. These near empty trains were running a new South Eastern service from Tunbridge Wells and South Eastern didn't want anything to do with the scummy passengers from Network South Central or Thameslink.

And More

Clapham Junction station is served by several train companies but run by South West Trains. Passengers have been told that only SWT timetables were stocked, even though other companies had sent stocks of their own timetables.

Nuts

Free 20g packets of peanuts have been introduced to "add value" to first class Journeys on InterCity East Coast. Staff are under strict orders, however, to remove the nuts from refreshment trolleys before they are pushed into standard class. "Peanuts are to be kept out of the public eye" warns the memo, adding "Peanuts usage should be equal or less than drinks sales".

100 Years Ago

It is 100 years ago since the hair-raising 'Race To The North' by rival railway companies reached its dangerous finale. The companies which operated the alternative East and West Coast routes to the North of Scotland from London vied with each other to be first to reach Kinnaber Junction, near Montrose. This included bribery of signalmen, threats of violence and rumours of water supplies being sabotaged.

Sadly, realising that it was only a matter of time before a tragedy occurred, the companied declared a truce.

Privatisation Timetable

The first three rail franchises, London Tilbury, South-West Trains and Great Western will be let from September 1995. Midland Main Line is one of eight franchises to be awarded by April 1996. By then the Department of Transport says that 51% of rolling stock companies will have been privatised, and the railways "to all intents and purposes" will have been privatised by the next General Election.

French water company. the Paris based Compagnie Generale des Eaux is favourite to operate South West Trains, joining with a team of BR managers and staff. Stagecoach is interested in South West Trains, Great Western and London, Tilbury and Southend, whilst Sea Containers wants Great Western and South West Trains.

Franchising of the West Coast Main Line has been shelved because of the difficulty in raising the £1bn investment needed before privatisation. This delay is likely to mean the Government will not be able to hit its target of selling more than half the rail franchises by April 1996. The West Coast line is the biggest income earner of the 25 train operating companies, and was one of the first nine franchises scheduled for sale.

A Commons committee has warned that the privatisation of BR could cost taxpayers almost £2m a day in extra subsidy. By 1997-8 the price to the Treasury could be £1.76bn a year made up of operating grants from the new franchise director and payments by passenger transport executives across the country. The subsidy will be £687m a year more in subsidy.

Red Star Takeover

Existing Rail Star bosses have bid £1 for the business. However the passing over of the business by British Rail could leave BR with an £8.6m bill, with a "sweetener" £1.6m first-year rent subsidy and a £7m bill in redundancy costs for the 700 Red Star staff. Transport Minister John Watts has said "It's a successful privatisation sale".

Deerstalker Saved

The sleeper train between London and Fort William has been saved for at least 7 years following massive protests. Rail franchising chief Roger Salmon who planned to axe the service because it cost £157 per passenger in subsidy, relented after identifying economies which would reduce the shortfall to £75.

The service however will become only a portion from the Aberdeen/Inverness sleeper, and there is already criticism that accommodation will be inadequate, particularly within the summer.

Eurotunnel Debt Freeze

Agreement has been reached with the 225 banks for Eurotunnel to freeze its £2m a day interest payments on its £8bn debt for 18 months. Current income is only £600 000 per day.

While the banks are unlikely to allow Eurotunnel to collapse, analysts believe existing shareholders will see little return on their investments until well into the 57-year operating licence. They advise to sell shares.

Pigeon Halts Trains

On 31 July a pigeon hit overhead power lines at Longsight at a critical spot, bringing down the wires. 50 trains in the Manchester area were cancelled and 220 delayed, some up to two hours. The pigeon did not survive the 25,000 volts.

Power Giant To Run Own Trains

Within months, National Power, Britain's biggest electricity generating company, whose power stations include the Aire Valley plants in Yorkshire, will begin hauling coal in its own new-style trains.

The company has already taken delivery of 5 Class 59/2 locomotives built in Canada by American company General Motors, and is receiving 85 new hopper wagons.

The locomotives arrived at Hull docks in August and were taken to National Power's own Ferrybridge depot where they will be commissioned.

The wagons will each be able to carry 72 tonnes of coal compared to the 32 tonnes carried by BR's own wagons.

This move follows the success of National Power's first Class 59/2 "Vale of York" which last year began hauling limestone from the Peak District to Drax Dower station. National Power will recruit its own train crews, will become a fully-licensed freight operator, and expects to be the first on the rail's competition for BR's three freight companies.

Loco Change

Britain's longest freight service, from Burngullow in Cornwall to Irvine in Scotland, is now being hauled by a Class 60 locomotive.

The service carries china clay and traction training has been going on. at St Blazey depot as it is the first time a Class 60 has regularly used the depot.

EDITOR'S NOTES

Welcome to the Autumn edition of Trans Pennine. As these notes are written, services on the West Coast Main Line are just returning to normal after the incident in which a tractor and muckspreader (!) careered down an embankment and ended up on the tracks - happily, no-one was hurt. The media have given extensive coverage to these events and although some of that coverage could be construed as sensationalist, what has emerged is a graphic illustration of the problems which will face the fragmented railway system proposed by this government. For example, can it be right that a locomotive operator has to negotiate a track access agreement with Railtrack before an engine can be sent on a different route, to assist with clearing-up

operations? Who are passengers going to claim compensation from? Railtrack? The train operating companies? The farmer?!! The mind boggles!

Anyway, enough of the soap-box! The next issue of Trans Pennine will be out (hopefully) in time for Christmas - I would like to make it a bumper edition, so I look forward to receiving lots of news, articles, cartoons and snippets from you.

David Bladen

NOTES FROM THE COMMITTEE.

Robin Skinner is preparing the fixtures list for next year's meetings and would like, if possible, to invite some new faces. If anyone knows of a "new face" who would be willing to do a show at the Taps, would they please contact Robin as soon as possible.

CONGRATULATIONS

To our Chairman, Robin Skinner, who married Jackie Daniels in Lincoln on July 15th. Yes folks, Robin's swapped the delights (?) of Sheffield United and exposure compensation for wedded bliss.

I'm sure that those of you who haven't fainted from the shock will join the committee in wishing Robin and Jackie all the best for the future!!!

THE 1995 PENNINE SLIDE COMPETITION

(Yet another reminder - anything to fill a page!)

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!

Boat Train to Boulogne

by Paul Slater

After our two night stay at Euro Disneyland in September 1993, I was at the Gare du Nord in Paris with my wife and grandson, in good time to catch the 10.56 boat-train to Boulogne. We had travelled in from the Euro Disneyland station at Marne-la-Vallee Chessy on a red, white and blue electric multiple-unit of the Reseau Express Regional and, at Chatelet-les-Halles, had changed on to a double-deck train for the ride through the tunnels to the Gare du Nord. For the first time during our short holiday in France, the sun had shone, as we rode through the autumnal countryside and then through the suburbs of Paris, the first section of the line from Marne-la-Vallee looked brand new and it was obvious that the suburban railway had been specially extended to serve Euro Disneyland.

It seemed a long walk, with many turns, from the underground station at Gare du Nord, but eventually following the signs for SNCF Grandes Lignes, we saw daylight again and were on the concourse behind the main-line platforms. We bought a snack from a kiosk, and looked at the engines while we waited to board our train. There was a big diesel locomotive of class "72000", no. 72012 of Chalindrey depot, as well as 2Rv electric locomotive of class "16000", no. 16033 of La Chapelle depot. In another platform stood the first named locomotive I had seen in France, no.40109 'Cannes', this was also from La Chapelle depot and was one of the quad-voltage "40100" class, being equipped to run at 1,500 and 3,000 volts DC, as well as 15kv and 25kv AC.

Our train was now ready for boarding and we walked down to the end of the platform. Our locomotive was another "16000", no. 16036, built in 1959. Acting as station pilot was diesel locomotive no.64063 of the "65000" class; this engine was from La Villette depot, situated not far from the Gare de l'Est terminus. A truly international express arrived, it had come from Berlin, was composed of German Railways stock and was double-headed by SNCF class "17000" no. 17078 of La Chapelle depot and Belgian Railways class "18" no. 1804 of Kinkempois depot at Liege. Another express drew in, headed by 16770; this was an electric

locomotive of class "16500" and was based at Lens, near the Belgian border. We got in our train and soon we were off, enjoying glimpses of the white mosque-like towers and domes of the Sacre-Coeur church on the hill of Montmartre.

There were a good many electric locomotives to be seen at La Chapelle depot, situated just outside the Gare du Nord, and more in the yards and sidings alongside the main line. I managed to identify two "16000"s, nos. 16034 and 16059, the latter named 'Dol-de-Bretagne'. Blue and white TGV sets were visible in their own depot and there were several double-deck suburban trains to be seen, either the red, white and blue electric multiple-units of the Reseau Express Regional or rakes of carriages hauled by 25kv locomotives. I identified no. 17000 of the "17000" class on one of these workings at St Denis.

Our electric locomotive kept up a sustained high speed and I remembered how fast the French expresses had seemed to me, back in the early 1960's, long before the days of HST'S, 90s and 91s on BR. Soon the built-up area became less continuous and then we were running through open countryside. The fields and woods were similar to what we might have seen in England, but the houses were of a different style, and I glimpsed one building which displayed the distinctive French chateau type of architecture. In the extensive sidings and huge marshalling yards at Creil were several locomotives, and I identified class "16500" no. 16717 of Strasbourg depot, on a goods train. Small diesel shunters could be seen at various locations alongside the main line.

Eventually we were slowing for the stop at Amiens. At Longeau were more huge yards, also a big engine-shed, where I could see several locomotives like the one which had hauled us from Paris, as well as some older centre cab electrics and a good number of diesel locomotives. No. 16036 was taken off at Amiens and a blue and white diesel of class "67400" no. 67439 of Longeau depot, was attached ready to haul the boat-train over the non electrified section northwards to Boulogne and the connection with the Seacat ferry for Folkestone.

The Pennine Quiz No.83

Ken King

This is a quiz to set you leafing through those back issues of 'Railway Magazine'! Ken would like to know who carried out the naming ceremonies on the following locomotives and power-cars. (Hint they are all past and present TV personalities, sportsmen or musicians) Answers to the editor by 18th November, please!

- 1) 43002 'Top of the Pops'
- 2) 43106 'Songs of Praise'
- 3) 47715 'Haymarket'
- 4) 47745 'Royal London Society for the Blind'
- 5) 50007 'Edward Elgar'
- 6) 73118 'Romney, Hythe and Dymchurch Railway'
- 7) 86221 'BBC Look East'
- 8) 86231 'Starlight Express'
- 9) 86328 'Aldaniti'
- 10) 86414 'Frank Hornby'
- 11) 90015 'BBC North West'
- 12) 91025 'BBC Radio One FM'
- 13) 31410 'Granada Telethon'
- 14) 31439 'North Yorkshire Moors Railway'
- 15) 37684 'Peak National Park'
- 16) 43124 'BBC Points West'
- 17) 47641 'Charles Rennie Mackintosh'
- 18) 47574 'Benjamin Gimbert QC'
- 19) 477 10 'Capital Radio's Help a London Child'
- 20) 73133 'The Bluebell Railway'
- 21) 86421 'The London School of Economics'
- 22) 86432 'Brookside'
- 23) 43115 'Yorkshire Cricket Academy'
- 24) 43076 'BBC East Midlands Today'

Pennine Quiz No.82 the answers!

The answers to the quiz are as follows:-

- 1) 43193
- 2) 3ft 7ins
- 3) London and North Western Railway
- 4) Thomas Prosser
- 5) Britten
- 6) D Wickham and Co.
- 7) E3046
- 8) 16 March 1959
- 9) J C Craven
- 10) It was never named
- 11) Doncaster Belmont Yard
- 12) Ecuador
- 13) Blackberry Black
- 14) Duchess of York
- 15) J P Pritchett
- 16) Buckingham
- 17) 3,500 gallons
- 18) Moulins
- 19) 25,000 lbsF
- 20) Trans Jordan
- 21) Dijon Perrigny
- 22) 87001
- 23) Stephenson Locomotive Society
- 24) 15.15 Bradford Forster Sq - Heysham parcels
- 25) Queensbury, between Bradford and Halifax

The winner was Ian Shenton, with a score of 23 and Paul Slater came in second with 22. Two other entries tied for third place - Ken King won the toss! Well done all and thanks again to Mr M Bell for setting the quiz!

What the Papers say!

I think it would be fair to say that the railways have not had a good press lately. Stories about leaked memos, the WCML, strike action and trains ending up in the wrong type of station (power, instead of railway) have all featured, with privatisation, as usual, being blamed for everything!

Signal Failures (*Private Eye*)

First, the good news. It was revealed in July that the government is pumping £250 million pounds into the Passenger Transport Executives (PTE's) which provide local rail services in West Yorkshire, South Yorkshire, Greater Manchester, Merseyside, the West Midlands and Greater Glasgow. The bad news is that not a penny will go in improving services. The money is to allow the PTE's to pay the extra costs of Railtrack's access charges and the cost of leasing trains from the rolling stock companies - just to continue with the existing service. If Railtrack and the leasing companies are sold off next year, this money could vanish from the railway industry in the form of profits and dividends.

Still bent on driving more business from the railways, the Government wants Railtrack to pay for even bigger lorries on the roads. By the time 44-ton lorries are introduced in 1999, Railtrack will have inspected about 7,000 bridges at a cost of about £5,000 per bridge. Strengthening bridges so that they can bear the weight of these 44-ton monsters will cost an estimated £400 million. The Department of Transport says it will be up to Railtrack and the local authorities to decide which of them pays for the strengthening. "Railtrack receives funding through access charges paid by BR, so there is money available," said a DoT spokesman. In other words, infrastructure to make road haulage more competitive will be funded through railway track access charges. If access charges rise to cover the extra cost, rail passengers can expect service cuts or fares increases while freight customers find railfreight becoming even more expensive and road haulage even cheaper. If the rail regulator bars Railtrack from increasing its access charges, other projects,

such as modernisation of track and signals, will have to be put on the backburner - to the detriment of rail customers. There are no plans for the DoT to compensate train operators for the expenses incurred and custom lost when a railway is shut for bridge-strengthening works. What is certain at present is that road hauliers will not pay a sausage towards improving their own business prospects. 'We don't intend to isolate road users or penalise them,' said the DoT. So they'll isolate and penalise rail users instead

So you want the cheapest fare from London to Birmingham? (*Independent on Sunday*)

Werner Ullah needed to travel to Birmingham for a morning meeting and rang British Rail enquiries to be told that the fare would be £54 for a return, as no cheap fares were available for arrivals before 11am. However, he remembered that he had once travelled to Birmingham using the Chiltern Line from Marylebone, rather than InterCity services from Euston. He rang British Rail again but it said that they could only issue tickets for InterCity services and eventually he had to go to Marylebone to find out the full details. There he discovered that Chiltern was doing a special £19 return deal, any time, any day, and was told that there was a train which would get him there in time for his meeting, even though the journey takes a bit longer, since it has more stops than InterCity. Mr Ullah duly saved himself £35 by travelling via Marylebone, but asks, "What can be the justification for such a price differential, even taking into account the speed of either service? The Tories seem keen to turn us into a nation of train-fare spotters." He says that it was only because he had previously travelled on Chiltern that he knew about the service to Birmingham: "British Rail neither tells people about it or allows you to book through them."

Meanwhile, another reader, an ex-railwayman, says that the same Chiltern Line has recently rented offices in Aylesbury. Of course, BR used to operate just from its own premises in stations, but now that stations are owned by Railtrack, which is due to be privatised soon and which charges rent, some train operators will inevitably find it cheaper to take on other office accommodation.

Signal Failures (*Private Eye*)

The epitome of the new fragmented railway, the Gatwick Express, doesn't look so hot in the BR annual report's table concerning passenger charter standards. Most of the train operating units managed to meet either the reliability standards or the punctuality standards, or both, in 1994/95. Gatwick Express of course has the easiest job of the lot; only one route (which is short), a number of identical fixed train-sets, no intermediate stations and its own platforms at Gatwick and Victoria. Yet this flagship shadow franchise, which has worked harder than any other to distance itself from the national rail network, cancelled 1.2% of its trains, ran 12.2% more than five minutes late, and, er, failed to meet either of its targets.

BR's annual report also includes evidence of the government's intention that railways will shed custom before franchisees take over - so the private sector won't be blamed for the cutbacks which are inevitable if money is to take priority over social and environmental conditions. In 1994/95, the number of passenger journeys dropped again, as did the miles travelled by passengers and trains. How come, then, that revenue is holding its own and receipts per passenger-train mile actually increased in 1994/95? The answer lies in the pruning of the most lightly used services, overcrowding on the busiest ones and rising fares all round. The long established idea of providing a comprehensive rail service especially useful to people who can't drive - has suddenly been dumped. Trains in the early morning, late at night and on Sundays - as well as station staff - are evaporating as the railways concentrate on providing services during the remunerative peak hours. At the same time BR is hiking the fares - up from 11.7p to 12p per mile in 1994/95.

So you want to consult the timetable? (*IoS*)

Jim Grozier found himself at Three Bridges station in Sussex recently and sought to find out what trains were available for London. On Platform Three, he was confronted by with a poster simply headed "Train Times", which actually shows all Network SouthCentral trains together with those for Thameslink, but only as far as London Bridge. Further destinations such as Bedford and Luton are left out. There is no explanatory note. Over on Platform Two there is another timetable headed "The Trains" which shows all Thameslink services, including those to Luton and Bedford but omits all Network SouthCentral services. Again, this is not explained. Common sense appears to prevail on Platform Five, as the two timetables appear side by side but in the ticket hall, there is no information on Thameslink, only on Network SouthCentral trains under a heading bearing the company's logo.

Mr Grozier, who lives in Brighton, is worried that this timetable separation will soon reach the South Coast where there are six train companies operating services. He suggests that if each company had a separate timetable and separate weekend engineering works posters, travellers would have to consult 12 documents before taking a train! "Now that would be a boost for the motor industry," Mr Grozier comments.

And finally, from the Yorkshire Post of August 30th, reporter Stephen McClarence:

Anoraksia Nervosa on Platform 3A

The men on Platform 3A have some bad news to share ... trainspotters may be a dying breed. They've always been an easy target, of course. Only this week a national newspaper got a cheap laugh out of them. Whatever the cult priest Chris Brain may have done, it quoted a young woman saying, "He knows how to take the anorak and trainspotter out of Young Christians."

That sort of comment doesn't go down too well on Doncaster Station's platform 3A. "Every hobby's got its bad advocates," says Andrew Wilton, down for the day from Leeds. "But there isn't the interest there used to be. Another ten years and you won't see anybody here except passengers."

He has a point. Even two or three years ago, Doncaster Station used to buzz with spotters. It was up there in the spotting Super League with Reading and Crewe and Birmingham New Street. Little clumps of spotters huddled at far ends of platforms with shoulder bags, binoculars, cameras, notebooks and hand-held cassette recorders to dictate numbers as they hurtled past. They were absorbed, but alert for any passing 58033. Like anglers, fishing for trains.

Men (mostly men) from all over Britain photographing nameplates, here to spot the oil trains and the steel trains, much more interesting to the real connoisseur than yet another 125.

"It was a bit of idiosyncrasy," says Andrew Wilton, an electronics engineer. "They used to say mad dogs and Englishmen go out in the midday sun. It was in that vein, if you like. We're a nation of eccentrics. Americans are interested in how trains work. Here in the UK we've got a fascination for numbers." Not that he's loco-logging himself. He's here on a nostalgia trip - "a bit of a pilgrimage" spotting the spotters, remembering his regular awaydays to Donny and Retford and York 20 years ago, pining for the great days of steam. "there isn't the variety there used to be," he says. "You know what's going to turn up. Even in the diesel days, there'd be something unexpected. Most people are getting involved in aircraft and ships now."

So, with 57902 pulling out for Cleethorpes, there's just him and Joe Williams (collects all the numbers, locos, coaches, the lot). And, across on Platform 4, a quiet trio of spotters. They're a little wary, reluctant to give their names.

"The Press slag you off something chronic," says one, a Doncastrian. "37513". The books come out. The numbers go down. One of them has been here since 7.15am and is ready for knocking off around 11. "The Press don't seem to think this is anything to do with the real world, but its a day out, people to talk to," he says, backing away slightly. "Everything's died the death in Doncaster, spotting-wise. I've got a list of what comes through here and its a third of what it used to be. Five or six coal trains now. There used to be 20 to 30".

All the same, the Doncastrian knows spotters who still come up from Kent. Cost - well it's £41 from Cross, so it must be £ 50 from Kent." Cross? "Kings Cross." 158770 passes. The third man, from Nottingham, jots it down. "Children just aren't taking up spotting, " he says. "And what harm do we do?."

None of them is wearing anoraks.

(Thanks to Stephen Gay for the cutting!)

Bog Train

by Paul Slater

"I'd like to see a bog," said Chris, as we drove south from Athlone into County Offaly on the third day of the first holiday we spent together in Ireland, "I'd like to see the flowers that grow there".

We were heading for Clonmacnoise, an ancient monastic site on the River Shannon, but afterwards our road south would lead through a district where my guide-book said there were many tracts of bogland. Suddenly, Chris spotted a signpost pointing to "Bog Rail Tours", and we began to see them regularly along the road to Clonmacnoise. I noticed the heading "Bord na Mona", the national peat board of Ireland, and remembered once reading that there was in existence a network of narrow gauge railways carrying peat from the bogs to Bord na Mona's power stations. From a rain-soaked hillside at Clonfinlough, where we had gone exploring down minor roads to find prehistoric carved stone, we saw our first Irish bog, a flat brown expanse stretching away into the misty distance, to where the twin chimneys of a peat-fired power station erupted steam and smoke, and in the gift-shop at Clonmacnoise we saw a postcard of our conveyance for the bog rail tour, a smart little green-and-yellow diesel train, proudly lettered "Clonmacnoise and Offaly Railway".

After our visit to Clonmacnoise, we followed the "Bog Rail Tours" signs to Shannon Bridge where stood the power-station we had seen earlier. Irish miles were elastic, we decided, as the distance we were travelling seemed disproportionate to the figures on the signposts; but at last we arrived at our destination, and parked in front of a complex of sheds and workshops. This was Blackwater Depot; it seemed deserted, the yard at the back full of derelict tractors and wagons, but we went into the shed marked 'Cafe' and soon we had bought tickets for the twelve o'clock train - we would be joining a school party, the girl said, apologetically - and were watching a video which explained the formation of the bogs, their flora and fauna and the history of their exploitation. We found it most interesting; afterwards there was time for a cup of tea each while the girl rang the tour guide to ask him to hold the train back for us. We hurried to the car-park and drove off down the road. round the first bend, at an ungated level-crossing stood the brightly-coloured little train we had seen on the postcard.

Seated among the crowd of chattering schoolchildren, we enjoyed our bog rail tour. The train went very slowly over undulating tracks, describing a four-mile circuit round part of Blackwater Bog. The guide gave a commentary, the children asked endless questions, and there was a chance to get down and walk on the spongy ground when the train stopped by an unexploited part of the bog. I noticed tractors, excavators and rows of wagons full of peat on the flimsy railway tracks which, joining and criss-crossing the one we rode on, led to the power-station. Ireland has very little coal, oil or gas, and the peat is a valuable resource. Where the peat was removed for fuel, the bog would turn into a patchwork of lakes and greenery. We saw one small area where this process was already underway; vegetation was sprouting and seagulls flew around a pool.

"You're marvellous!" said Chris, as we drove away from Blackwater Depot, "I said I wanted to see a bog and you not only find me a bog, you find me a train-ride, a guided tour and a video to tell me all about it! I'm most impressed!"

Pennine Observers Notes

Eastern Region

The 23rd of May was not a good day for the 06.57 Bristol - Newcastle. The HST failed at Bristol and the train started at Derby 20 minutes late with 47822 providing the motive power. Later that day, 59201 and 60025 were noted at Sheffield on freight workings.

More HST trouble on June 15th, when the 09.22 Penzance - Edinburgh HST arrived at Leeds 170 minutes late and the 13.00 Plymouth - Leeds arrived 90 minutes late. The reason for such lengthy delays is unknown! Also that day, 47805 worked the 07.55 Birmingham - York and 60064 was sighted at Hull, at the head of a Tilcon freight train.

A member who spent a large part of June 21st at Milford Junction, near Selby mine, noted the following workings:

08.00 56037 Fiddlers Ferry-Milford MGR empty
08.10 56100 Knottingley - Milford light engine
08.10 47769 Castleford - York 'Royal Scotsman'
08.25 56100 Mitford - South MGR
08.30 37688 York - South steel
08.35 56068 Knottingley - Milford light engine
08.40 56089 Ditto!

08.45 56067 Milford, - South MGR
08.55 43162+43102 Castleford -York ECS
09.15 47769 York - Castleford 'Royal Scotsman'
09.30 56134 Castleford - York steel empties
09.35 47543 York - South light engine
09.40 56034 Castleford - Milford MGR empty
09.45 56080 Knottingley - Milford MGR empty
09.50 60027 South - Milford MGR empty
09.55 56068 Milford - South MGR
10.00 56004 Castleford - York light engine
10.05 56037 Milford - Fiddlers ferry MGR
10.10 56034 Milford - Normanton coal waste
10.15 56021 South - Milford MGR empty
10.20 56106 York - Milford light engine
10.30 56021 Milford - South MGR
10.50 60027 Milford - South MGR
11.10 56077 Castleford - Milford MGR
11.15 56080 Milford - South MGR
11.20 26095 South - Milford MGR empty
11.25 56027 Castleford - Milford MGR empty
11.50 56067 South - Milford MGR empty
12.05 56077 Milford - South MGR empty
12.30 56100 Castleford - Milford MGR empty
12.40 56066 South - Milford MGR empty
12.45 56033 Fiddlers Ferry-Milford MGR empty
13.00 206905+20903 York-Castleford weed killer
13.05 60021 Hull - Rylestone Tilcon empty
13.20 37708 Warrington - Hull vinegar empty
13.30 56089 Milford - South light engine
13.35 56100 Milford - South MGR empty
13.40 56068 Milford - South MGR
14.00 60064 Knottingley - Milford light engine
14.05 56033 Milford - Fiddlers Ferry MGR
14.10 60007 South - York steel empty
14.20 60064 Hull - Rylestone Tilcon empty
14.30 56081 York - Milford MGR
14.35 56004 Tyne Yard-Warrington 'Enterprise'
14.35 60022 Corby - Lackenby steel empty
14.40 56021 Milford - South MGR
14.45 56095 South - Milford MGR empty

June 24th saw Rail UK's "The Snowdonian" raitour, from Doncaster to Blaenau Ffestiniog, worked by 47786 "Roy Castle OBE".

Into July, and on the 1st, Hertfordshire Railtours "The Cattle Grid" arrived at York from Kings Cross powered by 90020. 56006 took the train onward to Newcastle then back to York, via Ferryhill and Sunderland. 37517+37095 completed the tour by taking the train on a circular tour from York via Leeds and Harrogate. Also that day, 90023 was noted at York operating the 08.30 Kings Cross - Edinburgh.

Noted on the 3rd of July at Colton Junction, near York were: -

11.03 43062+43??? Edinburgh - Waterloo
11.45 47677
12.50 60020 Etruria - Lackenby steel empties
13.10 60069 Scunthorpe - Lackenby steel
14.35 60091 Corby - Lackenby steel empties
15.45 90018 Newcastle - Kings Cross mail
16.05 47779 Newcastle - Plymouth mail

In Scunthorpe on July 8th were: 37344 on a coal train, 60050 on an ore train, 60064 light engine, 31156/210, 37381, 47115/406/413/418 stored at the closed Frodingham engine shed, 0-6-0ST no. 193 'Shropshire' on steelworks tour train, with 0-6-0 diesel 'Arnold Machin' shunting the stock, diesel shunters 54 and 'Grant Lyon Eagre II' in Appleby Frodingham RPS engine shed, plus the following British Steel diesels:- 78 demonstrating remote control operation, 74 and 77 at front and rear of a train of hot ingots, 1/5/15/34/51/53 and High Line shunters 5/6 in steelworks engine shed, 29/31/45/46/47/50 on various duties in the steel works.

A member at Barkston, near Grantham, on 15th July noted the following:

91005/011/012/021/022/025/026/027/028/031 on ECML express workings, 47390+47395 on a Freightliner, 56048 on a goods train, while at Leeds Freightliner Terminal on 19th were 47391+47386 on Wilton - Felixstowe, 47394 on Leeds - Tilbury and 47358 on Leeds - Felixstowe Freightliner workings.

47845 was noted at York at the head of the 07.55 Birmingham - York on 20 July.

The following day at Colton Junction saw:

15.40 90020 Newcastle - KX mail
15.50 56074 Wolverhampton-Lackenby steel empties
16.00 47187 Cardiff- Lymnouth steel empties
16.25 47212 Lymnouth - Cardiff steel
16.45 60050 Sunderland - Lindsey oil empties
17.05 47765 York - Doncaster light engine
17.45 47785+47786 "Tour of Hope 2" York -Sheffield
17.55 47386+47391+47393 York Leeds FLT light engine
18.40 56003+56106 Wilton Felixstowe Freightliner
19.06 47763 Newcastle - Bristol mail.

On the 22nd, 90023 was sighted at York in charge of the 06.10 Kings Cross - Edinburgh and at Wakefield Westgate on the 27th, 37707 was noted on a freight working, 37079 worked light-engine and 47816 was at the head of a diverted York - Poole service. The latter had been diverted because an unknown RES 47/4 had caught fire between Wakefield and Leeds, leading to delays of up to 2 hours.

Single-unit 153378 was sighted at Hull Paragon on the 27th, at the start of a week of crew-training runs on the Hull - Scarborough line. In October the 153s will replace the Pacer units which currently operate the services on the coastal line. 153328 and 153317 have also been noted on training runs.

Back to Leeds Freightliner Terminal, where on August 2nd, 56106 headed a Wilton - Felixstowe working and 47339 headed a Leeds - Tilbury service.

Five more General Motors-built class 59/2s arrived at King George & Queen Elizabeth Dock in Hull on August 4th. They later departed for Ferrybridge, with the help of 37513 dragging 59202/5/6 and with 59203/4 assisted by 59201. At Lincoln, the same day, 60050 headed an oil train and 37707 headed a Cargowagon train. At Barkston on the 5th, 90020/21, 91005/007/008/014/016/021/022/027 were noted on ECML expresses, with 58041 on an oil train.

Kirklees Green Party ran another of their charters on August 18th, a Sheffield to Edinburgh train of 13 coaches hauled by 47788 'Irresistible'. The outward journey was via the S&C and WCML, the return trip being via the ECML.

Midland Region.

The Crewe North West Rail Day was the reason behind a number of special trains on 20th May. Among those sighted were:

31427+31432 Blackpool-Crewe-Rhyl-Llandudno
56071 Crewe-Llandudno and return.
60055 Llandudno-Crewe
20075+20128 Crewe-Llandudno and return
37142+37066 Crewe-Llandudno and return
31512+3112 Crewe-Llandudno and return

Noted at Saltley depot on 30th May were 47247/293/313/317/323/814/818 while at Peak Forest on 23 June were 08918, 37066/106, 60061. Sightings between Stafford and Crewe on 23rd June were: -
47147 Northbound Freightliner
47779 Southbound RES
56025 Ordsal-Park Royal Guinness empties
60044 MGR empty
86602+86603 Channel Tunnel freight
86605+86608 Northbound Freightliner
90138 Southbound freight
90134 Southbound automotive
90143 Southbound Channel Tunnel freight
plus, on passenger workings. 47806/814/826/841, 86222/242, 87011/015/022/032/034, 90009.

On dragging duties between Stafford and Crewe on 9th July were 47536/565/971/972 while noted at Crewe that day was 37213 on 13.05 Cardiff-Liverpool and return working. On July 10th 47813 was noted at Crewe hauling 92020+92016+92018, presumably en-route to the works. On 18th August 86631+86623 were noted heading north through Preston on a Freightliner.

Much interest has been generated this summer by the intensive loco-hauled North Wales Coast trains. The six diagrams for class 37/4 locos should pose no problems, but with 37414/421/422 at ABB Doncaster for most of the period under review, many interesting workings have occurred on an almost daily basis. 37/4s and other locos sighted on these services have been:

20th May

37420/421/425

23rd May

37425 03.15 Holyhead-Birmingham International

24th June

31134 13.56 Holyhead-Crewe
37099 13.23 Bangor-Crewe
37509 13.24 Crewe-Holyhead
47565 12.23 Bangor-Crewe

8th July

31306 12.24 Crewe-Holyhead 14.52 Holyhead-Crewe
31421 11.24 Crewe-Holyhead, 13.56 Holyhead-Crewe
31455 10.23 Bangor-Crewe 13.24 Crewe-Holyhead, 15.53 Holyhead-Crewe
31512 12.23 Bangor-Crewe
37402 11.31 Bangor-Crewe
37407 10. 15 Blackpool-Holyhead
37417 17.24 Crewe-Holyhead
37425 18.23 Bangor-Crewe
37429 14.24 Crewe-Holyhead, 1830 Holyhead-Stafford

9th July

31455 17.23 Crewe-Holyhead
37405 14.22 Holyhead-Crewe
37425 08.50 Holyhead-Crewe
47565 12.41 Crewe-Holyhead, 16.58 Holyhead-Crewe

10th July

37402 07.50 B'ham Int-Bangor, 13.24 Crewe-Holyhead
37405 10.23 Bangor-Crewe, .12.24 Crewe Holyhead
37417 12.23 Holyhead-Crewe, 14.24 Crewe-Holyhead
37429 11.24 Crewe-Holyhead

15th July

31142 14.24 Crewe-Holyhead

31455 11.24 Crewe-Holyhead, 13.56 Holyhead-Crewe

29th July

31439 15.24 Crewe-Holyhead

31462 13.28 Bangor-Crewe

47523 12.24 Crewe-Holyhead, 14.53 Holyhead-Crewe

12th August

31468 13.24 Crewe-Holyhead (assisted by 37888 from Llandudno to Holyhead)

37888 15.53 Holyhead-Crewe

47742+ 'dead' 37429 08.10 B'ham Int-Bangor, both replaced by 37407

19th August

37418 10.15 Blackpool-Holyhead

Southern Region

On the 22nd July, 31467+31450 arrived at Ramsgate on the 08.56 Birmingham-Ramsgate, leaving on the 13.48 return working. Our correspondent assures us that class 31's on a service trains in Kent are virtually unheard of!!

47826 was noted on the 13.55 Eastbourne-Manchester on August 5th with 73205/206/208/209/210/212/235 operating Gatwick Expresses.

Western Region

In the Bristol area on May 28th were: -

37604, 47471/539/584/709/744/767/778/782 at Bath Road depot

08896 at St. Philip's Marsh depot

0-6-0ST 'Porthbury' working trains on the Bristol Harbour Railway

0-6-0PT no. 7752 working trains on the Avon Valley Railway

On June 4th, 08756 and 47816 were sighted at Exeter while the following day, 47827 was seen at Taunton at the head of a Manchester Piccadilly-Plymouth train and 37604/606, 47489/679/704/714 were at Bath Road depot.

Scottish Region

On 22nd May, the following were noted at Edinburgh, 37099/675, 86229, 87014/034, 37294+37351 on overnight Edinburgh-Aberdeen, 37111+37073 on overnight Edinburgh-Inverness. Later that day, 37893 was noted at Dundee and 37401 was at Glasgow Springburn, both on freight workings.

On the 23rd, 37510, 87012/016 were at Edinburgh, 08711/853, 37510 were at Craigentenny, 37154+37214 were on a freight working at Aberdeen and 37073+37111 were on the Aberdeen-Edinburgh sleepers, the train being taken forward to Euston by 87015.

On 19th August, 47788 was noted at Edinburgh, having worked the 10.30 service from Inverness. It left on the 15.40 return working.

Across the Irish sea.

The following sightings were made in Ireland in June:

Dublin: 14th

077, 112 "Northern Counties" and 208 on Belfast trains 074 and 080 on Rosslare trains 082 on Sligo train

081, 123 and 160 at Pearse station 144 Connolly station pilot 210 on a chemicals train, 122 on Connolly

depot.

Waterford area: 14th

121+186 on 10.40 Limerick-Rosslare at Waterford 231, shunters G611 and G617, Northern Ireland Railways shunters 1, 2 and 3 and an unidentified class "101" preserved at Carrick-on-Suir.

Cork: 15th

175 on 12.50 to Tralee 218 on goods train 162 on ballast train 184, 187, 188, 210, 213, 216, 233 in depot Great Southern & Western 0-4-2 no. 36 preserved in station.

Tralee: 16th

Restored Tralee & Dingle Railway narrow-gauge 2-62T no. 5 working trains to Blennerville.

Clonakilty: 20th

0-6-0 diesel shunter preserved at west Cork railway village, representing a 4-6-0T of the Cork, Bandon & South Coast Railway.

Greystones: 22nd

074 on Rosslare-Dublin train 083 on Dublin-Arklow train 143 and 163 on P.W. trains 159 and 227 in siding.

Noted on the Isle of Man in August were:

Isle of Man Steam Railway: 16th

2-4-0T no. 4 'Loch', 10 'G.H. Wood' and 12 'Hutchinson' working trains between Douglas and Port Erin 2-4-0T no. 9 'Douglas' stored at Port Erin 2-4-0T no. 1 'Sutherland' and 16 'Mannin' in Port Erin railway museum

Groundle Glen Railway: 16th

0-4-0WT no. 9 'Jack', 2-4-0T 'Sea Lion'. 0-4-0T no. 3 'Rishra' and vertical-boiler 0-4-0 no. 1 'Chaloner' working trains between Llen Coan and Sea Lion Rocks

Manx Electric Railway: 17th

0-6-0T no. 15 'Caledonia' (Manx Northern Railway no.4) working a special between Laxey and Dhoon Quarry

Preserved Railways

Nene Valley Railway: 3rd June

'Peterborough Rail 150' 3442 'The Great Marquess', 45596 'Bahamas', 68061 and D306 'Atlantic Conveyor' working trains, 'Sir Vincent' and 'Blue Circle' geared locomotives, 'Locomotion No. 1' replica and 68153 also in steam, 31558 and 58023 visiting from BR

West Somerset Railway: 3rd June

DMU 51887+51852+59678, 'Manor' 7828 working, 50149, 7017, 7018 stabled at Bishops Lydiard

Ffestiniog Railway: 11th June

Fairlie locomotives 'Merddin Emrys' and 'Dafydd Lloyd George' working trains between Portmadoc and Blaneau Ffestiniog

East Lancs Railway: 17th June

Working were 20188, 20042, D120, D61, D9019, 40145, D1501, D7026, D172, D5054, D1041, 50015, 47117.

Keighley and Worth Valley Railway: 2nd July

Working were D8031, D0226 'Vulcan', D5209, 75078

Midland Railway Centre: 22nd July - Diesel Spectacular

Working were 31162, 45133, 46045, 50007, 55015, D7671, D8001 DMU 55976+59591 + "Iris" test car. Stored were 20205, 31108, 37190, 47401, 47417.

Thanks to Tony Caddick, John Dewing, Ian Shenton and Paul Slater for information.

The next edition of Trans Pennine is due out in December. Please have all contributions to the editor by November 18th please.

Thank you!

Notice Board

PENNINE MEETINGS

The meetings list for October to December is as follows:

4 October 1995: Annual Slide Contest

18 October 1995: John Quick - A Great Central Miscellany

1 November 1995: Dave Stacey - The Return!

15 November 1995: Pete Wesley - The one and only!

6 December 1995: Eeevilities Night Please note the change of date

20 December 1995: Pennine Shield - The Final

All meetings are at the Corporation Brewery taps in Doncaster and commence at 20.00

Pennine Shield Dates and Venues

Round 1: 6 December 1995 at Club 197, Sheffield University, hosted by the South Yorkshire Photographic Circle.

Round 2: 7 December 1995 at the Bridge Hotel, Rotherham, hosted by the Dore Loco Group.

The Final: 20 December 1995 at the Corporation Brewery Taps, Doncaster, hosted by the Pennine Railway Society.

You will notice that Round 1 clashes with the Eeevility Night at the Taps - unfortunately both the Pennine and SYRPC meet on the 1st Wednesday of the month, however rest assured, Pennine will be entering a team!!

SOUTH YORKSHIRE RAILWAY - OPEN DAYS

At Barrow Road, Meadowhall.

On Saturday Sept.30th, 11am to 5pm & Sunday Oct. 1st, 11 am to 5pm.

40 ex BR Locomotives on display, including classes 01, 02, 03, 04, 06, 07,08, 10, 11, 14, 20, 26, 40, plus a selection of industrials.

Also Trade stands, tea, coffee, hot and cold refreshments.

Admission - £1.50

Bus, or Train to Meadowhall Interchange and take exit through Station Car Park.

Ample Free parking close by.