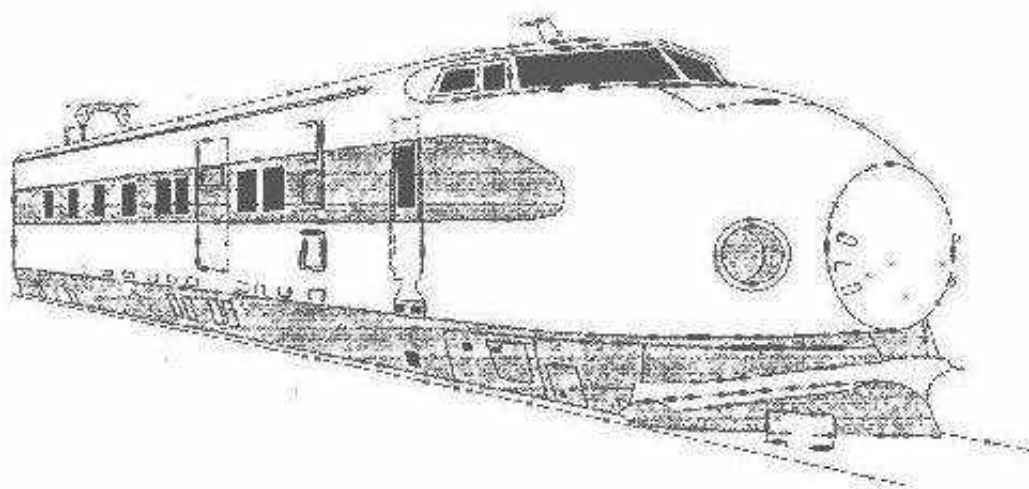


# TRANS PENNINE

## THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



**WINTER 1995**



***SEASON'S GREETINGS!***



No.94 - Dec 1995

## **COMMITTEE SMALLS**

### **Seasons Greetings**

The Committee of the PENNINE RAILWAY SOCIETY join together to wish all our members and their families a very happy Christmas and a Prosperous New Year, and we thank you all for your support and friendship in "1995.

### **Membership Fees**

With this magazine you will find a renewal of membership form.

Unfortunately, we too have been hit by increased costs and it is with reluctance that we have had to increase membership fees for 1996 to £4.

There is always a time when we can no longer absorb increased costs. This is one such occasion. This increase will, however, ensure the stability of the Society. It may interest members that our annual fee in 1985 was £2.50. We will strive to continue to give members value for money we remain a non-profit making society and all monies received are used for the benefit of members in one form or another.

Once again, all members in rejoining the Society will receive a FREE 1996 Pennine Railway Society pocket diary.

The Committee would like to thank you all for your support in 1995, and sincerely hope you will rejoin with us in 1996,

### **Annual General Meeting**

The Society's AGM will be held on Sunday 14 January 1996 in the Corporation Brewery Taps, Doncaster. The AGM will start at 12 noon. This is the opportunity for you, the members, to have a say in the running of the Society.

"We will be "all ears".

### **Errata**

In our FREE 1996 Pennine Railway Society diary there is a most unfortunate error. The name of our Magazine Editor is shown as David BLADES. This was not deliberate (honestly).

We do apologise with lumbering David with the nickname of the appalling bottom of the table fifth-rate (generous) "football" team, Sheffield Utd.

1996 will soon pass, David, which is more than their footballers do.

### **No More Leaves on The Line**

In the south, leaves on the line are a thing of the past. However passengers on BR South Eastern now endure "adhesion problems" whilst on South Central there is "wheel slippage".

### **BR Axes Summer 1996**

In another cost-cutting trick, BR is slashing its 1996 summer timetable to 16 weeks and 100's of services used by day trippers and holiday makers will be chopped.

Since 1987 BR has cut 5 weeks off the summer timetable. In 1996 summer will be 2 June to 21 September.

### **No More Late Trains?**

BR is increasing recovery time in timetables to avoid paying compensation for late trains. A London-

Penzance train has an allowance of 19 minutes between St Erth, the penultimate stop, and Penzance.

Railtrack say recovery times are built in because it's thought sensible. It could save us some money.

### **GWR Has Secret Fares Increase**

Great Western Railways put up fares by 3% on 24 September 1995 without any public announcement as a result of "commercial judgement", and "not connected with the imminent privatisation of the line".

GWR's PR Manager, Knowles Mitchell (nice Tory name) said "We have fulfilled our statutory duty by telling the local rail users' committee. But we are a commercial company, and we have no obligation to tell anyone else. The supermarkets don't shout from the rooftops when they put up the price of Coca Cola".

Where do they find these people. Where have all the experienced railwaymen gone - all those with a true love for railways?

### **Alterations to The Globe**

After a very welcome stay of execution, The Globe Inn, Howard Street, Sheffield, is to temporarily close for what brewery magnates call "major renovation". The Globe closes on 10 December and will reopen probably in March 1996.

For many years The Globe has been a popular meeting place for rail enthusiasts, and the destruction of a fine inn will mark the end of a long era. The Pub's small cosy rooms will be knocked out and blandness will replace it.

The customers are to a one opposed to such wilful damage. However these days it is the brewery which is always right. Farewell The Globe.

### **Rail Sell-Off in Chaos**

Rail privatisation plans are in chaos after the "Save Our Railways" Group won permission to seek a Judicial review after arguing that the plans would illegally cut services. They claimed that proposed new timetables drawn up by the franchising director cut some train services - by up to half, breaking Government promises to Parliament that service levels in the commercially run system would be based on existing timetables.

### **Catering Arm Sold**

BR's catering arm, "On Board Services" has been sold for £11.5m. to its management. The buyout is backed 60-40 by Candover, a venture capital company, and the Bank of Scotland, with the seven-member management team putting up an undisclosed amount to fund expansion and improvement to service.

UK train catering operations will be beefed up with an airline style service, there will be growth in the opening of retail outlets in the 33 railway stations where it has currently food preparation areas, and will bid for business on Europe's high-speed trains.

The sale puts to rest fears among traditionalists that the company would be sold to rival bidder Rail Gourmet which was rumoured to believe scrapping English breakfasts would be a sound cost-cutting move.

### **Losses Won't Sink Chunnel**

The debt-ridden Channel Tunnel is losing £ 2.5m per day but there are no fears for its future. Eurotunnel owes its banks £8bn and lost £464.5m in the first 6 months of the year.

Interest payments alone were £2m per day until banks agreed to suspend these payments. The Anglo- French consortium's co-chairman, Sir Alastair Morton said "There is not a person alive who suggests that the tunnel will close. We have a concession to run the tunnel for another 57 years".

## **Boxing Day Present,**

LTS Rail which serves London and Essex has announced "an extensive" Boxing Day service. Services will also be provided by Gatwick Express, Thameslink, and in Strathclyde. The Underground and Docklands Railway will also operate.

## **New Commuter Service in Far North**

ScotRail has announced that a new morning service from Tain to Inverness will commence during 1996.

ScotRail also maintain that the rerouting of Thurso trains via Wick adding 30 minutes to the journey from Inverness is necessary because there is not enough passengers to justify the two separate trains which previously ran over the last few miles from Geogemas Junction.

## **New Airport Service**

From June 1996 Regional Railways North West will run a Crewe-Manchester service calling at Manchester Airport. Formed of Class 323 units and calling at Wilmslow, Manchester Airport and then all stations to Manchester Piccadilly it will use the newly completed spur which allows trains to reach the airport from the south.

## **Paving the Way for Eurostars**

Demolition gangs have swung into action for the start of work on a £100m Channel Tunnel rail link scheme. Brondesbury, Brondesbury Park, Kensal Rise and Finchley Road and Frognal are having their platforms lowered so Eurostar trains can run through.

Work on installing new overhead power lines and signalling has also started. When it is completed next year, passengers for the north of England and Scotland will be able to travel direct to the Continent via the Channel Tunnel.

## **EDITOR'S NOTES**

Welcome to the Winter edition of Trans Pennine! Those of you who are wise in the ways of the world will know that there are two laws we live by. The first of these laws is Murphy's, which states that if anything can go wrong, it will, and the second is Sod's, which states that when something does go wrong, it will happen to you. These laws were spectacularly proven last month when no sooner had the last magazine been printed, than the dates of the Pennine Shield changed! This was beyond anybody's control - the Dore Loco Group had to find a new venue at very short notice when the Bridge Hotel in Rotherham closed. At least we haven't got Railtrack sorting the fixtures list! (On a personal note, I shall be very sorry to see the Bridge go as it was one of the finest boozers in the town). Apart from that, not much from me this time - I can hear the hoorays already! I would like to thank everyone who has contributed to the magazine this year - it has certainly made my job much easier - and as usual, make a plea for continuing contributions. It just remains for me to wish you and your families a very happy festive season.

David Bladen

## **NOTES FROM THE COMMITTEE**

The Pennine Railway Society's AGM will be held at the Corporation Brewery Taps on Sunday 14th January, commencing at 12.00. The meeting gives you, the members, an opportunity to have your say on how the society is run and we would ask you to come along if you can. The present committee members are all willing to continue, however, we would like to remind you that any member can stand for any committee position. It is also felt that we need an extra person to act as a 'meetings member'. This is because there have been a couple of occasions this year when none of the regular committee have been able to be at the start of a meeting, in order to set up the equipment. Understandably, this has caused some concern to the guests! We are therefore seeking someone who is regularly able to be at the start of meetings, and who is willing to set up the projector and screen. If you can help, please contact any committee member and if you have any topics for the AGM agenda, please contact Robin Skinner before January 12.

It is the time of year when we invite all members to renew their membership and you will find a renewal form at the back of the magazine. The subscription for 1996 is £4 rising costs have forced us to increase last year's level by 50p however, we would like to remind members that this is the first increase for three years and that all money is ploughed back into the society e.g. Trans Pennine, diaries and quiz prizes. If you do wish to renew, please send your form and money to Tony Caddick.

Finally, the committee would like to thank Mike Preston at the 'Taps' for making the concert room available to us, and all members for their continued support. Have a Happy Christmas and a prosperous New Year!

## **THE PENNINE SLIDE CONTEST 1995.**

Prior to the start of this year's slide contest, Paul Slater was told that as the judge, he would make three people happy and upset everyone else! As things turned out, (Murphy again!) Paul made two people very happy - Tony Smith scooped the first prize with a shot of 'Britannia' 70000 at Chesterfield, Chris Nicholson got second and third prizes with shots of a Pacer near Scarborough and a 60 at Elsham, and everyone else, for once, seemed happy with the choices! Congratulations to the winners and thanks to Paul for judging.

## **The Great Central Railway in Wales today, a journey from Bidston to Wrexham Central. by Stephen Gay**

*The following article has been compiled to commemorate 100 years of the railway between Bidston and Wrexham Central, the final section opening between Bidston and Hawarden Bridge on 16th March 1896. The story is about a journey 100 years on, and historical facts and figures, together with an illustrated slide-show, will be presented to the Sheffield branch of the GCRS on Thursday 14th March 1996. Hopefully, presenting the article and show in this way will make both a little more interesting, about a line that doesn't receive much coverage and is a forgotten backwater of the GCR system.*

Tucked away in the middle of the current Great Britain passenger timetable, we find Table 101, the Bidston - Wrexham line, with a diagram that provides fourteen services each way Monday to Saturday, and the all too common skeleton/bus replacement arrangement for Sunday.

We start our journey at the windswept island platform affair of Bidston station, a place located in the middle of nowhere, surrounded by marshland, with the constant drone of the nearby motorway.

Departing from Bidston (one of only three stations staffed part-time, the others being Shotton and Wrexham General) we branch left at Dee Junction, leaving the West Kirby branch. Apart from the above mentioned stations, tickets must be purchased on the train from the guard, who makes his first appearance. Chester crews operate all the services on a two-shift system and, at the time of writing, Newton Heath-based single-car class 153s and two-car class 142s are diagrammed to work all services, Occasionally the three-car class 101 green liveried 'heritage' unit puts in a rare appearance on days, I must add, when I'm not out photographing!

Our journey is 27.1/2miles long and double-track throughout to Wrexham General North Junction. We are travelling on the up-line, passing the proposed site of Beechwood station and running alongside the busy M53 motorway, before our first station stop at Upton. After picking up a handful of Shotton shoppers, we are on our way again, passing the site of another proposed station, Woodchurch, which would be developed as a major park-and-ride and bus/rail interchange location, adjacent to junction 3 of the M53. Merseyrail PTE is currently examining options for electrification to Woodchurch and, in the long term, to Shotton.

Speeding along, looking out for the closed Storeton Station, we pass under the Bebington to Barnston road bridge, but no trace of the old station survives - definitely closer investigation required at a later date.

6.1/4 miles from Bidston, we arrive at Heswall station, which is located high-up. Access to the all-wood platforms is by ramps and just two bus shelter type waiting-rooms protect against the elements. Leaving Heswall, we make the short 2.1/2 mile sprint to the next station, Neston, my favourite of the whole line. The station is situated only a stone throw from the town centre and, like Heswall, is located high-up on wooden platforms. It has the added attraction, from an enthusiast's point of view, of retaining all its station buildings, plus the bonus of a subway. Underneath the up platform buildings, fenced-off and full of dust and cobwebs,

stands the old booking-hall which still retains a few small window-hatches and which reminds me of the days when you had to bend down to ask for your ticket, at the same time, having a nosy-round and your eye catching the warm glow from the Romesse stove - happy days! A delightful station, and let's hope that the "For Sale" sign, with planning consent for restaurant use, helps preserve these superb historical buildings.

Shortly after leaving Neston, we pass over the old GWR/LNWR Joint Hooton to West Kirby trackbed, which is now used as the 'Wirral Way' long-distance footpath. In sight of the misty Dee estuary we speed along, then through a deep cutting passing the closed Burton station, with its platforms still visible and up station buildings surviving as part of a garden centre. Bursting out of the cutting, the line is now surrounded by marshland and is full of bird life. I can recommend a pleasant walk around, but take care near the MoD firing range!

With the Shotton steelworks in our sight, we pass the Shotton Paper Mill branch, where access is gained by the Shotwick ground frame. The single line branch still has traffic, but this is timetabled to work at night. Then shortly after, on the left, we pass the now closed Deeside titanium sidings and, looking right again, Birkenhead sidings followed shortly by the busy Dee Marsh sidings, full of empty bolster-wagons, a couple of 08 shunters, and Portacabins full of BR staff playing 'Three Card Brag'-well it is 12.50, dinner-time!

Onwards past Dee Marsh signal-box, which is of Great Central Railway origin, then our train takes a tight curve to the right, past reception sidings for the BSC Coating and Finishing Mill. Looking left we see the rusting, weed riddled, overgrown but still intact line towards Mickle Trafford Junction.

Approaching Hawarden Bridge station, the driver slows down to pass through the deserted-looking halt. Only seven trains a day now call here, at peak times Monday to Saturday, due to work force cutbacks at Shotton Steelworks. And so over the River Dee on the Hawarden Bridge, clattering our way across and disturbing the nesting pigeons. We are well and truly in Wales now!

Across on the right, the old GCR trackbed curves away down to the Connah's Quay, then over the North Wales main line, looking down to Shotton Low Level with a few passengers waiting for trains to Chester, Rhyl and beyond.

Our service now arrives at Shotton High Level, high above the town and the bustling weekday crowds. A brick-built open waiting-room with a couple of forms are the facilities on the up platform and, on the down side, a modern, lesser spotted booking office which is staffed by one person from 0700 - 1500, six days a week. Both the platforms are concrete-slab affairs.

Leaving Shotton, the next part of the journey is a steep curving climb of 1 in 53 to Hawarden station, reminding me of a journey over the South Devon banks of Dainton and Rattery. Looking back, the climb offers superb views of the Deeside area; at the same time I'm looking for trackbed remains of the long-gone 'Aston Hall Tramway'. The permanent way levels out at Hawarden and, as we arrive, a class 56 loaded with steel from South Wales cuts off for its descent to Deeside. The station still retains its footbridge but all the station buildings have been demolished, apart from a small cabin on the up-platform - presumably a permanent way store. Retired-persons' homes overlook the station and our unit starts a further climb on its way to Buckley.

Passing Hawarden golf course, the driver warns a group of platelayers of our approach, just as a golfer prepares to tee off. The driver receives a \* \* \* \* \* signal back, the golfer thinking the signal the gesture was made to him! After seeing the funny side of that incident, we then curve left and arrive at Buckley and see that the downside station buildings are still standing, now used by the 'Timber Products Co. Ltd.', with the hole that was once filled by a clock, still visible. Both platforms have been shortened and the up-platform buildings demolished, a sign of the times!

Departing from Buckley, a short climb to Buckley Junction where the line levels out, then on the right a clump of trees shows the course of the former 'Buckley Railway' down to Connah's Quay. Descending, our train picks up speed again, passing the rail-severed Penyfford Castle cement works on the right, and onward down through the closed Hope station, with both platforms intact but no trace of Hope Low Level station (LNWR) due to landfill of the site.

We then arrive at a desperate looking Penryfford station, just a shadow of its former self, even the signal box is modern, but the short spur at the North end off the down line, gives the place a sense of importance, if only for the stabling of engineers' trains.

Leaving Penryfford, the train still descending and travelling through open countryside, with fine views of Hope Mountain to the right, we shortly arrive at Hope station. The name says it all, for what facilities are here for the public! A station with a very long approach and also new houses being built in the once active little goods yard.

With a short half mile sprint, we're at our next station Caergwrle and, to my amazement, located on the up-platform is the original brick waiting shelter in fine condition. The station was originally called Caergwrle Castle, after the castle built by Edward 1 on top of the wooded hill directly to the west of the station. The castle is now ruined but is still worth a visit.

Departing from the former spa village, the train proceeds to the third of three closely-spaced stations, Cefn-y-bedd (Welsh for "beyond the grave") and the downside station buildings survive for the use of a printing firm and, like at Buckley, the station clock is missing. Will it ever turn up at the railway auctions in Sheffield? One never knows.

Leaving Cefn-y-bedd station, we cross a fine stone viaduct high above the River Cegidog and the line, now climbing, runs along a hillside with fine views eastward towards the Cheshire Plain. Onwards, speeding past the former Ffrwd Junction and the old branch to various colliery sites, then with the brakes applied our train slows and we arrive at Gwersyllt station. Apart from brick shelters full of graffiti, not much to see here, the station buildings long gone.

Shortly after leaving Gwersyllt the line makes a short dip, which was to pass under the former GWR line from Wheatsheaf Junction, but all that is left today is the bridge abutments. Then onwards past the triangular junction of Brymbo, with each spur still visible, past the site of Rhosddu Halt and eventually to Wrexham General North Junction. We join the now single-line from Saltney Junction, Chester, then take the crossover on to the single line to Wrexham Exchange and arrive at the former GCR station. These days, this one platform affair is part of the former GWR Wrexham General station, and numbered Platform Four.

The final part of the journey requires the driver or guard to contact the signalman at Croes Newydd North Fork signal-box, for permission to proceed to Wrexham Central station. After the 'Right Away' we depart, screeching round the tight curves passing under the main line to Shrewsbury, past the Wrexham lager brewery and into the single-platform bus-shelter affair they today call Wrexham Central!

So finishes our journey of 27.1/2miles and, like so many branch lines today, Table 101 has seen better days. We have travelled through two countries and three counties, with so much of interest in such a short distance. As I stand on the deserted Wrexham Central platform listening to two motorists arguing over a car parking space which was, like so many places, part of the station at one time, I look down the old Cambrian Railway trackbed and wonder whether GC engines ever reached Welshpool, Machynlleth or even Aberystwyth. Did they?

Finally, I'm grateful to Denise Herring, my much travelled, treasured companion, proof-reader and chief critic, and my good friend, GCRS member Ken Grainger, for transforming my notes into a super manuscript. To you both, thanks very much.

## **The Pennine Quiz**

**by John Dewing**

### **Christmas No.84**

It's Christmas Day afternoon, you've eaten too much, the Queen's speech was its usual anodyne self, the 21st repeat of a James Bond film is on the telly, and the pubs are shut - what are you going to do? Might I suggest the Pennine Christmas Quiz? Forty questions to exercise mind and also body as you rush upstairs for the reference books. What's that? Oh, you've just remembered you haven't seen the James Bond film before. Well, never mind, the closing date is February 21st.

- 1) Who designed London St Pancras station roof?
- 2) Where were the first escalators introduced on the London Underground?

- 3) When was the Tay Bridge disaster?
- 4) Which TV personality re-opened the London Transport Museum?
- 5) Name 47567
- 6) When did Barnby Dun station close?
- 7) How long is the preserved Severn Valley Railway?
- 8) How long is Morley Tunnel?
- 9) On which branch-line would you find Swale station?
- 10) What name was originally allocated to 'Patriot' 45509, but not used?
- 11) Between which two stations did the 'Highwayman` run?
- 12) When was the 24-hour clock introduced by all regions for the public timetable?
- 13) On which route was the GWR's first diesel railcar introduced?
- 14) Give the original number of the class 83 locomotive bought by Pete Waterman
- 15) Which preserved railway station featured in 'The Life and Times of Henry Pratt'?
- 16) In which year was 10800 brought into service?
- 17) Name LMS locomotive 46108
- 18) Give the date of the last diesel-hauled run of the 'Hull Executive'
- 19) Give the water capacity of the tender of steam locomotive 71000
- 20) Give the name of steam locomotive 62420
- 21) What was the previous name of the 'Waverley Express'?
- 22) Give the date of the opening of the Dingwall to Stromeferry section of the Kyle line
- 23) Who named 37418?
- 24) Give the number of the 'Sprinter' unit involved in the collision with a HST at Newton Abbot station
- 25) Where was 90003 named?
- 26) What was the original name of Botanic Gardens station?
- 27) Which electric locomotive set a new record for travel between Manchester Piccadilly and London Euston?
- 28) Name A1 60144
- 29) Which were the first and last steam locomotives to be cut up by Albert Draper and Sons, Hull?
- 30) Give the date of the Lewisham rail disaster
- 31) Give the length of Springs Tunnel
- 32) Near which station would you find Dr Day's Junction?
- 33) On which date did the line to Butlins Holiday Camp at Filey open?
- 34) Name the new station opened recently between Derby and Burton-on-Trent
- 35) Who named DW 150257?
- 36) Give the closure date of the Melton Constable to Sheringham line to goods services
- 37) What was the date of the start of sleeper services between London Kings Cross and Perth?
- 38) Which was the first locomotive to be tested on the Rugby Testing Plant?
- 39) When did the Swansea and Mumbles Tramway close?
- 40) How many arches does Harringworth Viaduct have?

### **Pennine Quiz No 83 the answers**

- 1) Jimmy Savile
- 2) Thora Hird
- 3) Robbie Coltrane
- 4) Brian Blessed
- 5) Simon Rattle
- 6) Brian Johnstone
- 7) Tom Watt
- 8) Andrew Lloyd Webber
- 9) Bob Champion
- 10) Ken Dodd
- 11) Stuart Hall
- 12) Catherine Zeta Jones
- 13) Paul Nicholas
- 14) Ian Carmichael
- 15) Mike Harding
- 16) Miles Kington
- 17) Ludovic Kennedy



- 18) Clement Freud
- 19) Sophie Lawrence
- 20) Johnny Morris
- 21) Huw Wheldon
- 22) Phil Redmond
- 23) Ted Dexter
- 24) Kathy Rochford

Joint winners were Ian Shenton and M Bell, with John Dewing taking runner's-up prize. Well done gentlemen! Thanks again to Ken King for setting the quiz.

### **What the Papers say!**

Christmas is a traditional time for ghost stories. The following article, taken from the 'Independent' is about that well-known spooky phenomena on BR, namely ghost trains.

### **WHERE IS EVERYBODY?**

The 10.45 from Waterloo can carry 700 passengers. Most days it takes around four.

Charlotte Packer boards the ghost train to Cardiff.

Platform 19 at Waterloo station was silent. Although the train for Cardiff, via Bath and Bristol, would leave in 15 minutes, it was completely deserted. We walked its length, peering into empty carriage after empty carriage, looking for signs of life - or simply a sign that it was the right train. Near the front we spotted three figures in a smoking car. Fellow passengers? No, they were the driver, senior-conductor and steward having a quick fag-break.

A few minutes later there was a flurry of activity: five passengers appeared. They each took a carriage. This was travelling in style. Why bother with first class when you can have an entire standard class coach to yourself? Although it could carry around 700 people, the 10.45 pulled out of Waterloo with seven passengers.

In fact this is what the 10.45 has done daily since the service started just over a year ago. The train is primarily a link to the West Country and Wales for Eurostar passengers, but for south Londoners it is a convenient alternative to Paddington. Or at least it would be if people knew about it: British Rail chooses to keep this service under its hat. Consequently the 10.45 has become a "ghost train": empty carriages rattle non-stop to Bath, where a few local people get on for the short hop to Bristol.

I discovered the service earlier in the year when a friend told me about her bizarre encounter with a British Rail official who let slip that the service existed and then back-tracked, insisting he'd made a mistake. My own enquiries prompted similar responses.

Recorded timetables and all information for Bristol trains relate to Paddington. Call Waterloo itself and the chances are you will get more of the same. When I made general enquiries about trains to Bristol I was always told to go to Paddington. I tried a different tack and said I'd heard a rumour about a 10.45 to Bristol. "That's a Cardiff train. Waterloo trains don't go to Bristol." Three phone calls later, someone admitted that the Cardiff train did indeed stop at Bristol.

I tried to buy my ticket at Clapham Junction, my nearest station, and again found myself going through the "are you sure there isn't a train from Waterloo" routine. "Look love," said the ticket clerk wearily, "there is a train at 10.45 but train is more expensive than the one from Paddington, and there's only one, so what happens if you miss it? You go to Paddington, right? All in all it's better to go to Paddington in the first place." Well, yes, it is if you live in West London, but not when you are one stop away from Waterloo. And it is the Waterloo train that is cheaper.

Given the difficulties we experienced tracking down the service and buying tickets, it was a wonder that there were any passengers at all. "This is good," the driver said. "On an average day we take about four people as far as Bath, sometimes we are completely empty."

My companion and I made ourselves comfortable in coach B, while in coach C Shirley Moorhouse and Tina Metcalfe, who had just switched trains at Waterloo, were marvelling at the convenience and strangeness of it. 'We have both come in from Kent and were dreading the business of crossing London on the Underground. When I went to my local station in Ashford they simply gave me a ticket and said I could go from Waterloo, but the station at Sandling gave Shirley a completely different ticket, although she asked for the same train. "

Ita Gibbs had discovered the 10.45 by phoning customer services to ask for the best way to get to Bristol from Wandsworth. She was on yet another ticket. Customer services told me it would cost £18.50 as a cheap day return, but at Wandsworth they were going to refuse to sell me the ticket, saying it wasn't valid. However, I insisted. I mean, if customer services gave me the information it must be right."

In fact customer services were wrong, as were the ticket offices at Waterloo and Sandling. It transpired that only two of the seven passengers had been sold the correct tickets. The rest of us were really meant to be on a Regional Railways service which takes forever and goes via Salisbury and Warminster. Technically, our train only had two passengers.

In the buffet car the steward admitted business was slack. "I'm lucky if I make 10 cups of coffee in a day." Does he ever get bored or lonely? "Oh, no. I find plenty to keep myself occupied," he said, as he re-polished some glasses.

Further on in first class, Andrew Gallaway, a merchant banker, was preparing for a meeting. 'My secretary booked the ticket and it was by chance that the Waterloo train coincided with the time I wanted to travel. As I work in the city it took only 10 minutes to get here, whereas normally it's a real sweat to hack out to Paddington. I'm surprised there aren't more people on the train."

Back in standard class, Anne Robinson said she was astonished to see an InterCity waiting to take her to Bath. "I discovered the Waterloo service by chance last time I went to Bath. I decided I'd go from Waterloo as it's much more convenient for me."

It is not often that passengers eulogise about British Rail, but on the Waterloo ghost train everyone thought the south London to Cardiff run an excellent idea. The only complaints were reserved for the lack of information about it and more than one passenger made gloomy predictions about it probably being scrapped because of lack of support. That seems unlikely. According to Ian Body of the Great Western Train Company, the service will remain. His main problem is that he is able to provide only one train daily.

"We are traditionally a seller of trains to Paddington," he said, "and when you offer just the one service it's difficult to convince the market that you are serious. But the service is there because of the Channel Tunnel, and we are committed to keeping it. It's clear that as well as the Continental link there is a market in south London that could be tapped."

### **The Tralee and Dingle Railway (or, Number Five is alive!)**

**by Paul Slater**

The Tralee and Dingle was one of the most notable of the numerous narrow-gauge lines that once operated in Ireland. It linked Tralee, the county town of Kerry, with Dingle, known as the most westerly town in Europe, and situated near the end of the Dingle peninsula, the most northerly and most mountainous of the long fingers of land jutting out into the Atlantic in the far south-west of Ireland.

Like all other narrow-gauge lines in Ireland, the Tralee and Dingle closed well before the days of railway preservation. The passenger service and the regular goods service had been withdrawn between Tralee and Dingle, and the branch to Castlegregory closed completely, by the time L.T.C. Rolt described a journey over the line in 1951. He rode in the cab of one of the locomotives of a double-headed cattle train. By this time, these trains, run in connection with a monthly cattle fair at Dingle, were the line's sole remaining traffic. It was a novel and exciting journey, even hair-raising, and Rolt's description of the double-headed cattle train negotiating the fearsome gradients, tight curves, crumbling viaducts and frightening switchbacks of the 3-foot gauge line through the mountains, makes fascinating reading.

When Chris and I stayed for a few days in Tralee during our first holiday together in Ireland, in 1991, we found that a short section of the Tralee and Dingle was being rebuilt. Near the restored windmill and visitor centre at Blennerville, by the seashore a few miles to the west of Tralee, a length of track had been laid, old coaches were awaiting repair, and I even found parts of a steam locomotive outside a shed. We promised ourselves that we would return in a few years, and see if the line had been re-opened by then. On a drive to Dingle, we crossed the mountains on the main road from Tralee, and high up at the summit of a pass we saw the remains of a small railway bridge spanning a shallow cutting beside the road. This looked like the course of the Tralee and Dingle railway, but I could not believe that a steam train would have been capable of climbing the pass up which I had just driven, the gradient seemed too steep; however, on re-reading Rolt's account, I learned that the line had indeed ascended the pass, on a four-mile climb of between 1 in 25 and 1 in 30 that had made the two engines of the cattle train, piled high with as much coal as they could carry, labour at full power.

In 1994 we watched a television programme that described a rail journey in Ireland from Derry to Kerry, featuring several steam trains, and at the end of the film there was a brief sequence shot on the Tralee and Dingle. A green tank engine was shown, hauling a short passenger train, and we knew that the line had indeed reopened. We agreed that we would try and get to see it next time we were in Ireland.

Our next Irish holiday was in June 1995, and for the middle part of it we stayed at Bantry in County Cork. The first day excursion we made from Bantry was to Tralee to see the steam train. It was a long drive, with a mountain pass to cross between Kenmare and Killarney, but at last we were in Tralee. A signpost with a picture of a steam locomotive directed us to a narrow-gauge line, a level crossing, and a newly-built station adjacent to a modern leisure centre. It was deserted, with no sign of life at all, so we drove on to Blennerville, and as we approached the windmill we saw first a cloud of steam and then the green locomotive shown in the television programme. The Tralee and Dingle was restored and running, and soon we were on the platform at Blennerville, ready to ride on the next train to Tralee.

We got talking to the fireman, a former railwayman from Swindon now living in Ireland and doing a paid job on the restored narrow-gauge line. I recognised the distinctive shape of a Tralee and Dingle 2-6-2 from pictures I had seen of the original line, and the man from Swindon confirmed that his charge, number five, was indeed authentic, the only one of the line's engines to have survived. "Number five is alive," said Chris, repeating the catch-phrase from the film 'Short Circuit'. Inside the carriages of the train, photographs illustrated the engines of the Tralee and Dingle and described how number five had gone to America to be preserved at the big Steamtown Railway Museum in Vermont.

We rode on the train the short distance to Tralee along with a crowd of schoolchildren. Number five ran round and coupled up ready for the return to Blennerville; I took photographs, and admired the makers' plate on the engine, which had been built by Hunslet of Leeds in 1892. The weather, which had been fine when we left Bantry, was now deteriorating, with a chilly wind bringing in rain from the west; the man from Swindon invited Chris and me on to the footplate to share the warmth of the fire before departure, and we talked about Ireland and what it was like to live there in retirement.

After the ride back to Blennerville, Chris went to the visitor centre and patronised the gift shops while I took more photographs of the train. A sign proclaimed that Blennerville was the most westerly railway station in Europe, which, now that the remainder of the line to Dingle has been closed, I imagine to be true. The line between Tralee and Blennerville runs across flat, marshy ground, which L.T.C. Rolt described as being an uninteresting first part of a most unusual and exciting journey. As I took photographs in the rain at Blennerville, I regretted the loss of the spectacular railway which once ran over the mountains to Dingle. But I was glad that number five was alive, and working once more on its home ground after its stay on the other side of the Atlantic. Compared to many British steam railways, the restored Tralee and Dingle is a small affair. But it was fascinating to me because of what it was and what it represented. Others of the defunct narrow-gauge railways of Ireland are being partially rebuilt - the County Donegal, the Cavan and Leitrim, and possibly the West Clare - and I look forward to seeing them one day.

As the rain began to beat down in earnest, we said goodbye to number five and set off on our long, wet drive on the hilly road to Bantry.

On 28th October 1995, Pathfinder Railtours ran an excellent railtour from York, via Birmingham, to Shoeburyness. The attractions included rare track, a visit to Shoeburyness M.o.D. railway, and RFD traction. All appeared as billed, and a good day out was had by all, including a delegation of Pennine members. There were, however, a few hiccups on the operating front. No prizes will be given to anyone who can identify who on the new, privatised-railway should be held responsible, but readers may like to spend Boxing Day working it out! The events below are detailed as they happened .....

Saturday

04.20 - Train leaves York. The departure time is one hour earlier than advertised, due to someone's insistence that the train is timed for 75mph, despite being booked for 95mph engines.

06.20 - On arrival at Derby, the train is delayed for 30 minutes, awaiting a driver who knows the route to Birmingham via Lichfield. Allegedly due to a signal failure at Saltley, the train departs and travels via - yes, you've guessed it - Saltley. Passengers pleased as the delay provided an opportunity to purchase newspapers and provisions.

08.45 - The train leaves Rugby and heads mainline to London, instead of via the advertised route through Northampton. Track-bashers grumble with mild disappointment.

11.00 - Delayed at Barnes for nearly 40 minutes. No signaller in Kew Box, rumoured to be as a result of the non-availability of Railtrack bicycle to get the aforementioned gentleman to work.

12.00 - A further 15 minutes lost in a loop on the Midland main-line, trying to cross onto the North London line. Splendid views of class-319s passing.

14.05 - Arrival at Shoeburyness over one hour late. Passengers advised that the train will now be retimed to run one hour late. Does this give the term "Railtour Standard Time" new meaning?

15.10 - Now 70 minutes late, the train left en route to York, via Thameshaven oil refinery. Organisers promise Railtrack are making every effort to recover time. Pennine members start offering exceptional odds on how much time can be recovered on the modern, business led railway. (Modern Railways)

16.00 - Leigh-on-Sea. Ninety late, the train halts on the main- line for no reason. Could it be to allow the train crew to point out the B+B used by Pauline and Arthur Fowler for their holidays, in the hit TV soap Eastenders?

17.30 - Railtour visits Thameshaven branch in pitch darkness. Gricers consult the Branch Line Society 'experts' on validity of gricing freight-lines when you cannot see how near the buffer-stops you are!

18.30 - Back on the North London line. The train halts at a green signal. Twenty minutes later, the Tannoy announces the driver and guard are inspecting the train due to defective brakes. Entertainment provided by local youths who amuse now-tiring railtourers, by bombing the train with fireworks and missiles. Sensible Pennine members suggest we close the train windows.

18.30 - Booked to set-down passengers at West Hampstead. The train halts on the only line with no platform. Control consult with the signalmen who seemed to think the train was a freight, and advise that, "We always ignore the Special Trains Notice, anyway." Passengers cheered by the first sighting of the day, of a Routemaster bus. Pennine member remarks we may get home quicker on the said omnibus.

19.10 - Special stop at Cricklewood to set-down London passengers and collect a relief crew. Train leaves 95 late.

20.45 - After fine running on the Midland mainline, a further twenty minutes is lost by following a DMU from Lickey to Birmingham. Passengers now past caring.

23.30(ish) - Back at Sheffield only 105 minutes late. The booked engine change takes place, with a RES 47 going on the train. Once the loco is attached, the driver fails it due to alleged low power. A further 40 minutes elapses whilst the engine which brought the train from London, is recalled from Tinsley. Remaining passengers are either asleep or crying with despair. It is rumoured that certain West Yorkshire bashers contemplate relocating to Sheffield in order to get home.

## Sunday

00.20 - Train leaves Sheffield with both engines working! Hooray! Extra delay incurred as train is diverted to Doncaster, due to main-line to Leeds having closed for engineering work.

01.15 - Train stands outside Wakefield Westgate as the driver tries to arrange for the train to be platformed. After waiting for ten minutes, the train proceeds to Leeds via the through road. Disappointed Wakefield passengers look forward to a lively end to the day in the taxi-rank at Leeds City.

02.00 - Tour returns to York, a mere 165 minutes late. Railtrack customer action team not in evidence to help passengers with onward connections. (Other minor difficulties included very little heat in your correspondent's coach, for which we can probably blame Waterman Railways.)

Thanks should go to the Pathfinder stewards for keeping customers informed all day, and to RFD for supplying four magnificent engines in the form of 47525, 47307, 47309 and the superbly rebuilt 47555. The least said about the engine provided at Sheffield - 47712 - the better!

## **A Pre-Christmas Ramble**

**by Chris Tyas**

06.00 on Friday 21 December 1984. Time to clock-out after a nine-hour night shift - at least it's the last one until the New Year - then home for a good breakfast and a couple of hours in bed. The alarm is set for noon so that I have plenty of time to pack a bag ready for the weekend.

I arrive at the station about 2 o'clock, ready for the 14.10 additional service to Kings Cross, which I think comes from Dundee. Steve, a friend from work, is waiting in the buffet as 47195 arrives on 1E95. We leave for London, catch the tube to Liverpool Street then go straight to the Continental ticket office to buy weekend Dutch railovers. A couple of hours to wait for the 20.00 boat-train to Harwich, 11726, which leaves 26 minutes late behind 47476.

On arrival at Harwich, we embark on the Dutch Sealink ferry, 'Princess Beatrix, find our seats then head straight to the bar. Sadly, the bar closes at midnight so back to our seats for the night. Steve can't sleep so he goes for a walk round the boat. After about 30 minutes, he returns and tells me he has found a bar in first class which is still open and the steward has agreed to us having a couple more beers. This bar finally closes about 05.00, so it's back to our seats for a bit of shuteye. We have just got comfortable when Steve says "Do they have floodlight pylons in the North Sea?", to which I reply, "Of course not, don't be daft." I look out of the window to see the harbour at Hook of Holland - ah, well, who needs sleep anyway? Not when you're hunting EM2s.

We disembark and wander along the platform to find 1100 class Bo-Bo, 1125, which takes us from Hook of Holland to Utrecht, then 1600 class B-13, 1658, takes us to Amsterdam. As we watch 1658 depart, Steve announces that he has lost his passport. I say, "Are you sure it has not gone down the lining of your coat?", which brings the response that it couldn't have as it is a new coat. We find a lost-property office and manage to explain our predicament - luckily, most people in Holland speak good English! The staff make arrangements to search the train we have been on, then we go back to the platform to double-check, in case Steve had dropped it when we got off the train. I find it quite amusing to see Steve looking in a fire-bucket, but by this time he must be getting worried. I don't know why, but something tells me to check the lining of his coat, new or not. I make a grab and start feeling (!) his coat - you've guessed it - there it is, sat in the bottom of the lining. I wait on the platform while Steve goes back to the lost-property office to explain!

Our next port of call is to be Den Haag, as we have been told that EM2s often work from there, and 1200 class Co-Co, 1202 'Baldwin', is the motive power. At Den Haag H.S. we decide to have a drink and a bite to eat as there are no signs of "Tommys" anywhere. 1600 class, 1643, takes us from Den Haag H.S. to Den Haag C.S. and on to Dordrecht - 1636 then takes us from Dordrecht to Delft. By now, we are getting a bit

fed up at not seeing any EM2s, but have to continue the search. We catch 1200 class 1206 to Helmond and as this journey is over 100km, manage to catch up on some sleep. 1643 again, from Helmond to Eindhoven - you can even get bowled out in Holland - then back to Helmond with - bowled again - 163M from Helmond, back to Eindhoven with 1207 - at least we haven't had that one before! We then decide to head for the border town of Venlo, as the EM2s quite often work the boat-train from there, and 1300 class 1305 takes us to Venlo. There are no signs of any EM2s so Steve asks our driver if there are any about, but he says that there are no "Tommys" here today. A beer and a meal in the station buffet before catching the boat-train back to the Hook - 1305 bowled yet again!

The English vessel 'St Nicholas' is our transport back to Harwich. The boat has just been commissioned and the facilities are not yet up-to scratch i.e. no draught beer, only cans of Heineken. Hmm, time for some sleep, I think!

Arrival back at Harwich is bright and early on Sunday morning. 47572 is waiting for us on IC09, the 07.40 Harwich - Liverpool Street, then it's across to Waterloo for 1V11, the 11.10 to Exeter St Davids. 33118 takes us as far as Sherborne, then it's a few minutes wait for 33048 on 1014, the 10.25 Exeter - Waterloo, back to Salisbury. Next, to Bristol, with 33040 on 1V27, the 13.15 Portsmouth Harbour - Cardiff. At Bristol we have time for a bite to eat at the taxi-drivers' cafe, before travelling to Birmingham behind 50033 which is working IM36, the 11.55 Penzance Liverpool. Then it's 47534 to Sheffield, on the 12.25 Penzance - Newcastle, 1E37, where Steve calls it a day.

I decide to stay out and travel on the 20.39 to Leeds, with 43092+43076. before returning south on 1V44, the 21.20 York - Plymouth, behind 45118. I have a nice warm compartment to myself and wake at Exeter to find that the 45 has been replaced by 47471 for the trip over the "banks" to Plymouth. 43131+43178 are the motive power for the 07.00 to Bristol and then it's 50021 to Swindon, at the head of 1A32, the 09.10 Bristol Paddington. After a twenty-minute wait, it's on to Reading behind 50040 on 1A34, the 09.10 Cardiff - Paddington. From Reading, it's homeward-bound on 1E63, the 09.40 Poole - Newcastle, with 50037 to Birmingham and 45136 to Sheffield, then a DMU to Doncaster. I'm certainly ready for bed before Father Christmas comes that Christmas Eve!

## **CLASS 20 PASSENGER WORKINGS THROUGH DORE SINCE 1977      by Peter Hall**

Prior to 1977 Twenties had not been unknown on passenger workings through Dore, however appearances had been few and far between. Not unexpectedly, subsequent passenger workings through Dore have, in the main, been on Skegness trains, the passenger workings with which Twenties have been most associated. However workings of Twenties through Dore have not been solely confined to Skegness trains, with several particularly notable appearances being recorded on other passenger workings.

Before turning attention to 1977 and after, a brief look at early years will no doubt be of interest to readers. Prior to 1977 it has only been possible to trace four Class 20 passenger workings through Dore although I would suspect there have been several others. The first two of these both occurred on 11th June 1961 when both D8062 and D8063 are recorded as having worked Sheffield-Edale and return on 'Ramblers Excursions'. It is not however known whether Twenties were used regularly on Hope Valley Ramblers Excursions at this time or that this was an isolated occurrence. 23rd January 1963 saw D8024 piloting D61 through Dore at the head of the 08 15 Sheffield-Penzance. Although the Twenty is known to have been removed at Derby it has not been established why such a combination was used on this date. One possible reason suggested is that D8024 may have been snowplough fitted and that on this day a heavy fall of snow had made it prudent for trains passing between Sheffield and Derby to have the capability to clear the tracks in front of them. Following these early recorded workings it is necessary to move forward over ten years before I have any knowledge of a further Class Twenty hauled passenger train passing through Dore. Over the years Summer Saturday trains to the South Coast from Sheffield routed via Nottingham have had a reputation for using notable motive power between Sheffield and Nottingham. Thus it was that on 8th June 1974 the 0910 Sheffield-Poole left Sheffield with 20074+20144 at its head. The locomotive(s) used on this duty would normally return from Nottingham at the head of the 1050 Poole-Sheffield, however this did not occur on this date and as both locomotives were allocated to Toton TMD at this time it is assumed that their use was contrived in order to get them home. It is quite possible that other Twenties had worked through Dore during the Classes first twenty years and I would obviously be very interested to hear of details of these workings.

The first recorded appearances of Twenties on Skegness trains was in 1977, when suddenly the 0720 Sheffield-Skegness switched from being a Tinsley based Class 37 to being a pair of Tinsley based Twenties with effect from 9th July. The exact reason for this change is unclear, at the time it was suggested that the change was due to traction knowledge difficulties with Nottingham crews. What ever the reason, the nine weeks of Twenties on the working were certainly notable. Unfortunately the balancing working, 1105 ex-Skegness, was scheduled to terminate at Alfreton & Mansfield Parkway in 1977, thus apart from one week when the train was extended to Sheffield, the Twenties were not seen returning through Dore. It was however to be another nine years before Twenties would be seen regularly on Skegness trains through Dore again. A period during which Twenties on passenger trains through Dore were few and far between.

The next couple of years saw a handful of Twenty passenger workings through Dore, the first being on 18th May 1978 when 20087+20172 passed through at the head of the 0655 Gloucester-Leeds, interestingly they had taken over from 44009 at Derby, giving way to 40142 at Sheffield!

More notable however were the events of late September 1978 which surprisingly saw Twenties working between Nottingham and Leeds on Nottingham-Carlisle/Glasgow trains, the only working I have recorded is 20172+20192 on the 1610 Glasgow Central-Nottingham on 25th September, this was not however believed to have been an isolated incident at the time. Can anyone add further details of these workings? The following year saw but one Twenty passenger working through Dore, when 20071+20159 appeared on the 1139 Skegness-Sheffield on 1st September, these had replaced 31203 on the outward 0747 Sheffield-Skegness at Nottingham and stuck with the diagram.

1980 will always be remembered for the two football specials run between Sheffield and Nottingham and return on 23rd August utilising 20001+20010 and 20025+20046. These however were not the only passenger workings through Dore in 1980 as the 0958 Weymouth-Leeds was twice worked forward from Birmingham New Street by Twenties. On 26th July 20142+20188 worked as far as Leeds whilst on 1st October 20093+20210 reached Sheffield before being replaced.

1981 saw Twenties to the rescue with 20165+20174 assisting 45124 through Dore on 12th February at the head of the 0953 St. Pancras-Sheffield, whilst on 15th May 20072+20134 assisted 47452 on the 1031 Nottingham-Glasgow Central. Most remarkable however was the use of Haymarket allocated 20203+20204 on the 1135 Poole-Newcastle on 3rd August which they headed from Birmingham New Street to Sheffield. At the time these two locomotives were temporarily on loan to Tinsley TMD from Haymarket TMD as part of a program of trials which required air-braked slow speed fitted locomotives. For several days prior to 3rd August these trials had centred on Bescot and as fate would have it their readiness to return to Tinsley coincided with an obvious shortage of passenger locomotives in the Birmingham area. This resulted in what was a truly remarkable passenger working.

Skegness trains saw a couple of unplanned appearances by Twenties during 1982 with 20170+20177 working through Dore on the 1100 Skegness-Sheffield on 31st July, whilst on 11th September 20105+20106 surprisingly worked the 0732 Sheffield-Skegness and return 1100 Skegness-Sheffield. The following Saturday saw 20166+20170 pushing the 0818 Manchester Piccadilly-Skegness through Dore following the failure of 40080 in the Hope Valley, the ensemble was replaced at Sheffield by 40077 which worked the train forward.

1983 saw only one passenger working through Dore when 20058+20210 headed a locomotive hauled substitute for the normally HST operated 1600 Sheffield-St. Pancras. However the following couple of years proved to be the golden era for Twenties on non-Skegness passenger workings through Dore. It kicked off with 20029+20107 pushing the 0720 Nottingham-Glasgow Central through Dore with failed 47451 at its head on 22nd February 1984. 15th June saw 20030+20042 at the head of the 1758 Nottingham-Sheffield formed of a dead DMU, a feat that was repeated on 17th August by 20193+20216 and on 21st August by 20047+20170. 10th August saw 20128+20144 heading the normally HST operated 1335 Newcastle-Plymouth whilst 20029+20093 headed a Sheffield-Wolverhampton and return football special on 25th August. Skegness trains were not forgotten however, with 20029+20112 working the 0710 Sheffield-Skegness and 1041 return on 7th July, an attempt by 20057+20214 to repeat the feat the following week ended in disaster with the return working limping back via the old road due to the failure of 20214. This first appearance of 1985 occurred on 28th March when 20155+20153 assisting failed 45114 through Dore on the 1355 Cardiff-Hull/Leeds.

31st May however saw two separate workings with 20133+20134 assisting 31444 at the head of the 1638 Manchester Piccadilly-York, whilst an 1801 York-Birmingham New Street relief which started back at Scarborough was headed by 20009+20167. 1st July saw quite an epic working when 20052+20146 took over the 1410 Cambridge-Blackpool North at Avenue Sidings. Working this train which was routed via Bighton to Sheffield forward via Dore to Manchester Victoria. They then returned from Manchester Victoria on the 1510 Edinburgh/1515 Glasgow Central-Nottingham running round this train at Sheffield, thus resulting in three appearances through Dore. More remarkable however was the 1255 York-Cardiff relief on 27th August which was headed by 20011 on its own, reputedly this was the only locomotive left available at York! 20011 working on its own, cab first as far as Birmingham New Street, before a combination of late running, lack of train crew and no replacement locomotive resulted in the train being terminated.

1986 saw the semi-regular use of Twenties on the 0710 Sheffield-Skegness and 1043 return, it being so worked on six occasions, on the last of which however 20065+20071 failed to return. The only other working during this year occurred on 20th May when 45150 heading the 1652 Birmingham New Street-Leeds failed at Ambergate. 20097+20128 came to the rescue being noted passing through Dore with failed Peak and train in tow.

1987 saw several notable Class 20 passenger workings through Dore. The first occurred on the 7th May when the normally Class 45 hauled 2045 Leicester-Sheffield appeared behind 20051+20058, the pair returning on the balancing 2355 Sheffield-St.Pancras which they worked as far as Derby. Two days later 20001+20020 are reported to have headed a 1730 Nottingham-Sheffield one way football special. This train is however a bit of a mystery as the only football match at Nottingham that day was between Nottingham Forest and Newcastle United. It is thus presumed the football special ran in order to move Newcastle fans to Sheffield so that they could connect into the 1420 Paignton-Newcastle HST. The 30th May saw a quite remarkable working which was something of a fluke. On this date a 0933 Bristol Temple Meads-York relief headed by 31284 had run. This was scheduled to return as a 1415 York-Derby empty stock, this empty stock was however headed by 20019. Also on this date the 1148 Scarborough-Leicester was cancelled and thus in order to partly compensate passengers waiting for this train, the ecs was run as a passenger train. Thus for only the second time a Twenty worked singularly through Dore on a passenger train. The final working recorded in 1987 occurred on 11th September when the 1544 Nottingham-Blackpool North was headed by 20131+20151 as far as Sheffield. It will be recalled that this train was booked for 'Sprinter' operation but was invariably locomotive hauled.

1988 saw a bit of a revival in Twenty workings with the 1015 Skegness-Sheffield being so worked on most weeks. In addition several other workings also occurred.

The first of these being on 8th February which saw 20135+20140 heading the 2210 Leicester-Sheffield which they had taken over in Toton Yard. 15th March saw the third appearance by a single Twenty when 20182 headed the 1547 Sheffield-Manchester Piccadilly formed of a dead DMU. A week later on 25th March 20197+20139 assisted 31403 at the head of the 0725 Nottingham-Leeds. 20182+20196 came to the rescue of the 0720 Harwich Parkeston Quay-Manchester Piccadilly at Alfreton & Mansfield Parkway on 7th April, heading the train as far as Sheffield. A further occurrence of DMU dragging occurred on 18th August when 20081+20166 dragged the 1540 Nottingham-Barnsley as far as Sheffield were the train terminated. Finally 20063+20032 headed a locomotive hauled substitute for the normally HST operated 1623 Exeter Saint David's-Leeds on 20th September which they apparently took over at Derby.

It appeared that after all the activity in 1988 Twenties on passenger workings would become a thing of the past as their numbers slowly reduced. 1989 however saw several most interesting passenger workings through Dore. The first occurred on 19th June when the DMU operated 1010 Nottingham-Leeds failed at Mansfield Junction and was assisted forward to Sheffield where the train was terminated by 20114+20127. Most notable however was what is believed to be have been the first and only occurrence of Twenties working a passenger train via Dore Curve. Late in the evening of 20th July a derailment at Harrow & Wealdstone resulted in an almost complete closure of the West Coast Main Line at this point until late the following day. Consequently a number of replacement trains ran from St.Pancras to Manchester Piccadilly and vice versa on the 21st, although the majority of these are believed to have been routed by way of Nuneaton, several northbound trains are known to have run via Dore Curve. One of these, the 1000 St.Pancras-Manchester Piccadilly being headed throughout by 20108+20215! It was also reported that 20032+20063 worked the following 1100 St.Pancras-Manchester Piccadilly on which they failed at Topley,



however these were also reported at Market Harborough working a southbound train later in the afternoon. It is thus presumed that they either worked the 1100 ex St.Pancras to Nuneaton or possibly Toton from where they returned on a Manchester Piccadilly- St. Pancras train. The above mentioned 1730 Nottingham-Sheffield one-way football special ran again on 4th November with 20188+20227 in charge, on this occasion a Nottingham Forest versus Sheffield Wednesday fixture was the obvious reason for it running. It is perhaps of note that when Twenties have worked football specials for fixtures involving Sheffield teams it has always been for Sheffield Wednesday, it must therefore be assumed that Sheffield United are not English Electric fans! One final working occurred in 1989 when on 18th December 1989 20095+20065 assisted 47456 through Dore on the 1918 York-Wolverhampton.

Surely as the 1990s dawned Class 20 passenger workings through Dore were now over for good. One working did however occur during 1990 which has to be considered a bit of a fluke. Early August saw one of the hottest spells ever recorded in middle England which resulted in numerous problems for Regional Railways DMU fleet. The top n tail exploits by Twenties on Derby-Matlock trains being a particular feature of this period. A rather peculiar empty DMU working through Dore occurred at this time with a set running empty from Nottingham (depart 1403) to Newton Heath TMD via Sheffield. On 2nd August this unit failed in the Erewash Valley from where it was recovered by 20210+20214. The Twenties dragged the unit as far as Chesterfield where the ensemble was commandeered to work the 1715 Chesterfield-Sheffield which would otherwise have been cancelled due to unit shortage. This bizarre working thus was surely to be the finale. One really big surprise however remained!

The really big surprise occurred during the early summer of 1991, the summer in which the timetable changed in July. From 4th May to 6th July the 0630 Sheffield-Skegness and 1038 return were amazingly rostered for Twenties and even more amazing was the fact that they worked without exception on the turn. Later in the summer Twenties continued to appear on Skegness trains although with less regularity, the final appearance being on 17th August when 20072+20187 headed the 1038 Skegness-Sheffield. This though was the definite finally of Class 20 passenger workings through Dore. Interestingly this final summer saw more individual passenger trains through Dore headed by Twenties than had ever occurred previously in one year. Certainly a cracking finale.

One type of working not referred to above is the use of Twenties on railtours. As these locomotives have always been popular on such workings, it is not surprising that several such trains have passed through Dore. The first recorded was on 17th June 1978 when 20013+20170 headed the return leg of a Sheffield-St.Pancras railtour. The following year saw 20129+20210 heading the outward leg of a Sheffield Division excursion to Loughborough and Peterborough on 10th June. This being one of a series of trains run at the time featuring interesting motive power. Most notable however was the infamous "Three to the Sea" Sheffield-Brighton and return railtour on 20th May 1987 triple headed by 20118+20030+20064. Since the last Twenty working on a service train, a couple of pairs have headed railtours. 28th June 1992 saw 20057+20154 on the 'Worksop Whistler' High Marnham-Derby return railtour and 19th July 1992 saw 20121+20214 on the 'Two Roses Voyager' Scarborough-Swindon return railtour which was routed via the Hope Valley.

Like with many railway records it is only after the event that I have attempted to compile a full list of the Dore workings. I do however believe I have 95+% of the workings since 1977 recorded and I would therefore be very grateful for any corrections or additions that can be made to the attached listing. In addition I would be also very interested to receive details of any workings prior to 1977.

PETER HALL  
September 1995

DATE 14/10/95

PASSENGER TRAIN WORKINGS THROUGH DORE

PAGE 1

DATE	LOCOS	LOCO 3	TRAIN	NOTES
11/06/61	D8062		???? EDALE-SHEFFIELD RAMBLERS SPECIAL-	RETURN LEG
11/06/61	D8063		???? EDALE-SHEFFIELD RAMBLERS SPECIAL	RETURN LEG
11/06/61	D8062		???? SHEFFIELD-EDALE RAMBLERS SPECIAL	
11/06/61	D8063		???? SHEFFIELD-EDALE RAMBLERS SPECIAL	

23/01/63 D8024+D61		0810? SHEFFIELD-PENZANCE	DETACHED AT DERBY
08/06/74 20074+20144		0910 SHEFFIELD-POOLE	DETACHED AT NOTTINGHAM
09/07/77 20007+20212		0720 SHEFFIELD-SKEGNESS	
16/07/77 20144+20145		0720 SHEFFIELD-SKEGNESS	
23/07/77 20132+20212		0720 SHEFFIELD-SKEGNESS	
30/07/77 20022+20065		0720 SHEFFIELD-SKEGNESS	
06/08/77 20131+20213		0720 SHEFFIELD-SKEGNESS	
06/08/77 20131+20213		1105 SKEGNESS-ALFRETON & MANSFIELD PW	EXTENDED TO SHEFFIELD
13/08/77 20022+20032		0720 SHEFFIELD-SKEGNESS	
20/08/77 20059+20212		0720 SHEFFIELD-SKEGNESS	
27/08/77 20144+20145		0720 SHEFFIELD-SKEGNESS	
03/09/77 20208+20209		0720 SHEFFIELD-SKEGNESS	
18/05/78 20087+20172		0655 GLOUCESTER-LEEDS	DETACHED SHEFFIELD
17/06/78 20013+20170		1240 SHEFFIELD-ST. PANCRAS RAILTOUR	RETURN LEG
25/09/78 20172+20192		1610 GLASGOW CENTRAL NOTTINGHAM	
10/06/79 20129+20210		???? SHEFFIELD-LOUGHBOROUGH/PETERBORO	SHEFFIELD MERRYMAKER EXC
01/09/79 20071+20159		1139 SKEGNESS-SHEFFIELD	
26/07/80 20142+20188		0958 WEYMOUTH-LEEDS	
23/08/80 20025+20046		1253 SHEFFIELD-NOTTINGHAM FOOTEX	
23/08/80 20001+20010		1310 SHEFFIELD-NOTTINGHAM FOOTEX	
23/08/80 20025+20046		???? NOTTINGHAM-SHEFFIELD FOOTEX	RETURN LEG
23/08/80 20001+20010		???? NOTTINGHAM-SHEFFIELD FOOTEX	RETURN LEG
01/10/80 20093+20210		0958 WEYMOUTH-LEEDS	DETACHED SHEFFIELD
12/02/81 20165+20174	+45124	0953 ST. PANCRAS-SHEFFIELD	(45124 DEAD)
15/05/81 20072+20134	+47452	1031 NOTTINGHAM-GLASGOW CENTRAL	(47452 DEAD)
03/08/81 20203+20204		1135 POOLE-NEWCASTLE	DETACHED SHEFFIELD
19/06/82 20195+20180		???? WOLVERHAMPTON-STRANRAER RAILTOUR	
31/07/82 20170+20177		1100 SKEGNESS-SHEFFIELD	
11/09/82 20105+20106		0732 SHEFFIELD-SKEGNESS	
11/09/82 20105+20106		1100 SKEGNESS-SHEFFIELD	
18/09/82 20166+20170	+40080	0818 MANCHESTER PICCADILLY-SKEGNESS	(40080 DEAD)
15/08/83 20058+20210		1600 SHEFFIELD-ST PANCRAS	
22/02/84 47451+20029	+20107	0720 NOTTINGHAM-GLASGOW CENTRAL	(47451 DEAD, 20S PUSHED)
15/06/84 20030+20042	+DMU	1758 NOTTINGHAM-SHEFFIELD	(DMU DEAD)
07/07/84 20029+20112		0710 SHEFFIELD-SKEGNESS	
07/07/84 20029+20112		1041 SKEGNESS-SHEFFIELD	
14/07/84 20057+20214		0710 SHEFFIELD-SKEGNESS	
10/08/84 20128+20144		1335 NEWCASTLE-PLYMOUTH	(LH viz HST)
17/08/84 20193+20216	+DMU	1758 NOTTINGHAM-SHEFFIELD	(DMU DEAD)
21/08/84 90047+20170	+DMU	1758 NOTTINGHAM-SHEFFIELD	(DMU DEAD)
25/08/84 20029+20093		???? SHEFFIELD-WOLVERHAMPTON FOOTEX	
25/08/84 20029+20093		???? WOLVERHAMPTON-SHEFFIELD FOOTEX	RETURN LEG
28/03/85 20155+20153	+45114	1355 CARDIFF-HULL/LEEDS	DETACHED SHEFFIELD
31/05/85 20133+20134	+31444	1638 MANCHESTER PICCADILLY-YORK	(31444 DEAD) DETACHED SHEFFIELD
31/05/85 20009+20167		1801 YORK-BIRMINGHAM NEW STREET RELIEF	STARTED SCARBOROUGH
01/07/85 20052+20146		1410 CAMBRIDGE-BLACKPOOL NORTH	ATTACHED AVENUE SIDINGS
01/07/85 20052+20146		1510 EDINBURGH/1515 GLASGOW-NOTTINGHAM	RAN ROUND IN SHEFFIELD
27/08/85 20011		1255 YORK-CARDIFF RELIEF	
20/05/86 20097+20128	+45150	1652 BIRMINGHAM NEW STREET-LEEDS	ATTACHED AMBERGATE
14/06/86 20032+20039		0710 SHEFFIELD-SKEGNESS	
14/06/86 20032+20039		1043 SKEGNESS-SHEFFIELD	
19/07/86 20151+20197		0710 SHEFFIELD-SKEGNESS	
19/07/86 20151+20197		1043 SKEGNESS-SHEFFIELD	
19/07/86 20151+20197		1043 SKEGNESS-SHEFFIELD	
26/07/86 20022+20092		0710 SHEFFIELD-SKEGNESS	
26/07/86 20022+20092		1043 SKEGNESS-SHEFFIELD	
16/08/86 20108+20135		0710 SHEFFIELD-SKEGNESS	

16/08/86	20108+20135		1043	SKEGNESS-SHEFFIELD	
30/08/86	20004+20169		0710	SHEFFIELD-SKEGNESS	
30/08/86	20004+20169		1043	SKEGNESS-SHEFFIELD	
06/09/86	20065+20071		0710	SHEFFIELD-SKEGNESS	
02/05/87	20118+20030	+20064	0924	SHEFFIELD-BRIGHTON RAILTOUR	
02/05/87	20118+20030	+20064	1628	BRIGHTON-SHEFFIELD RAILTOUR	RETURN LEG
07/05/87	20051+20058		2045	LEICESTER-SHEFFIELD	
07/05/87	20051+20058		2355	SHEFFIELD-ST. PANCRAS	DETACHED DERBY
09/05/87	20001+20020		1730	NOTTINGHAM-SHEFFIELD FOOTEX	ONE WAY RETURN LEG
30/05/87	20019		1415	YORK DERBY ECS (OFF RELIEF)	RAN AS PASSENGER TRAIN
11/09/87	20131+20151		1544	NOTTINGHAM-BLACKPOOL NORTH	DETACHED SHEFFIELD
08/02/88	20135+20140		2210	LEICESTER-SHEFFIELD	ATTACHED TONON YARD
18/03/88	20182+DMU		1547	SHEFFIELD-MANCHESTER PICCADILLY	(DMU DEAD)
25/03/88	20197+20139	+31403	0725	NOTTINGHAM-LEEDS	(31403 DEAD) ATTCH LENTON
07/04/88	20182+20196		0720	HARWICH PARKESTON QUAY-MANCHESTER	ALFRETON TO SHEFFIELD
21/05/88	20040+20143		1015	SKEGNESS-SHEFFIELD	TO
28/05/88	20170-20194		1015	SKEGNESS-SHEFFIELD	
04/06/88	20108+20215		1015	SKEGNESS-SHEFFIELD	
11/06/88	20190+20209		1015	SKEGNESS-SHEFFIELD	
18/06/88	20157+20182		1015	SKEGNESS-SHEFFIELD	
25/06/88	20073+20188		1015	SKEGNESS-SHEFFIELD	
02/07/88	20056+20090		1015	SKEGNESS-SHEFFIELD	
16/07/88	20029+20034		1015	SKEGNESS-SHEFFIELD	EXTENDED TO YORK
30/07/88	20097+20176		1015	SKEGNESS-SHEFFIELD	
06/08/88	20005+20048		1015	SKEGNESS-SHEFFIELD	
13/08/88	20060+20209		1015	SKEGNESS-SHEFFIELD	
18/08/88	20081+20166	+DMU	1540	NOTTINGHAM BARNSELY	(DMU DEAD) TERM SHEFFIELD
20/08/88	20013+20197		1015	SKEGNESS-SHEFFIELD	
27/08/88	20034+20042		1015	SKEGNESS-SHEFFIELD	
03/09/88	20054+20124		1015	SKEGNESS-SHEFFIELD	
10/09/88	20034+20042		1015	SKEGNESS-SHEFFIELD	
17/09/88	20005+20048		1015	SKEGNESS-SHEFFIELD	
20/09/88	20063+20032		1623	EXETER SAINT DAVIDS-LEEDS	GENERATOR SET FROM DERBY
24/09/88	20099+20195		1015	SKEGNESS-SHEFFIELD	
01/10/88	20032+20063		1015	SKEGNESS-SHEFFIELD	
19/06/89	20114+20127	+DMU?	1010	NOTTINGHAM-LEEDS TERM SHEFFIELD	ATTACHED MANSFIELD JNCT
21/07/89	20108+20215		1000	ST. PANCRAS(VIZ EUSTON)-MANCHESTER	DIVERTED VIA DORE CURVE
04/11/89	20188+20227		1730	NOTTINGHAM-SHEFFIELD FOOTEX	ONE WAY RETURN LEG
18/12/89	20095+20065	+47456	1918	YORK-WOLVERHAMPTON	(47456 DEAD)
02/08/90	20210+20214	+DMU	1715	CHESTERFIELD-SHEFFIELD	
04/05/91	20142+20215		0630	SHEFFIELD-SKEGNESS	
04/05/91	20142+20215		1038	SKEGNESS-SHEFFIELD	
11/05/91	20019+20094		0630	SHEFFIELD-SKEGNESS	
11/05/91	20019+20094		1038	SKEGNESS-SHEFFIELD	
18/05/91	20096+20102		0630	SHEFFIELD-SKEGNESS	
18/05/91	20096+20102		1038	SKEGNESS-SHEFFIELD	
25/05/91	20088+20194		0630	SHEFFIELD-SKEGNESS	
25/05/91	20088+20194		1038	SKEGNESS-SHEFFIELD	
01/06/91	20143+20214		0630	SHEFFIELD-SKEGNESS	
01/06/91	20143+20214		1038	SKEGNESS-SHEFFIELD	
08/06/91	20058+20087		0630	SHEFFIELD-SKEGNESS	
08/06/91	20058+20087		1038	SKEGNESS-SHEFFIELD	
15/06/91	20142+20215		0630	SHEFFIELD-SKEGNESS	
15/06/91	20142+20215		1038	SKEGNESS-SHEFFIELD	
22/06/91	20019+20094		0630	SHEFFIELD-SKEGNESS	
22/06/91	20019+20094		1038	SKEGNESS-SHEFFIELD	
29/06/91	20071+20135		0630	SHEFFIELD-SKEGNESS	

29/06/91	20071+20135	1038	SKEGNESS-SHEFFIELD	
06/07/91	20016+20081	0630	SHEFFIELD-SKEGNESS	
06/07/91	20016+20081	1038	SKEGNESS-SHEFFIELD	
13/07/91	20071+20135	0957	SHEFFIELD-SKEGNESS	
20/07/91	20071+20135	0957	SHEFFIELD-SKEGNESS	
03/08/91	20007+20032	0957	SHEFFIELD-SKEGNESS	
10/08/91	20016+20081	0957	SHEFFIELD-SKEGNESS	
10/08/91	20104+20190	1038	SKEGNESS-SHEFFIELD	
17/08/91	20072+20187	1038	SKEGNESS-SHEFFIELD	
28/06/92	20057+20154	1455	HIGH MARNHAM-DERBY RAILTOUR	RETURN LEG
19/07/92	20121+20214	1525	SCARBOROUGH-SWINDON RAILTOUR	VIA HOPE DETACHED SHEFF.

## **All Our Yesterdays 1 - Some sightings from a 3-day trip to Scotland in 1986 by Andy Barclay**

### Sunday 23 February, 1986

Stabled at Edinburgh: 08718/726, 4743 1/5 5 8/614/702/719

22.15 Edinburgh - Dunblane: Sc53 192+Sc59112+53 143

22.20 Edinburgh - Dundee: M53693+M59268+ M53742+ Sc51798 +Sc59554+51526

23.35 Edinburgh - Kings Cross, 'The Night Scotsman': 47476

22.00 Glasgow QS - Edinburgh: 47706

16.13 Bristol TM - Edinburgh: 47475

Edinburgh ECS workings: 27018, 47481

### Monday 24 February, 1986

Inverness station pilot: 08717

05.02 Inverness - Aberdeen: 47003

05.55 Inverness - Aberdeen: 47490

06.35 Inverness - Wick/Thurso: 37414, 37419 at Georgemas Jcn

06.55 Inverness - Kyle of Lochalsh: 37417

18.05 Thurso - Inverness: 37414 } Combined at Georgemas Jcn

18.05 Wick - Inverness: 37415 }

23.30 Inverness - Glasgow/Edinburgh: 47544/Stirling - Edinburgh portion: 47633

Inverness ECS workings: 47213

### Tuesday 25 February, 1986

Stirling

47213 on ECS 27052 on northbound parcels, 27037, 47049 on northbound freights

Edinburgh

07.00 Edinburgh - Glasgow: 47702

07.00 Edinburgh - Dunbar: 47715

06.20 Glasgow QS - Edinburgh: 37409

07.05 Edinburgh - Cowdenbeath: Cancelled, unit failure!

07.15 Edinburgh - Dundee: 47619

07.18 Edinburgh - North Berwick: M53742+ M59268+ M53693+Sc52015+Sc59796+Sc51992

07.30 Edinburgh - Glasgow QS: 43069+43095

07.45 Edinburgh - Birmingham: 47475

07.52 Edinburgh - West Calder: Sc53452+ Sc59782 +Sc52021

06.15 Dundee - Edinburgh: 47018

08.15 Edinburgh - Dundee: 47152

08.00 Edinburgh - Glasgow QS: 47713

23.35 Kings Cross - Edinburgh, 'The Night Scotsman': 47423

08.30 Edinburgh - Glasgow QS: 47705

06.00 Aberdeen - Kings Cross: 43072+43182

07.10 Perth -Edinburgh: 47712

08.55 Edinburgh - Aberdeen: 47422

09.00 Edinburgh - Glasgow QS: 47703

07.20 Dundee - Edinburgh: 27017  
 09.15 Edinburgh - Dundee: 47053  
 08.30 Glasgow QS - Edinburgh: 43069+43095  
 09.23 Edinburgh - Inverness: 47633  
 07.45 Dundee - Poole: 47593  
 09.35 Edinburgh - Kircaldy: 27017  
 16.00 Aberdeen - Kings Cross: 43101+43119  
 37151 on a northbound cement train

Craigentiny  
 08717/763, 303042

## **All our Yesterdays 2 - Lest We Forget January 2, 1982**

**by Chris Theaker**

Older readers will recall the 2nd of January 1982 as one of those occasions when all enthusiast attention focused on one train, the final run of the Deltics. There were, however, one or two desperate characters who, not content to let the Deltics depart, were anxiously looking for other forms of traction to ride behind. As usual, the Christmas period provided a selection of reliefs to add to the many loco-hauled service trains, and fortunately, records survive. Detailed below are the workings through York from approximately 9am onwards.

47418 05.50 KX - Aberdeen  
 45122 07.00 Newcastle - Bristol  
 47537 07.40 Newcastle - Poole  
 31295 09.08 Newcastle - Man.Vic.  
 47410 09.10 Newcastle - Liverpool  
 47125 09.52 Newcastle - Swansea  
 47529 11.50 York - Liverpool  
 47551 10.00 Newcastle -Cardiff  
 47214 09.05 Liverpool - York  
 31196 07.30 B1am - Newcastle  
 47544 10.20 Man.Vic. - Newcastle (relief)  
 47502 07.45 Cardiff - Newcastle  
 46026 11.08 Newcastle - Man.Vic. (relief)  
 47270 11.15 Sunderland - Rotherham. (Footex)  
 47479 11.05 Liverpool - York  
 40050+45033 13.50 York - Liverpool  
 47411 13.05 Liverpool - York  
 31317 10.35 KX - Edinburgh (relief)  
 47426 12.35 KX - Edinburgh (relief)  
 47424 15.50 York - Liverpool  
 46056 09.00 Aberdeen - KX (relief)  
 47513 15.50 York - KX  
 47402 14.03 KX - York  
 40056 14.05 Liverpool - Newcastle  
 47086 11.50 Edinburgh - KX (relief)  
 47121 13.25 Edinburgh - KX (relief)  
 47078 10.28 Poole - Newcastle (relief)  
 47033 11.24 Poole -Newcastle  
 47414 13.38 Newcastle – Swansea

## **Pennine Observers Notes**

Thanks to one of our correspondents, we can bring you a list of postal trains through Doncaster, which covers services until 1 June 1996.

<b>Code</b>	<b>Train</b>	<b>Time at DR</b>	<b>Loco</b>
1E22	2107 Carlisle-KX	0020/0026	90/86
1E41	1710 P'th-Lowfell Pass	0053	47

1D52	2245 KX-Leeds	0119/0134	47
<i>(The West Ridings Mail)</i>			
1N14	2255 KX-Low Fell	0139/0149	86/90
<i>(The North East Down TPO)</i>			
3D37	0010 KX-Leeds ECS	0249	47
1A95	1403 Low Fell-KX	1605/1613	86/90
<i>(The Tynesider)</i>			
1V64	1440 Lowfell-P'th	1638/1648	47
IS04	1633 KX-Edinburgh	1841/1902	90
<i>(The Capitals Mails)</i>			
1A37	1820 Leeds-KX	1858/1915	47
1V69	1730 Lowfell Btol	1937/1949	47
1E24	1605 Edinburgh-KX	2015/2035	47
<i>(The Capitals Mails)</i>			
IN48	2016 KX-Lowfell	2232/2240	47
<i>(The Tynesider)</i>			
1V28	2024 Lowfell-Btol	2234/2243	47
<i>(The Mid South TPO)</i>			
1E43	1742 B'tol-Lowfell Pass	2251	47
1A40	2049 Lowfell-KX	2258/2327	47
<i>(The Northeast Up TPO)</i>			
1A41	2218 Leeds-KX	2258/2322	47
<i>(The West Ridings Mail)</i>			

Notes: 2049 Lowfell-KX, the locomotive and front van go onto the 2218 Leeds-KX service. 2218 Leeds-KX, the locomotive and front van go onto the 2049 Lowfell-KX service. (Editor's Note: WHY?.)

1N18, 1V28, 1E34, 1A40 and 1A41 have been observed to turn up 5 to 10 minutes earlier than the booked times and have departed earlier if the job has been completed.

#### **EASTERN REGION:**

On September 2 at Hougham. near Grantham, the following locomotives were noted on the ECML: 90021, 91004/009/020/023/025/026/027 on expresses, 56074 on a goods train and 58074 on an oil train. At York that day, 47721 was at the head of the 'Royal Scotsman', having arrived from Kings Cross.

To Lincoln, where on September 4, 60050 was sighted at the head of an oil train and 47221 was noted working light engine through the station.

Melton Ross often features in these columns as one of the busier places at which to observe freight workings, and September 8 was no exception. Noted were: 37886, 56135, 60003/014/025/050 on oil trains, 56006/055 on coal trains, 60026/059 on ore trains, 37694 on a chemical train, 37706 on a Cargowaggon train, and 47677 and 56021 working light-engine.

Back to the ECML, where on September 18, 90021, 91017/022/030 were noted passing through Retford, 08529, 31191/407/558/563, 56079, 58022 and 91027 were at Peterborough, 47788 was at Finsbury Park and 47519/539/765 and 91018 were sighted at Kings Cross.

Class 37 sightings at Hull Paragon have been 37710 (6/9), 37709 (11/9), 37884 (30/9). Another 37 sighting was 37885 plus Loadhaul observation coach, which were at Darlington on September 26. Later that day, 47187/322/354 were noted passing light-engine through Wakefield Kirkgate and 47818 was in charge of the 16.43 York-Bristol. The 28th saw 47841 at the head of this train, having worked in on a Poole - York service. 86254 was also noted, stabled in bay-platform 7 at York. Changing times!

Changing times at Kings Cross, too, for on October 7, 86254 was keeping 47572 company on standby duties. 59205 was at the head of the early morning Tunstead - Drax limestone train, at Doncaster, on October 10, while on October 12, 56080 was noted at Ferrybridge on a coal train, with 59202/203 in the National Power depot. Later that day at Knottingley, 56011/083/095 were noted at the head of coal trains, 60021 was working light engine and 56027/034/067/082/091/094 were in the depot, while 56078/111 were noted passing through Whitley Bridge on coal trains.

One of our members was at Eaton Lane Crossing, near Retford, on October 21 and noted 91005/020/022/023/025/031 on expresses and 56050 on a Freightliner. Locos stabled at Peterborough on October 28 were: 08538/580, 31405/551, 37051, 56043/096/130, 58007/009/025/036/045. Later that day, 31165 and 31308+31563 were sighted working p.w. trains at St Neots, and 47572/746, 91003/004/011/017/030 were at Kings Cross.

### **ANGLIA REGION:**

Locos noted operating Liverpool Street/East Anglia expresses on Wednesday 30 August were: 86237 07.25 L.S. – Norwich, 86221 06.00 Norwich - L.S., 86228 08.00 L. S. – Norwich, 86221 08.30 L.S. – Norwich, 86238 06.30 Norwich - L. S., 86246 07.05 Norwich - L. S., 86238 09.25 L. S. – Harwich, 86230 07.50 Harwich - L.S., 86233 07.55 Norwich - L.S., 86246 09.30 L.S. – Norwich, 86228 10.05 Norwich -L. S., 86221 11.05 Norwich -L. S., 86215 10.30 L. S. -Norwich, 86215 13.05 Norwich - L. S.

Also noted that day, at Ipswich Stabling Point, were:08414/526/689/775, 56048/061/062, 90141/143/146

### **MIDLAND REGION:**

Noted at Peak Forest, on 28 August, were 37108+37426 on a stone train, 08915, 31319, 37026/416, 60005/055/058/066/097 stabled. Locos noted operating Crewe - North Wales services in the period 26 to 28 August were:31405/462, 37402/407/408/414/417/418/429. The 22.21 Crewe - Holyhead (ex London) was hauled by 47783 on the 26th and by 47738 on the 27th. Other sightings during that period were:- 26th, 37240 hauling a freight through Chester; 27th, 47532/535 on dragging duties between Crewe and Warrington, 56071/092/119, 60016 stabled at Warrington Bank Quay and 37275+37412 en-route Cardiff - Crewe for the 'Railfair'. Locomotives at Toton on 29 August were: 08511/594/723, 09201, 20154/177, 31135/180/181/184/186/187/188/217/219/290/294/403/461 /541/569, 37038/065/219/248, 45015, 56013/023/122, 58009/015/028/034, 60009/010/073/079 in the depot, 08597/773 yard pilots, 58001/022, 60012 on coal trains and 47757 on an excursion.

Noted at Wembley on September 1 were:- 08737, 09011, 31146/514, 47201/292/297/351, 86614/637, 90012/017. At Rugby later that day were:- 08920, 31105/118/468, 37142/255, while later still, 31421 headed the 11.24 Crewe Holyhead/13.56 Holyhead - Crewe and 31432 operated the 13.23 Bangor - Crewe. Still with North Wales trains, the following sightings were made on September 30: 37422 11.22 Crewe - Holyhead (loco ex-works) 37414 12.23 Bangor – Crewe, 37408 14.24 Crewe – Holyhead, 37402 16.24 Crewe – Bangor, 37429 15.53 Holyhead - Crewe.

Also noted at Crewe that day, was 47281 hauling 92040, on a return test-train from Carlisle. (The 47 was observed the following Monday on a rake of Cargowagons in the BSC sidings at Aldwarke. It certainly gets around!). 47576+DBSO 9713 were noted at Chester, also on the 30th, on a return charter to Norwich.

A member visiting Crewe, on October 1, noted the following: 03073, 20042/188, 45149, 50008, D172, D1048, D1842, D5222, D8233 and 18000 in the Heritage Centre; 47225/360/375/515/813 stabled on a siding behind the station; 08633, 31423/444, 37408/429, 47489/624/703/766/781, 86208/241/243/430, 90017/019 in the diesel depot; 86227, 87006/016/024/025, 90014 on WCML expresses. The following day at Wigan, 31418 was noted at the station with 08485/912, 31154/302 and 37520 at Springs Branch depot. Later on the 2nd, at Carlisle, 71000 Duke of Gloucester was observed, having worked a Shap steam-trials special. The reserve loco for this train was 47703. Other sightings were 08534 and 90139+47356 on goods trains and 47765/786 stabled.

Shap steam-trials specials featured at Crewe on the 3rd, this time 46229 "Duchess of Hamilton" was the "kettle" and 47773 was the reserve loco. Additional workings noted were 37414/417 on North Wales trains, 86213 and 87013 on trains to Preston, 86233 on train to Plymouth, 86255 on train to Edinburgh, 87032 and

90013 on trains to Liverpool, 87004/019/027 on trains to Euston, 87012 on train to Glasgow, 86401 on a parcels working, 90128 on Freightliner, 37509 on a p.w. train, 90126 working lightengine and 37422, 47513/574/732/741/777, 86210/416/424 in the depot

## **WESTERN REGION:**

A member out and about in the Western Region on Saturday 2 September, noted the following:

Exeter Stabling Point 08756/098, 37158

Westbury Stabling Point 09101, 37042/703/803, 59005

Swindon Stabling Point 08460/664, 37010/035/042/057/114/151/222/227, 58044

Newport Station/Stabling Point 08792, 09203, 20075, 31105, 33109, 37258/895/896/902, 47145/ 348, 56040/115, 58049, 59001/104, 60015/084

Cardiff Canton Depot 37080/184/197/229/411/427/796/897/904/906, 47197/234/237/347, 60063/082/092/096

Didcot Parkway Stabling Point 37065, 47367, 58007, 60011/044/086

Old Oak Depot 47805/816/832

Also noted on the 2nd were the following loco workings:

47845 23.30 Glasgow - Paignton (FO), 47817 06.42 Poole - Liverpool

56114 Paddington - Llandrindod Wells charter, 47812 09.05 Paddington - Man.Picc.,

47845 09.10 Glasgow - Reading, 47846 10.40 Glasgow - Brighton.

The day after, locos sighted at Didcot were:08904, 37065, 47361/367, 60006/011/044.

Didcot on September 22 saw the following: 47847 on a passenger train, 47156/284 on Freightliners, 60011+60074 on a coal train, 60029 on a steel train, 58008 on a gas train, 08904 acting as yard pilot, 37010+58007, 47004 working light-engine and 37046/098/227/245/891 stabled.

Into October, now. On the 16th, 08904, 37155/167/184, 47555, 58028 were at Didcot, 09101, 37057/107/222, 59004 were at Westbury, and 37412+37413 were at the head of the 16.33 Bristol - Weymouth. The following day at Plymouth, 08641/941, 37230 were stabled at the station while 47843 arrived with the 06.04 Derby Plymouth. On the 18th, 37411 worked the 16.33 Bristol - Weymouth and 37158 took over the 16.35 Paddington - Plymouth train at Exeter, when the HST failed - the power cars involved were 43140+43170.

On the 19th, 47830 headed a Plymouth Manchester train, 37671+37672 were at Lostwithiel on a freight working and 37676 was at St Austell, also on a freight. Later that day, at Westbury, 59001/002/004/102 were noted on the stabling point. The 21st of October saw 37146/158/230/254/263/ 696 at Exeter and 37411 on the 11.00 Weymouth - Bristol. 37413 was again noted on November 12, this time at the head of the 16.10 Cardiff - Birmingham.

## **SOUTHERN REGION:**

Noted at the ARC stone terminal near Three Bridges on 18 September was 59101. The loco was also noted the following day hauling a northbound stone train through Redhill.

Class 73s operating the 'Gatwick Express' services on October 13 were:-73204/206/207209/210/212/ 235.

## **SCOTTISH REGION:**

37401 was noted at Edinburgh on September 30 at the head of the 'Royal Scotsman'.

## **PRESERVED RAILWAYS:**

The National Railway Museum were giving 'Rides in York Road' on September 2. Attractions included 13079, D1023, D2860, 03090, D200 and DMU 51922+51562.

On Sunday 10 September, a visitor to the Gloucester and Warwickshire Railway saw the following steam locos in action:- GWR 4500-class, 4566: GVY7R 4073-class 'Castle', 7029 'Clun Castle'.



The 16th of September must have been an interesting day, as it was then that the Great Central Railway held its 'Jazz, Beer and Steam Gala' (Bliss!). Sadly, no reports have been received as to the beers available, or the music played (probably just as well, as your editor couldn't make it, and there's nothing worse than a grown-man crying), however, there was compensation in the form of 45231, 45593 'Kolhapur', 48305, 34039 'Boscastle' and 35005 'Canadian Pacific' which were all in action.

The Bo'ness and Kinneil Railway's diesel weekend was held on 23/24 September. Locos operating over the weekend were:- 08443, 20189, 25235, 26004, 27001, 37237, D5351, D8020. The 08 failed whilst in charge of the 'Barbecue Special' on the 23rd, just south of Kinneil and the train had to be rescued by 27001, eventually arriving at its destination some 1.1/2hours late,

The South Yorkshire Railway, at Meadowhall, held an open weekend on September 30/October 1, which provided an opportunity to view the extensive collection of locos kept there. Reports in the railway press that all the machines belonging to Harry Needle have had their numbers painted over - allegedly in an effort to scupper enthusiasts attempts to identify them, seemed to be true as many did indeed have numbers obscured, however, someone had kindly chalked the identities and these, together with actual sightings and perusal of the official stock list, provide the following list of engines on display, on the Saturday: BR 03037/066/094/099/134(6G)/180/197/389(cab only), 06003, 07012/013, 08133/308/436/507/936, 12074/082/088, 20096, 26038, 40013, D2284/302/310/324/337/854/867/953, D3000/019/023, D4092, D9500/502, Industrial - 220 (Barclay 0-4-013M), 44/48 (Hunslet 0-6-0DH), 'BIGGA' (Fowler 0-6-0DH), 'HOTWHEELS' (Barclay 0-6-013M), RM No.2 (Ruston/Hornsby 4wDM), 468048 (Ruston /Hornsby 0-6-0DH). On the morning of your editor's visit (Saturday), 12088 was started and made a couple of trips up and down the yard, towing 26038+139502.

The West Somerset Railway held its diesel gala on the weekend of 29 September to 1 October. Locomotives noted in use were:- class 52, D1041 'Western Prince' and D1010 'Western Campaigner': class 45, D120: class 42, D832: class 50, 50149: class 35, D7017: class 40, 40145. Also in operation was the railway's class 115 DMU, consisting of 51852+59678+51387.

A member visiting the Keighley and Worth Valley on September 30 noted the following locos:- 1054, 4422, 5775, 48431, 80002.

At the Swanage Railway on October 1, SR M7 class, 30053 was in operation, while at the Peak Railway diesel day on 7 October engines noted operating were:- class 44, D8 'Pen-y-Ghent': class 45, 45135 '3rd Carabinier', D100 'Sherwood Forester, along with class 108 DMU 53933+54504+51566+ 59387 + 51933.

North York Moors trains on 7 October, were being handled by 901, 3672, NCB 5, 30926, 69023, 34101, 45428, with 90775 heading freights.

The Midland Railway Centre's diesel gala on the weekend of 14 -15 October saw newly-named, Mainline liveried 37428 and 47981 working trains with resident locos D8001, D212, 31162, 50007, 55015 and DMUs 50019+56006, 55996+51591.

The same weekend, the Kent and East Sussex had D9525, 'Hastings' units S60000+S60016+S60529 and Norwegian loco 376 operating, while the Bluebell Railway had 263 and 847 in action.

Back to the NYMR where "Wartime Weekend" was held on 28/29 October. Locos noted in action' were 2253, 3672, 901, 4528, NCB 5. The East Somerset Railway on 5 November had SR E 1 - class B 110 in operation, and the following weekend, the Gloucester and Warwickshire diesel weekend produced D9553, D9539, 47105, 20137 03069, DMU 51950+52062. Also noted were 'Hymek' 7017 and class 31 D5541, which were not working, both having failed.

THANK YOU to Paul Slater, Chris Slater, Andy Barclay, John Dewing, Tony Caddick.

## Notice Board

### PENNINE MEETINGS

Forthcoming meetings at the Taps - Murphy and Sod permitting - are as follows:

Wednesday, January 3, 20.00: Dave Whitlam *"Uncle's Outings"*

Sunday, January 14, 12.00: Pennine Railway Society AGM-please attend if you can!

Wednesday- January 17, 20.00: Rhys Jones *"How steam was my valley"*

Wednesday, February 7, 20.00: Paul Micklethwaite *"PG Trips"*

Wednesday, February 21, 20.00: Chris Theaker *"Theaker's Peakers"*

Wednesday, March 6, 20.00: Members slide contest - bring along 4 slides for judging by the audience.  
CASH PRIZES!!

Wednesday, March 20, 20.00: Guest to be announced

The next edition of Trans Pennine will be produced in March. Please have all contributions to the editor by February 21st. Thank you!