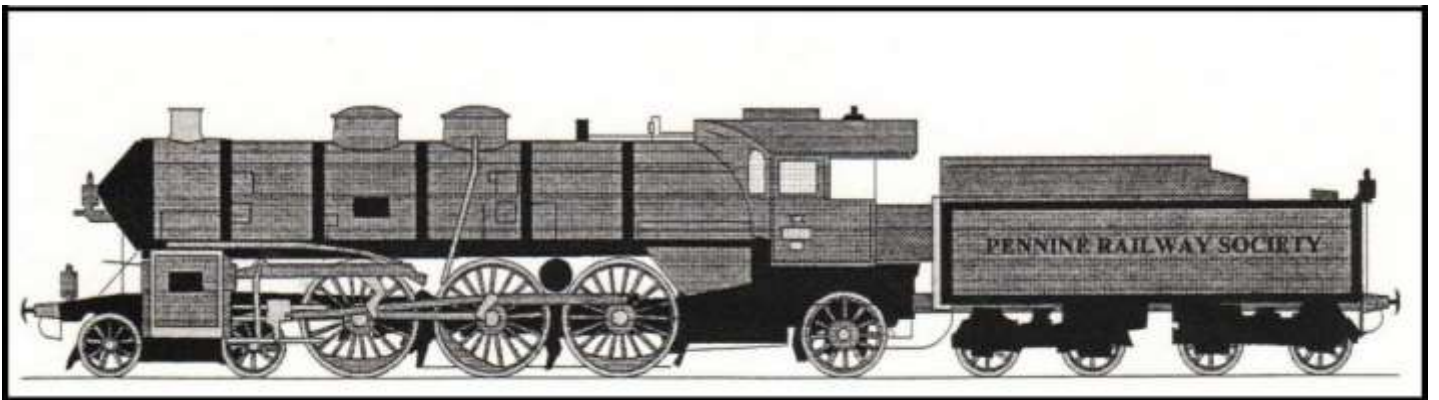


TRANS PENNINE
THE MAGAZINE OF THE PENNINE
RAILWAY SOCIETY



No.95 Spring 1996

COMMITTEE BRIEFS

RENEWAL OF MEMBERSHIP FEES

We would like to thank all those members who have renewed their subscription to the PENNINE RAILWAY SOCIETY for 1996. For those who have forgot to renew, or, more likely, been too busy, you will be delighted to know it is not too late. Simply send your £4 fee to our Membership Secretary. Captain Caddick. You will be instantly rejoined and be sent a free 1996 PRS diary.

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

CONFETTI ON THE LINE

Yes, a new excuse for a "late arrival" has been found. You can now get married at Ashford International Station, in the first-class departure lounge, for the sum of £265.

Even if the bride is late, she will still get there before the train. Purchase of a special "Have it away day" ticket is optional.

RAIL WINNERS - UPDATE

Successful bidders likely to be announced by the Office of Passenger Rail Franchising include Sea Containers for the East Coast Main Line, National Express (coach company) for the Midland Main Line, French conglomerate Generale des Eaux for Network South Central from London Victoria to Kent, Sussex and the Hampshire Coast.

Richard Branson's Virgin Group is battling for the Gatwick Express. If this bid wins, trains will no longer go all the way.

FAKE TRAINS

Empty taxis are being run to cover up for train cancellations to massage timetable figures and avoid refunds for axed services. For instance, on 19 February a cab was ordered for an £85 return journey calling all stations between Norwich and Peterborough, hired by Central Division in lieu of the cancelled 13.43 Norwich-Liverpool. There were no passengers as these had already boarded a later train.

The taxi charter form declared "Taxi requested to run empty Norwich to Peterborough and return to cover up cancellation".

Under the Passengers' Charter train operators have to pay compensation if large numbers of services do not run.

SIDELINED

More than 100 new trains worth £451m are standing idle because of concerns over the safety of signalling, damaging the planned flotation of Railtrack. It is feared that the highly sophisticated and more powerful trains might not trigger signalling systems.

Trains affected are 7 Eurostars, 16 Class 325s - The Royal Mail's new "Ladies in Red", 41 Class 365 Networker Expresses, and 39 Class 92s.

Some have been mothballed for up to two years.

CHUNNEL LINK DEAL

A consortium including Richard Branson will build the high-speed rail link from London to the Channel Tunnel. Work could start next year and is due to be completed by 2002, shaving 40 minutes from journey times.

The Government has done another U-turn allowing a public subsidy by recategorising the project as a "community benefit", with the taxpayer contributing £1.4bn with the consortium being handed all the UK-owned Eurostar trains, Waterloo International station and other properties valued at more than £1.2bn.

The £3bn link to Folkestone will include a loop to the Eurostar terminal at Waterloo, will run from St Pancras to a new international and domestic rail station to be built at Stratford. It will tunnel under the Thames between Thurrock and Swanscombe. A new station will be built at Ebbsfleet, Kent.

BUY OUT INTO THE BUFFERS

On the eve of Enterprise Rail taking over the running of the London, Tilbury and Southend line, Commercial Director Colin Andrews resigned over ticket irregularities involving the rail company allegedly taking revenue from Travelcard sales which should have been shared with London Transport.

LT receives just under a quarter of the price of tickets sold at Fenchurch Street, but takes 48% cut of those sold at Upminster. A BR audit revealed that Travelcards marked Fenchurch Street were being sold at Upminster, depriving LT of £30,000 a month.

Privatisation was postponed.

FULL STEAM AHEAD TO THE GRAVE

Rail buffs can now buy one-way tickets - for their funerals. The Llangollen Railway is offering the end-of the line service, taking the dear departed by steam train to the graveyard in the village of Carrog. Those preferring cremation can have their ashes placed in the firebox, for a fee.

The seven-mile journey for those who have hit life's buffers is £25 per coffin. Each train can carry up to 200 mourners. They will have to pay the full fare but will get a return ticket.

HISTORIC TRAIN

On 7 December 1995 history was made when the first train carrying goods from Europe arrived at the Doncaster Railport. The 900ft long train arrived from Harwich after being loaded with containers which crossed from Belgium by ferry.

THE STRESS FACTOR

Guards and drivers of the South Eastern Train Operating Company are being given stress counselling to help them cope with abuse and complaints from passengers. Many are apparently going home sweating and shaking. Poor souls. But it's good for time off and keeps the army of stress counsellors in business.

FORGET THE PASSENGERS - AVOID THE FINE

Thousands of passengers are missing "connections" so operators can avoid heavy fines. Different train companies do not generally operate a connections policy for passengers using other companies' trains.

Railtrack, the track and signalling authority can face financial penalties from a rail company if it held up one of their trains.

TICKET LUNACY

A vicar recently paid £2.40 for a cheap single fare from Manningtree to Ipswich and was charged £3.70 for the 10 mile return trip 48 hours later. When he complained he was told that "BR doesn't exist any more" - and the extra £1.30 was because he travelled out on a Great Eastern train and would go back on an Anglian.

WRONG TYPE OF COLD

Yes, another new excuse. During last December's cold snap delays were blamed on "fluctuating temperatures". Temperatures during the night had hovered around freezing or just above, ruining the work of

the de-icer trains. Towards morning temperatures fell sharply ensuring ice building up on the live rail before morning rush-hour. Commuters on the South East were advised to catch a bus (?Stagecoach).

PRIVATISATION MOOS

Schoolteacher Frank Fearn has taken a school party to the Peak District every year from 1990 travelling on the 07.09 from Frome to Bristol, changing for Derby. Now run by Great Western Trains rather than InterCity Mr Fearn was told his group could not go on the 07.09, the only through train with the right connection, because "It is a popular train and rather crowded".

Mr Fearn asked if they could stand up or even huddle together in a corner. He was told yes - provided "they turn up one at a time and pretend not to be a party".

GREAT NEW ERA

Great Western Train's first service, the 01.50 Fishguard Harbour Cardiff was a replacement bus service, due to engineering work. However some tradition remained - the bus departed almost 10 minutes late. For the benefit of Gerry Collins (Lincoln) and other bus cranks, the vehicle was supplied by Bebb.

GETTING OFF EARLY INCURS FINE

A day return from Sevenoaks to Tonbridge costs £2.15. It is only £1.65 to travel to High Brooms, the next stop after Tonbridge and four miles further.

If you buy a ticket to High Broom and get off early at Tonbridge, a fine of £10 can be levied by South Eastern. The cheaper fare is to encourage people to use a quiet station, another MOO.

WALKING IS FASTER

South Eastern International services manager Peter Saxton recently wrote to staff describing services from Newhaven as a "nightmare".

On one weekend with extensive engineering work passengers off the ferry from France were faced with having to change trains three times and a half-hour bus ride, the 50 mile journey taking well over two hours.

In his memo Mr Saxton added "In the case of the 21.59 from Newhaven, it may well be quicker and certainly less complex to walk to London"

U.S. TYCOON LINES UP A RAIL FREIGHT MONOPOLY

There is controversy with an American poised to secure a virtual monopoly of freight services, Wisconsin Central boss Ed Burkhardt bid £225m for Loadhaul, based in Doncaster, Transrail Freight operating from Crewe, and Mainline covering London and the South East. Privatisation aimed that the companies would compete with each other.

EDITORS NOTES

Welcome to the Spring edition of Trans Pennine, a somewhat more modest tome than the Christmas epic!

At the AGM a suggestion was made that future editions of the magazine could include a guide to decent pubs near railway stations. I think it is rather a good idea, however, these days yours truly does not get about as much as he used to, so editorial input will be somewhat limited! Shame! Still, if you do come across a decent pub on your travels, (preferably serving real ale!) then drop me a line and I'll include it - please don't forget directions on how to get to it, you could even include a map.

I was also asked if I can accept articles on disk. Trans Pennine is produced using Microsoft Works which will happily import WordPerfect 5.1, Microsoft Word and ASCII text files, but if you do decide to send an article on disk, please make sure it is virus-free!

David Bladen

NOTES FROM THE COMMITTEE

The Annual General Meeting was held at the Corporation Brewery Taps on Sunday 14 January and was attended by 20 members. The main points arising out of the meeting are as follows:

- * The existing committee were re-elected and will continue in their present roles.
- * Chris Tyas has joined the committee and will act as 'meetings member'.
- * The financial position of the society remains stable. All outgoings have been covered and there is a small cash surplus at the bank. The society account is no longer liable for bank charges, following a change in the bank's policy towards such accounts.
- * The trips situation remains grim. Dave Whitlam reported that his letters to railway installations often go unanswered and those that do reply quote the requirements of Health and Safety legislation as the reason for not allowing visits. Dave will, however, try to arrange our bi-annual evening tour of the Keighley and Worth Valley Railway. A *provisional* date of Wednesday 26th June has been set, but it must be stressed that the trip will only go ahead if it is financially viable - it has been reported that the KWVR have increased their charter charges quite considerably. Members are asked to contact Dave if they would be interested in going.

Finally, the committee are grateful to all members for their continued support over the last twelve months.

CHANGE OF ADDRESS

Tony Caddick has moved. There is no truth in the rumour that now Tony has joined the property-owning democracy, he will be voting Tory at the General Election. Incidentally, Tony received a membership renewal from John Thompson, who was holidaying in Spain at the time. One wonders what the Spanish Post Office made of a letter addressed to Tony Caddick, Baron of Bradwardine, People's Republic of South Yorkshire - a touch too much Sangria, perhaps, John??!!

THE ISLE OF MAN INTERNATIONAL RAILWAY FESTIVAL BY PAUL SLATER

During August, Chris and I visited the Isle of Man on a package holiday in connection with the island's International Railway Festival, which was in progress for much of 1995. We had only three full days in which to see something of the festival, and we also wanted to visit some of the island's historic sites. We got involved in a quiz, the 'Story of Mann Heritage Hunt', which made it necessary to go to several museums and similar places in order to find out answers to questions, so time for looking at railways was limited.

On the first day we rode on a horse tram along Douglas promenade to Derby Castle, terminus of the Manx Electric Railway. This is a cross-country tramway, nearly twenty miles long, built at the end of the nineteenth century - partly as a local railway, partly as a tourist attraction, and partly as an exercise in the latest technology. Now, ancient tramcars and trailers - many of them open-sided take visitors on a slow, jolting, draughty but fascinating ride up the eastern side of the island. As far as Laxey we rode on trailer 37 behind power-car 33, and this part of the journey was mostly alongside a main road, with sharp curves and steep gradients. At Laxey we had to wait for the next service to Ramsey, which consisted of power-car 4 and trailer 46. From Laxey to Ramsey the Manx Electric Railway goes across country, up hill and down dale, with many level crossings but not following a road except for short stretches; there are magnificent views of the sea and the mountains, the railway at one point running high along a cliff top.

We rode back from Ramsey to Douglas on trailer 47, behind power-car 5. At Laxey we saw a bright red mail van or Travelling Post Office attached to the rear of a power-car and trailer bound for Ramsey; the van was being worked the length of the island's railway system as part of the International Railway Festival, and had started its journey that day at Port Erin, the western terminus of the Isle of Man Steam Railway.

Next day, having visited the Cregneash folk museum, we were at Port Erin to look at the railway museum and ride on the steam railway. We rode on an afternoon train to Douglas, as far as Ballasalla, hauled by "Loch", one of the Isle of Man Steam Railway's fleet of 2-4-0 tank locomotives, gleaming with polished brass and bright red paint. The engine for our return journey to Port Erin was "G.H.Wood". The ancient carriages rocked and swayed. I remembered once being told that the motto of the railway is the same as for

the island's three-legged emblem, and translates as "Whichever way you throw me, I still stand"; it seemed a little too appropriate as we bounced along in the Port Erin train.

The Groudle Glen Railway was holding a gala evening that day as part of the Railway Festival, and we made sure that we returned from Port Erin in good time. Although I had been to the Isle of Man before and travelled on the trains and trams, the Groudle Glen line had been closed at that time and I had not yet seen it working. The line's main station at Llen Coan is reached by a quite a long walk from the Manx Electric Railway's station at Groudle, situated alongside the coast road; the path leads through a narrow wooded gorge, which for the occasion was decorated with coloured lights.

An intensive service was being worked that evening, on a steeply-graded stretch through the woods and then gut along the coast to Sea Lion Rocks halt, situated high above the sea. Two engines from the Leighton Buzzard Narrow Gauge Railway in Bedfordshire, 0-4-0T "Rishra" and the vertical-boilered 0-4-0 "Chalener", were on loan to supplement the line's own 0-4-0WT "Jack" and 2-4-0 "Sea Lion", and the evening proved very popular, the trains were crowded, and when we left Llen Coan for the walk back up to the road, there was a long queue waiting. The train on which we rode to Sea Lion Rocks was double headed by "Rishra" and "Sea Lion", and at the halt above the sea, "Chalener" was waiting to haul it back to Llen Coan; I just had time to photograph the engines in the picturesque setting. I was doubtful whether "Chalener" on its own had sufficient power to haul the train up the steep gradient through the woods, but in the event it seemed to experience no difficulty.

An extra item of interest that evening was the operation of a shuttle over the Manx Electric Railway between Derby Castle and Groudle to connect with the steam trains at Llen Coan; an illuminated tram was used, which made a most attractive picture as the evening drew on and dusk came down.

On our third and final full day on the island, we drove to Laxey. We wanted to visit the huge waterwheel situated in the village as well as two prehistoric monuments nearby, and there were two Railway Festival events taking place that day at Laxey; a steam locomotive was working a special train over the Manx Electric Railway to Dhoon Quarry, and the cars of the Snaefell Mountain Railway were making extra photographic stops en-route.

Soon after we arrived at Laxey, "Caledonia" - an 0-6-0T originally owned by the Manx Northern Railway and now part of the Isle of Man Steam Railways fleet of locomotives - whistled from under the trees beyond the station, and then it drew a single Manx Electric Railway car round a curve and into sight. It stood between Manx Electric Railway power-car 19 and Snaefell Mountain Railway car 4, the three side-by-side making a most attractive picture. After a few minutes, "Caledonia", with much hissing of steam, moved its car forward and out of the station, over the adjacent level crossing and into a loop alongside the Manx Electric Railway line to Ramsey. We watched it depart for Dhoon Quarry, then returned to the station and boarded car 4 for the ride up Snaefell.

On my previous visit to Snaefell, the top of the mountain had been hidden in thick cloud, but today was sunny, clear and very warm, and there were splendid views all the way up to the summit. As well as the regular stop at Bungalow station, where the railway crosses the direct main road from Douglas to Ramsey, car 4 made two extra stops for photographic purposes - one on the hillside halfway between Laxey and Bungalow station, and the other not far short of the summit. I enjoyed scrambling about on the track and up the nearby grassy slopes to obtain unusual photographs of the car in its mountain setting.

Back in Laxey, we went to see the waterwheel. When we had finished, "Caledonia" was getting ready to depart once more. We drove off to Dhoon Quarry, where a side-turning of the coast road to Ramsey crosses the Manx Electric Railway on the level next to a wide grassed area. We saw "Caledonia" arrive from Laxey, running quietly down a steep gradient with its single car; I photographed it at the crossing, it uncoupled and took water, then ran round its train. Power-car 21 passed with a trailer on a regular Douglas Ramsey working. At last "Caledonia" set off back to Laxey, working slowly bunker-first against the gradient.

There was time for a swim at Ramsey at the end of the afternoon - we had been so busy riding on trains and trams and doing the Story of Mann Heritage Hunt that, in spite of the beautiful weather, we hadn't yet been to the beach - a chance to visit the two prehistoric monuments near Laxey, and then our brief holiday on the Isle of Man was almost over. Next morning, looking back at Douglas as the ferry sailed for Heysham, I

thought of the International Railway Festival, and wondered if we'd visit the island again for another look at its vintage transport.

THE PENNINE QUIZ NO.85

IAN SHENTON

There is no truth in the rumour that the only way we can stop Ian winning the quiz is to make him set it - mind you, if Ian hasn't got all the correct answers to this one, your editor will be deeper in the clag than he usually is! *Semper in faecibus sumus, sole profundum variat!*

Answers please, by May 22nd.

- 1) Which Class 33 was used as an experiment for push-pull operations?
- 2) Where are the Class 20s bought by BNFL being overhauled?
- 3) Where was 06002 broken up?
- 4) What date was Brush Kestrel' officially handed over to BR?
- 5) What date did Finsbury Park diesel depot open?
- 6) Where was Broomhill station?
- 7) What was the first name carried by LMS 46144?
- 8) Which seaside resort has its station on Lord Street
- 9) Wolverhampton High Level had two previous names - what were they?
- 10) On what date did Twenty station close?
- 11) Which two locos carried the name "Cranbrook Castle"
- 12) On which date was the blue Midland Pullman' introduced into service?
- 13) Where was Class 73, 73004 named?
- 14) Which three locos were used on "The Tour of Hope 2" 21-23 July 1995?
- 15) Who named D1661?
- 16) What colour was D5578 when it entered service?
- 17) Which seaside resort has its station on Great Western Way?
- 18) Where did the Pennine Railway Society visit on 24 April 1982?
- 19) Which was the first Class 56 to be painted in LoadHaul livery?
- 20) What was unusual about D9021 when delivered new?
- 21) Which loco carried the unofficial name "Newmarketeer"?
- 22) On what date did Trowse Swing Bridge (Norwich) open?
- 23) What is the capacity of the new coal wagons for National Power?
- 24) What was Newcastle driver Wally Hobson's claim to fame?

PENNINE QUIZ NO.84 - THE ANSWERS

- 1) William Henry Barlow
- 2) Earls Court
- 3) 28 December 1879
- 4) Michael Palin
- 5) Red Star IS09002
- 6) 4 September 1967
- 7) 16½ miles
- 8) 1 mile 1609 yards
- 9) Sittingbourne - Sheerness branch
- 10) Commando
- 11) Finsbury Park and Newcastle
- 12) 14/15th June 1964
- 13) Slough to Oxford
- 14) E3035
- 15) Bury Bolton Street
- 16) 1950
- 17) Seaforth Highlander
- 18) 2 January 1981
- 19) 4725 gallons
- 20) Dominie Sampson
- 21) Thames - Forth Express
- 22) 19 August 1870

- 23) Cyril Smith
- 24) 158833
- 25) Glasgow Central
- 26) Cemetery Gates
- 27) 91029
- 28) King's Courier
- 29) First 61420, last 45388
- 30) 4 December 1957
- 31) 77 yards
- 32) Between Lawrence Hill and Bristol Temple Meads
- 33) 10 May 1947
- 34) Willington
- 35) Pupils from Earlham School (Class 9EY)
- 36) 28 December 1964
- 37) 15 June 1955
- 38) 60007 Sir Nigel Gresley
- 39) 5 January 1960
- 40) 82

The winner was Ken King, very closely followed by Ian Shenton and M Bell, taking joint runners up place. Well done gentlemen, and thank you again to John Dewing for setting the Christmas Quiz.

(Please don't forget if you can come up with a quiz or puzzle for Trans Pennine, it will be gratefully received!)

LETTER TO THE EDITOR

Dear Dave,

Through the columns of "Trans Pennine", I have been asked to thank Pennine Railway Society members and associates for their help with the 1995 Sandtoft Gathering, on behalf of the event's organising committee and those involved with the Sandtoft Transport Centre itself.

The hard work of the volunteers contributed a great deal to the success of the event and was very welcome, at a time when the museum's own workforce was at full stretch.

Similarly, I should like to thank those who assisted me in the running of the Yorkshire Day event. This occasion relies heavily on local enthusiasts to act as stewards and can only be run efficiently if enough help is available.

Thank you again to all who got involved in the two events, I look forward to seeing you all again at Sandtoft this year, where your assistance will be very much appreciated.

In closing, may I remind you that the 1996 Sandtoft Gathering will be held on Sunday July 28th, including the bus rally at Ealand Showground, whilst Yorkshire Day will be held on Sunday October 20th.

Yours sincerely,

Ian Jones
Yorkshire Day organiser.

Thank you for your kind words, Ian! If the special train service to Crowle operates again this year, I will try to ensure that details appear in the June edition of Trans Pennine' - watch this space

WHAT THE PAPERS SAY!

There are no prizes for guessing that the newspapers' main interest in railways lately has been the privatisation of GWR and SWT, and the very conspicuous non-privatisation of LTS. Two articles from the February 5th edition of "The Independent" are reproduced below.

Lack of passengers blights launch of Stagecoach line. *Christian Wolmar*

If the fate of the new private operators hangs on their ability to forecast demand, Stagecoach, the bus company which yesterday took over the running of South West Trains, failed miserably. Anticipating huge interest from anorak-wearing trainspotters - or gricers as they are known - the company doubled the length of its 5.10 am service from Twickenham yesterday because it was the first private service for 50 years.

But the gricers, who mostly dislike privatisation, staged a boycott leaving most of the 550 seats empty. Discounting the hundred or so journalists, politicians and public relations there were only nine genuine passengers on the train during its 38 minute trundle to Waterloo. And one of those was a fare-dodger who slunk on at Clapham Junction expecting the normal lack of staff but found himself facing half a dozen "revenue protection officers" in their best uniform. They promptly charged him £10, but like most fare-dodgers, he did not have the money and therefore they merely took down his name and address leaving Stagecoach with its first debt collection problem.

There seemed to be no one with a good word to say about privatisation among the fare-paying passengers. One, Dave West, warned darkly about "cuts in train services and higher fares". Another, John Bird, a member of the Branch Line Society, said it might work but then decided he had been too positive about privatisation and added: "Who knows."

One of the few passengers who was actually using the train for a real journey became the first privatised cycle passenger when he wheeled his much-patched racer on to the train. Phillip Redford, middle-aged and bearded, called himself a "bus rover" and said he was on his way to play the cheap video games at Clacton.

However, while the trainspotters were absent, the government acolytes were out in droves. Toby Jessel, the local NIP, just happened to be on the train, as was Nick Montague, a senior Department of Transport official who was the brains behind the privatisation scheme. Police at Twickenham station, however, had kept out any lost drunk Welsh rugby supporters and other undesirables, who presumably had to wait for the next train.

The 5.10am train from Twickenham was not the train that ministers would have chosen for what they have been telling us all week was a "historic moment". Even on a good day, Peter Field, managing director of South West Trains confided, it would only have a dozen or so passengers.

But because of legal and accounting complications, the transfer had to take place at two in the morning. Apart from the now famous bus replacement service from Fishguard on the Great Western Railway and another nondescript service which left Waterloo at 1am yesterday and transferred into a bus service at Eastleigh at 2.52am, the Twickenham 5.10am was the first fully private train and had the great advantage of not being a bus.

Throughout the week the Department of Transport spin doctors had refused to say whether a minister would be on the train but they had quickly whistled up Sir George Young, the Secretary of State for Transport, because of the public relations disaster created by the postponement of the London, Tilbury and Southend privatisation because of fraud investigations.

Whether the 5.10 am thrives in the private sector remains to be seen since under the terms of the contract with the rail franchising director, Stagecoach is not obliged to provide the train. It merely has to bring the first Sunday train into Waterloo by 8am and with so few passengers ever using it, its future must be in doubt.

First privatised train turns out to be a late-running bus - *Michael Prestage*

The defining moment of rail privatisation was to have taken place 10 minutes after the 1.50am Fishguard-Paddington service had started off. But old habits die hard for British Rail. The historic changeover happened just as the late incoming service entered the harbour, where passengers from the Irish ferry were waiting.

The fact that the first private train for almost 50 years was also a bus had already embarrassed new owner, Great Western Trains. Engineering works meant the first passengers travelled by bus as far as Cardiff.

Officials needed to find a time to transfer the first three passenger rail franchises to the private sector and decided on 2am on Sunday, when, they believed, no trains were operating. But they overlooked the Fishguard service. And so it was that waiting for the bus on a chill night was a small media huddle.

The first to board was a stag party from Whitland, Dyfed, who had taken the ferry to Rosslare and back to celebrate. The bridegroom-to-be, daubed head to foot in black shoe polish, was beyond noticing the epoch making significance of the journey.

One of his friends, a farmer called Huw, who was a veteran of the day-long "booze-cruise" crossings to Ireland, was used to the bus. He did not expect things to change. "It's always a bus from here. They can't afford to run a train."

John Seymour, 81, from just outside Rosslare who was heading to London for the launch of his latest novel, was not aware that his train was going to be a bus, and was not happy. "We weren't given any information at the station at all," he said. "Nobody seemed to know why there was no train: everything from privatisation, work on the line and an accident were put forward as excuses. Next time I come I'm going to fly."

The bus driver had no strong views about privatisation and the 2am changeover passed unnoticed by the handful of passengers heading to Fishguard. "All I know is I'm driving the bus today and if I haven't won the lottery I will still be driving it tomorrow." By the time the bus reached Cardiff at 5.20am the press outnumbered passengers, the driver having made an unscheduled stop at Whitland to allow the stag party to disembark.

A guard awaited the train's arrival still wearing his British Rail issue uniform. The new forest green jacket and grey trousers that will identify him as a Great Western Trains staff member had not yet been given out. He was unenthusiastic about the change of owner. "It's a different zoo keeper, that's all. We can't get any lower, and that's being honest with you. This government has got a hell of a lot to answer for."

A dodgy drama in Slough of despond - (*Daily Express, January 16: Peter Tory*)

There only seems to be one lavatory on the Thames Turbo out of Paddington and the train also stops at Slough. You can see how intolerable my travels are. Still, these two gruesome factors actually combined, the other evening, to provide brief merriment. I had tried to have a pee and found the lavatory engaged and the ticket collector sitting adjacent to the door, staring ferociously at it as if trying to see through to the interior.

"There's a fare-dodger in there, I'm certain," he said, his eyes stoat-like and unblinking, "I'll get 'im. I'll get 'im. I'll get 'em all one day. " Here was a person possessed.

As drew into Slough, the lavatory door opened and a man of great distinction appeared, wearing pin-stripes and buttonhole. He emerged and made to sit down. The ticket collector who had been snarling and ready to pounce was taken aback. "Good evenin', sir," he said respectfully. The moment the BR official turned his back the elegant man was up and away, knocking aside elderly passengers and sprinting and bounding along the platform like a figure demented. "Blast. Blast," said the inspector, his face in a rage. "E's done a runner." It was pure Ealing comedy and the first laugh I've ever had in Slough.

ALL OUR YESTERDAYS

Thanks to Geoff Bambrough, we can bring you a few extracts from the "Trans Pennine" of March 1981. - your illustrious editor at that time was Tony Caddick (*Who he?*)

Fylde Football Specials

The FA Cup 1st-round tie between Fleetwood FC and Blackpool FC played at the away club's Bloomfield Road ground produced an unusual line in football specials on November 22nd 1980. The rail vehicles involved were Blackpool Borough Council trams on a return Footex from Fleetwood Ferry to St Chads Road, on the promenade adjacent to the ground. The cars used were double-deckers 701, 702, 712 and 713, the first time trams have been used on such duties since October 1961, when the Squires Gate via Lytham Road route was closed.

Sadly, an event which occurs all too often on BR specials took place near the Central Pier, when a group of opposing supporters hurled a bottle through an upper deck window of one of the cars on the return journey.

Revenge of the Whistlers

In a much publicised incident on the Settle and Carlisle line on August 21st 1980, a failed 40179 and its goods train had to be shunted into a siding at Garsdale by LMS 'Jubilee' 5690 "Leander" on the following southbound 'Cumbrian Mountain Express'.

However, the roles were almost reversed on Saturday November 1st, when 46229 "Duchess of Hamilton" skidded to a halt just north of Settle station while working the northbound 'Cumbrian Mountain Express'. As if to prove that these solid and dependable engines bear no grudges, 40134 was called upon to assist, and banked the train to Garsdale where the Duchess regained her composure and carried on unassisted.

No Smoking Please

The good residents of the Dringhouses area of York are again furious over alleged violations of the Clean Air Act and again most of the blame is being heaped on the twin exhausts of the class 55 Deltics. This is a continuation of a saga last summer when drivers were instructed to crawl towards Challoners Whin Junction before applying full power. The results of this dubious experiment are unclear as the "clouds" of black (?) exhaust would surely be transferred to another area, probably the more select area around Naburn.

In a piece of fine investigative journalism, the Yorkshire Evening Post covered this story, quoting a York councillor who also works as a driver for BR. He said, "Having driven these engines for about 30 years (??), I do not think the problem will be solved while Deltics continue running." Fortunately the paper received some letters pointing out a number of inaccuracies, including the fact that the accompanying photograph depicted a class 40.

In defence of the class it must be said that anyone who regularly travels behind these fine machines will know just how invigorating the air is inside Gasworks Tunnel, on a northbound departure from Kings Cross.

Cravens under fire

In a recent debate in the House of Commons, the Labour MP for Blackburn asked how long it would be before the 25-year old DMU's in North Manchester and Lancashire will be replaced. The "Junior" Transport Minister's reply was to the effect that BR is refurbishing some 300 DMU's a year. Considering that the majority of the services in the area are worked by two-car Cravens-built units, usually both are power cars, and to date none of this type have been refurbished, it will be interesting to see if any improvements are forthcoming.

THE WEST RIDING TRIO and other CLASS 31/4 PASSENGER WORKINGS IN THE 1970s

Between 1972 and 1975 twenty four Class 31s were fitted with electric train heat provision. These locomotives were predominantly intended to be used as empty coaching stock pilots between London termini and associated carriage sidings. At the time electrically heated air conditioned stock was being introduced and as the existing locomotives used as pilots were only fitted with steam heating equipment they were no longer suitable for this work. The earliest conversions were locomotives for Kings Cross duties allocated to Finsbury Park, followed by conversions for Paddington duties allocated to Old Oak Common and the final ones for St. Pancras duties allocated to Cricklewood. There were however five of the earlier conversions which went to the provincial depots of Holbeck and Gateshead. Although the Gateshead duo were initially predominantly used for empty stock workings the Holbeck trio were given regular passenger turns, their activities being covered in greater detail later. Subsequently, over the following decade, the locomotives use as empty coaching stock pilots reduced, principally due to the introduction of HST's on to the majority of diesel express workings to/from London. Other work was therefore found for the locomotives on the increasing number of cross country trains where locomotive haulage was replacing DMU operation.

Below the locomotives activities are summarised by initial allocations following on to details of subsequent fleets and their activities. It should be noted that all were dual-braked and with the exception of 31424 all

retained Steam Heat Generators. This versatility made them extremely useful for substitutions on almost any passenger turns.

FINSBURY PARK. 31401, 31402, 31403, 31404, 31405, 31407, 31408.

These seven locomotives were fitted with electric train heat in 1972-73 principally for use on empty stock workings to and from the various carriage sidings between Kings Cross and Wood Green. They did however occasionally get requisitioned for Cambridge trains and East Coast Mainline duties on which they often worked in pairs. They were also used on commuter trains from Moorgate, Broad Street and Kings Cross many of which were still formed of non-corridor stock until replaced by EMU's in 1976. They did however regularly appear on outer suburban commuter trains to Peterborough throughout their stay at Finsbury Park. The fleet was augmented in October 1975 with 31418 from Cricklewood, this was quickly exchanged for Gateshead allocated 31411, 31422, 31423 and 31424 followed from Cricklewood in May 1976, however these three were soon transferred on to Bristol Bath Road in September 1977 for Bristol-Portsmouth/Weymouth passenger duties. 31401 was transferred to the Bristol Bath Road fleet in February 1978 whilst 31409 was added in May 1980 from March, otherwise the fleet remained intact until transferred on mass to York in May 1981.

Not surprisingly these locomotives did on occasions stray well away from their expected areas of operation and invariably, following its transfer from Gateshead it was 31411 which was involved. Saturday 3rd June 1978 found it working the 0843 Scarborough-Sheffield via Bridlington whilst the following year it headed the 1110 Scarborough-Sheffield 'The Cloth Cap' on 14th July, the exotic routing of these trains being described later. Saturday 24th May 1980 found it working the 1028 Hull-Scarborough and 1405 return followed by the 2039 Hull-Leeds. Particularly notable was its activities on 30th August 1980 when it headed the Summer Saturday 0830 Leeds-Blackpool North and 1240 return which were routed via Diggle, at the time Class 31s were a rarity at Blackpool. Other notable workings included 31407 which worked the 0855 Filey-Newcastle forward from Scarborough on 12th August 1978 returning on the 1219 Newcastle-Scarborough and also heading the 0730 Birmingham New Street-Newcastle as far as Sheffield on 23rd June 1979. This same locomotive also being recorded on the 1128 Poole-York relief on 29th December 1979 and again the following day on the 1655 Bradford Interchange-Birmingham New Street 'The Two Bongos'. Particularly notable was 31404 on the 0928 Leeds-Morecambe and 1145 return on 28th June 1980 whilst 26th January 1981 saw 31408 heading the 1903 Sheffield-St. Pancras.

OLD OAK COMMON. 31412, 31413, 31414, 31415, 31416.

These five locomotives were fitted with electric train heat in 1973-1974 and were principally for use on empty stock workings between Paddington and Old Oak Common. They did however frequently appear on commuter services out of Paddington to such places as Oxford and Newbury. In addition, they were frequently used, often in pairs, on express trains to Oxford, Birmingham, Worcester and Hereford. They were also occasionally used on mainline substitutions to Bristol etc. In October 1975 they were joined by 31419 from Cricklewood followed by 31420 and 31421 in February 1976. These three however moved on to Bristol Bath Road in the winter of 1977/78 along with 31414 and 31416 although this later pair of locomotives returned to Old Oak Common in May 1980. In October 1980 the fleet was augmented with 31423 and 31424 from Bristol Bath Road, otherwise no changes were made until October 1982 when the fleet moved on mass to March. As with other classes of locomotive familiar to many crews they did occasionally stray away from their normal area of operation. Examples of this being the use of 31413 on the 1639 Leeds-Bristol Temple Meads on 26th October 1979. Friday 23rd May 1980 saw 31412 heading the 0815 Plymouth-Leeds, the following day it was used on the 0836 Leeds-Sheffield portion for the 0951 Sheffield-Paignton. Later that summer it again appeared on a 'Table 51' train when on 28th July it was recorded on the 1735 Leeds-Bristol Temple Meads. Similarly 31423 was utilised for the 0700 Bristol Temple Meads-Leeds on 6th February 1981. 31413 made a notable return journey over the southern Pennines on 23rd December 1981 when it took over the 0717 Harwich Parkeston Quay-Manchester Piccadilly at Sheffield, returning on the 1515 Manchester Piccadilly-Harwich Parkeston Quay as far as Sheffield. Both trains being routed via the Hope Valley. 31413 is also believed to have been active in the Sheffield area over the following few days, being recorded leaving the area at the head of the 1745 Sheffield-Newcastle, a portion detached at Sheffield from the 1135 Poole-Leeds, on 28th December. Finally, just prior to transfer, 31412 headed the 1606 Newcastle-Bristol Temple Meads on 11th September 1982 and a week later on 18th September 31415 paired with 31115 had a round trip to the East Coast at the head of the 0922 Derby-Skegness and 1258 return. Mention should also be made of their appearances on the Summer

Saturday Paddington-Barnstaple train. This train was during the early 1970s a regular Old Oak Common Class 31/1 out and back working, however Class 31/4s are recorded as substituting on several occasions. 31412 was utilised on the 0815 Paddington-Barnstaple and 1440 return on 6th July and 28th September 1974 whilst in 1976 the 0810 Paddington-Barnstaple and 1440 return were headed by 31416 on 31st July and by 31414 on 21st August. From 1977 this train was generally type-four powered between Paddington and Exeter with various locomotives of Classes 25, 31 and 33 being used to and from Barnstaple. However 28th June 1980 saw 31415 heading the 0948 Paddington-Barnstaple forward from Exeter, returning with the 1445 Barnstaple-Paddington as far as Exeter. Interestingly this day saw Old Oak Common Class 31/4 domination of the Barnstaple branch with all workings in the hands of either 31412 or 31415.

CRICKLEWOOD. 31418, 31419, 31420, 31421, 31422, 31423, 31424.

These seven locomotives were fitted with electric train heat in 1973-75 for use on empty stock workings between Cricklewood and St. Pancras. They did however appear fairly regularly, normally in pairs, on services from St. Pancras to the East Midlands deputising for the non availability of 'Peaks'. On occasions they did reach as far north as Sheffield where they were recorded, both singularly and paired, on Midland Main Line trains. A notable example of this being on 13th December 1975 when 31420+31421 headed the 0852 St. Pancras -Sheffield throughout and 1300 return at least as far as Nottingham. Of particular interest to the author was the appearance of 31420 at the head of an unidentified evening St. Pancras-Sheffield train on 9th October 1974. At the time it was believed only nineteen Class 31/4 conversions were to take place, thus the appearance of a twentieth locomotive fresh from works was something of a mystery. Subsequently of course it became known that a further five conversions had been authorised and the mystery locomotive identified. Of all the locomotives allocated for empty coaching stock duties these were the most short lived at their originally intended depot. Indeed many were only allocated here for just over one year. The first to leave in October 1975 were 31418 and 31419 which went to strengthen the Finsbury Park and Old Oak Common fleets respectively. February 1976 saw 31420 and 31421 leaving for Old Oak Common followed by 31422, 31423 and 31424 to Finsbury Park in May.

GATESHEAD. 31406, 31411.

These two locomotives were fitted with electric train heat in 1973 principally for empty stock workings between Newcastle and Heaton. In April 1976 31411 was exchanged with Finsbury Park for 31418. Presumably the 90 mph capabilities of 31411 were more suited to the work undertaken by Finsbury Park locomotives than Gateshead locomotives. The Gateshead locomotives did have a few regular passenger turns. Of particular note was that from May 1977 until October 1980 they worked the 2145 Newcastle-Darlington sleeper/seating train via Sunderland & Stockton and return 0720 Darlington-Newcastle via the same route. These trains being through portions to/from Kings Cross attached/detached at Darlington. They were also reported to have worked the overnight Newcastle-Carlisle train although it is not known if this was a regular turn. DMU substitutions and occasional main line sorties are also known to have occurred. One working of particular note in 1976 was the use of 31406 on the 0755 Newcastle-Liverpool Lime Street which it worked at least as far as Manchester Victoria. At that time Class 31s working over the Diggle route on passenger trains was extremely unusual. This locomotive was also recorded crossing the southern Pennines on 8th December 1979 when it took over the 0717 Harwich Parkeston Quay-Manchester Piccadilly at Sheffield. This train was routed by way of the Hope Valley, however on this date the return working, 1515 Manchester Piccadilly-Harwich Parkeston Quay was diverted via the Woodhead route with the locomotive running round at Woodburn Junction, this probably being one of a very few occasions when a Class 31/4 has worked a passenger train over this route. The locomotive is then believed to have returned to home territory on the 1741 Sheffield-Newcastle, a portion detached at Sheffield from the 1140 Poole-Leeds. Its stable mate also made an appearance at Sheffield around this time when 31418 headed the 1639 Leeds-Bristol Temple Meads on 2nd January 1980.

Gateshead lost its duo in 1980 when 31406 left for York in May, moving on to March in October, 31418 went direct to March in October.

HOLBECK. 31409, 31410, 31417.

Unlike the other locomotives the **WEST RIDING TRIO** were predominantly intended for use on portions in the West Riding and Humberside.

The late 1960s and early 1970s saw the continuance of the practise of portion working of trains in the West Riding at a time when such practises were becoming increasingly rare. In particular trains to Bradford Exchange via Leeds would be taken forward from Leeds, often minus catering and other carriages, by type-two motive power. By the time air-conditioned stock was introduced on to the West Riding-Kings Cross trains in 1972 such portions were in the hands of Class 31s which had then only recently ousted Class 24s and Class 25s from such workings.

Thus it was in 1972/73 that the trio of Class 31/4s found their way on to some of these workings, although Class 31/1s continued on many of the non-air conditioned portions until the 1980s. The most notable regular workings involved one diagram and are best considered by following the diagram. The first working was an empty stock from Neville Hill to Halifax, this was routed by way of Leeds, Morley, Mirfield and Elland. On arrival the locomotive ran round its stock which then formed the 0841 Halifax-Wakefield Westgate which was in fact a portion destined for Kings Cross. From Halifax the train was routed via Elland to Huddersfield where a run round took place before continuing via Mirfield and Healey Mills to Wakefield Kirkgate where a further run round took place before continuing to Wakefield Westgate. At Wakefield Westgate the carriages were attached to the 0930 Leeds-Kings Cross, this train starting back from Bradford Interchange from the commencement of the summer 1975 timetable. The Class 31/4 then ran light locomotive to Doncaster from where it headed the 1138 Doncaster-Hull, this being a portion detached at Doncaster from the 0910 Kings Cross-Leeds. The return working from Hull was the 1316 Hull-Doncaster, this being a portion which was attached at Doncaster to the 1335 Leeds-Kings Cross. The next leg of the diagram involved the 2025 Doncaster-Bradford Interchange, this being a portion detached at Doncaster from the 1804 Kings Cross-Bradford Interchange via Leeds.

From Doncaster the train was routed via South Elmsall before leaving the main line at Hare Park Junction then running via Wakefield Kirkgate, Healey Mills and Mirfield to Huddersfield. At Huddersfield the locomotive ran round before proceeding via Elland to Halifax and Bradford Interchange. The final leg of the diagram involved working empty stock back to Neville Hill. This diagram operated Monday-Saturday with the exception that on Saturdays in July & August the portion from Halifax did not run, on these days the locomotive ran light locomotive direct to Doncaster from where it picked up the diagram. Other than minor timing changes the turn remained unaltered until the introduction of the summer 1978 timetable when the portions were all withdrawn. 31409 had the honour of working the final Doncaster-Bradford Interchange portion on 6th May 1978. Other portion workings found the locomotives working from Leeds to Bradford Interchange via New Pudsey and from Leeds to Harrogate.

As with other East Coast Class 31/4s it was not unknown for these locomotives to make main line sorties substituting for larger locomotives. Other workings have been recorded however, particularly on summer Saturdays when they appeared on trains more normally associated with Class 31/1s. Saturday 26th June 1976 saw 31417 heading the 0652 Halifax-Sheffield, this being a portion attached to the 0727 Bradford Interchange-Weymouth via Leeds at Sheffield. The locomotive off this working usually returned on the balancing 1608 Sheffield-Bradford Interchange, this being a portion off the 0900 Weymouth-Leeds. It is not known whether 31417 returned as booked on this day, however on 10th July it was noted on the return working having presumably worked from Halifax in the morning. These portions were routed via Barnsley, Craggstone Junction-Horbury Station Junction, Healey Mills, Mirfield, Huddersfield where the locomotive ran round and Elland. The following year it was the turn of 31410 to make this run, it being recorded on both legs of the turn on 25th June 1977. The summer of 1978 saw 31410 making a trip to Cleethorpes on the 0742 Leeds-Cleethorpes and 1100 return of 24th June. This train being routed via the Adwick Junction-Stainforth Junction line. The following Saturday saw 31409 in charge of the 0834 Leeds-Sheffield this being a portion attached to the 0953 Sheffield-Paignton at Sheffield, the locomotive off this portion normally returned light loco to Holbeck and almost certainly did so on this date.

What may have been a regular occurrence on summer bank holidays was recorded on 31st May 1976, this being Spring Bank Holiday Monday. 31409 and 31417 were both observed on Leeds-Scarborough additional formed of air-conditioned carriages, presumably rakes normally utilised on East Coast Main Line workings.

The trio were transferred to York in October 1978 where they continued on similar duties as before until being transferred to March in 1980. A most notable working shortly after transfer was the use of 31417 on the 1410 Sheffield-St. Pancras on 5th January 1979. By this time however the introduction of HST's to many East Coast Main Line workings was reducing the traditional workings, this being reflected by their increased

use on Summer Saturday trains in 1979 by which time they had no dedicated regular booked turns, being used turn and turn about with Class 31/1s. Outings recorded in the summer of 1979 were quite varied. 31409 headed the 0835 Newcastle-Yarmouth as far as Grassmoor Junction on 19th May. Similarly 31410 headed the 0910 Leeds-Yarmouth as far as Grassmoor Junction on 11th August from where it returned to Leeds on the 1345 Yarmouth-Leeds, 31409 followed suit two weeks later. 31409 made two round trips to Skegness on the 0800 Leeds Skegness and 1220 return on 2nd June and 23rd June. In addition 31410 worked out of Skegness on 28th July at the head of the 1115 Skegness-Nottingham which on this day was extended to Derby. Scarborough however saw frequent visits. A particularly popular turn involved the 0843 Scarborough Sheffield which was routed via Bridlington, Hessle, Selby, Gascoigne Wood Junction-Milford Junction, Pontefract Baghill and Rotherham. This train saw all of the trio with 31409 on 9th June, 31410 on 26th May and 16th June and 31417 on 2nd June and 21st July. Another turn involved the 1110 Scarborough-Sheffield which was referred to by many bashers as 'The Cloth Cap' due to its exotic routing through the Yorkshire Coalfield towns. From Scarborough it was routed via York, Church Fenton, Burton Salmon Junction, Castleford, Normanton, Wakefield Kirkgate and Barnsley to Sheffield. This train was headed by 31410 on 9th June and by 31417 on 30th June. A corresponding outward working, the 0830 Wakefield Westgate-Scarborough, gave Normanton and Castleford the opportunity to sample the third locomotive of the trio when it was headed by 31409 on 16th June. Most notable however was the visit of 31410 to Morecambe on the 0928 Leeds-Morecambe and 1145 return on 30th June, these trains being routed via Skipton and Hellifield. A couple of appearances were also made on the 0837 Leeds-Sheffield portion for the 0953 Sheffield-Paignton, 31409 appearing on 4th August and 31410 on 18th August.

The Sheffield division made good use of 31410 when it arrived from Scarborough on 26th May 1979. The following day it was used for the 0856 Chesterfield- Scarborough and 1925 return whilst on Monday 28th May it was used for the 0832 Sheffield-Skegness and 1717 return.

During 1980 the trio were transferred to March, 31409 and 31417 moving in February and 31410 following in December. 31406 arrived at York from Gateshead in May and similarly moved to March in October. Notable use during the final summer of 31406 and 31410 at York included appearances on the 0836 Leeds-Sheffield portion for the 0951 Sheffield-Paignton. 31406 was used on 14th June, 12th July and 30th August whilst 31410 was used on 23rd August. 31410 was also recorded out of area on 23rd October when it headed the 0700 Bristol Temple Meads-Leeds.

BRISTOL BATH ROAD. 31401, 31414, 31416, 31419, 31420, 31421, 31422, 31423, 31424

Regular locomotive haulage returned to the Bristol-Portsmouth route in May 1977 after a gap of several years. Class 31s predominated, initially steam heat generator fitted examples from Bristol Bath Road were utilised, however by the autumn of 1977 electric heat fitted examples had begun to arrive and by May 1978 a fleet of nine had been established which covered the majority of workings. The dominance of Class 31/4s was short-lived as by May 1980, following the introduction of Class 50s on the Waterloo-Exeter line, Class 33s were increasingly being used. Other than for the transfer of 31414, 31416, 31423 and 31424 to Old Oak Common in 1980 the fleet remained intact until transferred to March in October 1982. A particularly interesting turn from this era involved the 0514 Bristol Temple Meads Weymouth and 0911 return followed by the 1610 Bristol Temple Meads-Weymouth and 1940 return. With the extension of many of the Portsmouth trains to and from Cardiff the Bristol Temple Meads-Cardiff section became regular territory for these locomotives.

Locomotives did on occasions stray on to the erstwhile North East-South West route substituting for type four motive power. Examples of this being 31420 on the 0800 Newcastle-Newquay on 23rd June 1979, 31401 on the 0730 Worcester Shrub Hill-Leeds and 31422 on the 1745 Cardiff-Sheffield both on 27th October 1979 and 31421 on the 0602 Sheffield-Cardiff on 20th September 1981.

It is hoped that the above has included all the regular activities of the Class 31/4s during the first era of their activities. However as the momentum of enthusiasm had not built up to the early 1980s euphoria it is possible that some regular workings have been overlooked particularly in the earlier years. The author would therefore be interested in any comments regarding this summary.

I think that most Pennine members who know me are well aware of my opinion of the Class 40s! My acquaintance with these locos, work-wise, did not come until their latter days on BR. It was my job to prepare the locos ready for the cutter's torch, by draining the locos of all fuel, oil and water before they went to the scrap fire for cutting. This is how it's done!

The first task is to arrange for the loco to be put onto the defuel pit, a special apron designed to stop any waste fuel or chemicals from getting into the normal drainage systems. Next we have to attach the defuel hosepipe to the loco's main fuel tank drain-cock, open the cock then start the electric pump which will pump the fuel into a large settling tank, for re-use. We then have to go on board the loco, leaving the pump running.

Once inside we have to open the reserve fuel tank, which is situated behind the bulkhead at number one end. (Number-one end on a loco is always the end where the radiators are situated) There used to be a trap-door in the bulkhead wall behind the driver's seat, to get to the fuel tank drain, but these had all been sealed-up years ago. The only way to get to the drain now is through the engine room. We have to squeeze down between the radiators and the grills - a tight squeeze at the best of times, but in the winter, wearing a thick donkey-jacket, it is even worse.

Once in the engine room, we have a bit more room to manoeuvre, that is until we come round the generator end of the power unit. This is where the fun begins, bearing in mind that it is usually pitch black inside as the locos batteries will have been removed, hence no lights! To get down this side of the unit we have to clamber over a large electrical control box which is sticking out from the side of the generator. In the roof directly above the box, however, is a steel bracket that can leave a nasty impression on your forehead. That's the easy bit over with!

We now have to squeeze down the other side of the radiator compartment and into the cubicle where the reserve fuel tank is located. To get to the drain-cock to open it, we have to lay on top of a very uncomfortable compressor. This is not too bad providing there is still a handle on the drain cock. More often than not, it is missing so the only way to open the cock is to get a Stilson wrench on the spindle and heave - all this while balancing on top of the compressor! I have often stopped to wonder what drivers did if they ran low on fuel probably shut the engine down and call for another loco! Once the reserve tank is empty, we can re-trace our path back through the loco engine room, remembering of course to head-butt the bracket back into place on the way. The next job is to go through into the boiler compartment to check if there is still a boiler - if there is, we have to check that it is drained of all fuel and water. Onward into number-two cab and back outside to check on the defuel pump. We now have to connect the waste oil bowser in order to drain the power-unit sump, then wait for the fuel and oil to finish draining. Clean the tools, lock them away ready for the next job and that's it - another class 40 ready for the cutter's torch!

There was one 40 I remember giving the treatment to on a Friday afternoon, so it would be ready for the torch first thing on Monday morning. At 7.30 on the Monday morning, the shop foreman was seen dashing out to the scrap road shouting: "Don't scrap that loco, they want it back in traffic!" I came across that same loco not long ago, at an East Lancs diesel gala. I wonder if the owners of 40135 realise how close it came to being scrapped!!

RAIL ALE

As mentioned in Editor's Notes, the suggestion was made at the AGM that we include a guide to good pubs which are near railway stations, so you can have a beer if you find yourself with half an hour to spare whilst waiting for a train. I would like to kick-off this section by suggesting three hostleries within easy walking distance of Stockport station, in which I've had some good beer.

Leave the station by the main exit and walk down the station approach road until you reach Wellington Road, which is the main A6 road through the town. Directly opposite is the **Manchester Arms**. Believe me, this pub is basic! Don't let that put you off, however. The Robinsons' ales are always in tip-top condition, there is always a friendly welcome and it's been in the Good Beer Guide for years! If you still don't fancy the Manchester, turn left and walk along Wellington Road, in the direction of Manchester. About 150 yards on

the left is Heaton Lane and nestling under the viaduct you will find the Crown Inn. This is a small but very popular pub which usually has seven beers, including a mild.

To reach the **Armoury**, leave the station by the Edgeley exit, walk up the approach road then bear left until you come to a roundabout - the pub is directly opposite. There is a comfortable lounge and a lively vault and the beers are Robinsons. (That's the one problem with Stockport. Robinsons' brewery is located in the town, as are most of their pubs!)

There are many good pubs in Stockport, but they are quite a way from the station. The three I've chosen are all listed in the current 'CAMRA Good Beer Guide', which is highly recommended - but then, I'm also a CAMRA member and very biased!

Don't forget to let me have your suggestions! DB

THE SHAP PERFORMANCE TRIALS

BY PAUL SLATER

The Shap performance trials were originally to have been held over the August Bank Holiday weekend, but were postponed because of the hot, dry weather and consequent fire risk, and in fact took place at the beginning of October. Three preserved steam locomotives of different types, but all of power class 8 and 'Pacific' wheel arrangement, were to haul a virtually identical train on three different days on the West Coast Main Line from Crewe to Carlisle, including the formidable Shap bank, returning over the Settle and Carlisle line. The three contestants were 4498 'Sir Nigel Gresley' from the LNER, 46229 'Duchess of Hamilton' from the LMS, and 71000 'Duke of Gloucester' from the early days of nationalised British Railways.

'Sir Nigel Gresley' did the run on Saturday. Chris and I were booked on the train hauled on the Monday by 'Duke of Gloucester'; we drove to Crewe on the Sunday, and that evening saw 'Duke of Gloucester' shunting its support carriage in the Heritage Centre. The engine looked big and powerful and very impressive, and we hoped for a good run next day. After breakfast next morning, we heard 'Duke of Gloucester' sounding its chime whistle, and at the station there was time to admire our handsome engine before departure. The point of the trials was to see which locomotive performed best, particularly on Shap bank. Unlike some railway enthusiasts, I do not have clear preferences as to which engines I like and which I do not, but I have also had a special fondness for 'Duke of Gloucester', and I rather hoped it would beat the other two contestants. A one-off locomotive, it probably never realised its full potential and was withdrawn after only a short working life. It became derelict, and had to be completely and painstakingly rebuilt. If history had been different, and the changeover to diesel and electric traction less hurried, then 'Duke of Gloucester' could well have been the prototype for a new generation of superb express steam locomotives.

Promptly at 9.26 we were away. I soon realised that this was different to any previous steam trip I had done. The acceleration along the almost straight and level main line north of Crewe seemed to me to be phenomenal, and I quickly understood that we had an extremely capable engine in charge, and one which was to show us what it could do. 'Duke of Gloucester' sounded its chime whistle again and again, a defiant and melodious blast from the past, while I thought wistfully of what might have been.

From other passengers we learned that 'Sir Nigel Gresley' had not done too well on the Saturday, and had not been in very good shape when it arrived at Carlisle. We hoped our engine would do better, and 'Duke of Gloucester' was certainly hurrying its eleven-coach train along in fine style on the easy grades through Lancashire. Beyond Preston we were diverted into a loop for the engine to be watered. We noticed the high police presence, no doubt intended to deter overenthusiastic spectators from trespassing on the busy main line, and watched the passing trains. Well before our scheduled departure time, steam was roaring from 'Duke of Gloucester's' safety valves, as if the engine could hardly wait to get its chance at the gradients ahead. 47703 'Lewis Carroll' drew up alongside us; Chris and I had seen this engine outside Crewe depot the previous evening, and we understood that it was following trials special to rescue it in case the steam locomotive broke down.

On the move once more, we were soon through Lancaster and running briefly by the sea before heading into the hills. The weather worsened, and heavy rain began to fall as the train tackled the long climb through Oxenholme and up to Grayrigg summit. Speed remained impressively high during the ascent, the engine audibly working hard. Drenched spectators with raincoats and umbrellas stood in the fields to watch us pass;

I reflected that, even if the rain was spoiling the event for onlookers, at least there was no fire danger, however many hot cinders the engine threw out.

We were informed that our speed at Grayrigg summit was a very respectable 60mph. There followed a level but very scenic run through the Lune gorge to Tebay, and then we were at the foot of Shap bank. The four miles of 1-in-75 up to Shap summit present the modern diesel and electric expresses with no difficulty, but Shap bank was a serious obstacle to steam locomotives; many trains needed a second engine pushing at the rear, and one overnight express in which I was travelling with my school Railway Club back in 1957, suffered the ignominy of slipping to a standstill on the incline and having a long wait before assistance came. 'Duke of Gloucester' did not seem to be taking a run at the bank, and I stood by an open window, a little apprehensive in case this trial should also end in humiliation. I need not have worried; whistling triumphantly, a staccato thunder erupting from its chimney, the engine surmounted the climb easily. The rain had lessened; I looked out at rolling fells, saw the many cars parked in the official viewing area, thrilled to the noise from the locomotive, and then we were at the summit.

At a more leisurely pace, we ran downhill to Penrith and Carlisle, and into autumn sunshine. We were told that our speed at the summit had been 51mph, and that we had achieved the fastest ever climb of Shap with steam traction; it had been a run to be proud of, and Chris and I were very proud to have been there to experience it. 'Duchess of Hamilton' was a redoubtable challenger, but we felt sure that 'Duke of Gloucester' was the champion.

There was time for beer and sandwiches at Carlisle. 'Duke of Gloucester' was uncoupled and run off to be turned for the climb to Ais Gill summit. 'Lewis Carroll' arrived, and shunted the stock of the special. At last all was ready, we went to our allotted seats once more, and at twelve minutes we were away.

The climb up the Eden valley to Ais Gill summit on the Settle and Carlisle is less steep than Shap bank, but much longer, and over the years there have been accidents and mishaps on this stretch. 'Duke of Gloucester' kept up a fast and furious pace on the climb, and the stop at Appleby, usual for steam specials on this line, was omitted. There were two alarming moments, when the lights in our carriage failed in a tunnel, and when the train surged and jerked violently, caused - we were later told - by the engine going too hard at the gradient and slipping. Higher and higher we climbed, the locomotive roaring loudly, and then Ais Gill summit with its crowd of spectators was visible ahead. Once over the top, we ran downhill to the lonely station at Garsdale, high up among the fells, where the engine was to be watered. There was time to alight and admire the locomotive in its upland setting, a chilly wind blowing over the moors, then it was back on board. Because of the slipping, we had just failed to break the record for the fastest climb to Ais Gill behind steam.

The remainder of the trip was something of an anticlimax. We lost time, and got delayed by a local train at Clitheroe. It was almost dark when we arrived at Blackburn, and there was a long wait while 'Duke of Gloucester' was taken off and replaced by 'Lewis Carroll' for the run back to Crewe. There was a lengthy signal check at Farringdon Junction, where we re-joined the West Coast Main Line, and another one outside Crewe station. At last we were back, and a most memorable journey was over.

Next morning, we were at Crewe station to see 'Duchess of Hamilton' set off, carrying a "Caledonian" headboard and serenaded by a piper. It gleamed in the sunshine, big and handsome in LMS red livery, hissing steam and oozing power, and we wondered if it could beat the more modern 'Duke of Gloucester' on the line for which - unlike 'Sir Nigel Gresley' - it had been designed. Sounding its deep-toned whistle, it departed with the trials special, and had soon gone from sight. 47773 'Reservist' followed it out of the station, and would travel behind it to Carlisle. We went to the Heritage Centre, and then headed for home.

We had to wait a week to read the results of the trials in Railway Magazine. 'Sir Nigel Gresley's' problems were due to poor steaming, the result of inferior coal, but the engine had reached the highest speed of the three at the foot of both Grayrigg and Shap banks. 'Duchess of Hamilton' had suffered from problems with its injectors and safety valves, but had come second. 'Duke of Gloucester' was the undisputed winner, coming top in speed at the summits, average speed climbing the banks, indicated horse-power and equivalent drawbar horsepower.

The T-shirts which we had ordered on the train arrived, the wrapping covered in hand-written slogans proclaiming 'Duke of Gloucester' s prowess. My shirt had a simple outline drawing of 'Duke of Gloucester', the one Chris having chosen had a slogan to say that she had been there on the Shap trials.

The next months issue of 'Railway Magazine' carried a detailed technical report on the trials. Originally, a dynamometer car was intended to be used on the specials, but in the event this did not prove possible; nevertheless, the experts on the trains managed to record a great deal of information. 'Duke of Gloucester' did not quite break the all-time record for power output by steam on the West Coast Main Line, but certainly came very close. It was a tremendous achievement, and an experience to remember.

PRESERVED RAILWAY MILEAGES

The following Mileages have been ascertained from various sources including Books, Magazines, Observations and Enquiries at Preservation Centres. Mileages are given in Miles and Chains where known, figures in brackets are approximate mileages, being compiled from timetables and other literature.

AVON VALLEY RAILWAY

Bitton 0 00
Oldland Common (1½)

BATTLEFIELD STEAM RAILWAY

Shackerstone 0 00
Market Bosworth 2 42
Shenton 4 67

BLUEBELL RAILWAY

Sheffield Park 0 00
Horstead Keynes 4 37
Newcoombe Bridge Halt
Kingscote 8 52

BODMIN & WENFORD RAILWAY

Bodmin Parkway 0 00
Bodmin General 3 41

BO'NESS AND KINNEIL RAILWAY

Bo'ness 0 00
Kinneil Halt 1 05
Birkhill 3 40
Manuel Junction Loop 4 60 0 00

Bo'ness Junction BR 1 38

CALEDONIAN RAILWAY, BRECHIN

Brechin 0 00
Bridge of Don 4 04

CHINNOR & P. RISBOROUGH RLY

Chinnor 0 00
Wain Hill 0 63
Princess Risborough BR 3 48

CHOLSEY & WALLINGFORD RLY

Wallingford 0 00
Limit of running 0 69
Cholsey 2 29

COLNE VALLEY RAILWAY

Nunnery Loop 0 00
Castle Hedingham
Drawell Loop (¾)

DEAN FOREST RAILWAY

Lydney S & W Jct 0 00
Lydney Lakeside 0 30
Lydney Town 0 63
Norchard 1 45
Parkend 4 15

EAST LANCASHIRE RAILWAY

Bury 0 00
Summerseat 2 48
Ramsbottom 3 79
Irwell Vale 6 05
Rawtenstall 7 79

EAST SOMERSET RAILWAY

Mendip Vale 0 00
Merryfield Lane 0 69
Cranmore West 1 35
Cranmore 1 65
E Somerset Jct BR 7 38

EMBSAY STEAM RAILWAY

Bow Bridge Loop 0 00
Embsay 0 35
Skibeden Loop 1 25
Holywell Halt 1 55
Stoneacre Halt 2 20

FOXFIELD LIGHT RAILWAY

Caverswall Road 0 00
Dilhorne Park 1 75
Foxfield Colliery 2 47

GLOUCESTER & WARWICKS' RLY

Toddington 0 00
Winchcombe 2 44
Gretton Loop 3 49
Far Stanley Loop 4 64

GREAT CENTRAL RAILWAY

Loughborough 0 00
Quorn & Woodhouse 2 03
Rothley 4 67
(Birstal & Belgrave) 7 32
Leicester North 7 50

GWILI RAILWAY

Bronwydd Arms 0 00
Llwyfan Cerrig 1 59

ISLE OF WIGHT RAILWAY

Wootton 0 00
Havenstreet 1 49
Ashy 3 15
Smallbrook Jct 4 66

DART VALLEY RAILWAY

Buckfastleigh	0 00
Staverton	3 52
Totnes Riverside DR	6 55
Totnes BR	6 74

KENT & EAST SUSSEX RAILWAY

Tenterden	0 00
Rolveden	1 33
Wittersham Road	4 09
Northiam	6 39

LAKESIDE RLY, HAVERTHWAITE

Lakeside	0 00
Newby Bridge	1 20
Haverthwaite	3 32

LLANGOLLEN RAILWAY

Llangollen	0 00
Engine Shed Jct	0 32
Berwyn	1 46
Deeside Halt	3 22
Glyndyfrdwy	5 17
Carrog	7 27
Corwen	10 10

MIDDLETON RLY, LEEDS

Moor Road	0 00
Park Gates	(1¼)

MID HANTS RAILWAY

Alton	0 00
Medsted & Four Marks	4 35
Ropley	7 21
Alresford	10 11

MIDLAND RAILWAY TRUST

Hammersmith	0 00
Butterley	0 27
Swanwick Jct	0 77
Ironville Loop	2 60
Ironville Jct	2 64
Riddings Loop	3 00
Codnor Park Jct BR	3 49

NENE VALLEY RAILWAY

Yarwell Mill	0 00
Wansford	1 16
Ferry Meadows	4 79
Orton Mere	5 78
Peterborough NVR	7 23
Peterborough BR	9 22

NORTH YORKSHIRE MOORS RLY

Grosmont	0 00
Goathland	3 33
Newtondale Halt	8 24
Levisham	11 75
Pickering	17 72

PAIGNTON & DARTMOUTH RLY

Paignton	0 00
Goodrington	0 60
Churston	2 73
Kingswear	6 57

KEIGHLEY & WORTH VLY RLY

Keighley	0 00
Ingrow West	1 22
Damens	1 72
Oakworth	2 58
Haworth	3 44
Engine Shed Jct	3 64
Oxenhope	4 52

PEAK RAIL

Matlock BR	0 00
Matlock Riverside	0 30
Darley Dale	(2)
Northwood	(3¼)

PONTYPOOL & BLAENAVON RLY

Furnace Sidings	0 00
Whistle Halt	

STEAMTOWN, CARNFORTH

Furness Road	0 00
Crag Bank	(¾)

SEVERN VALLEY RAILWAY

Bridgnorth	0 00
Hampton Loade	4 41
Highley	6 53

Arley	9 00
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Bewdley	12 46
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Kidderminster	16 04
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STEPHENSON RLY MUSEUM

Museum	0 00
Percy MAIN	(1¾)

STRATHSPEY RLY, AVIEMORE

Aviemore BR	0 00
Aviemore Speyside	0 21
Boat of Garten	4 70

TANFIELD RAILWAY

Sunnyside	0 00
Andrews House	
Causey Arch	
East Tanfield	(3)

WEST SOMERSET RAILWAY

Minehead	0 00
Dunster	1 40
Blue Anchor	3 37
Washford	5 60
Watchet	8 07
Williton	9 65
Stogumber	13 07
Crowcombe	15 61
Bishops Lydeard	19 51
Norton Fitzwarren	22 58
Taunton BR	24 59

SWANAGE RAILWAY

Swanage	0 00
Herston	0 79
Harmans Cross	3 02
Corfe Castle	4 79
Norden	5 60

PENNINE OBSERVERS NOTES

Eastern Region

We start with news from the Hull area. On November 14, 37686 was sighted at Paragon station whilst 37716 was noted on December 9. On December 16, morning services out of Hull were disrupted when a woman was killed after being struck by the 06.02 Hull - Manchester train, 50 yards from the Hawthorn Avenue level crossing. The woman is believed to have been walking with her back towards the oncoming train and her death, which is being treated as suicide, brings the number of people killed on railway lines in East Yorkshire over the past two years, to six.

Also on December 16, problems between Leeds and Wakefield meant that the 12.05 Leeds - KX, powered by 91019, started at Wakefield and the 11.10 KX - Leeds, powered by 90018, terminated at Wakefield.

Noted in the Scunthorpe area on December 23 were, 60013 on an iron-ore train at Santon Ore Terminal, 47115/233/406/407/413/418 being broken up at Frodingham, and 20107 at Flixborough Wharf

On December 27, the 12.03 Newcastle - Plymouth HST with power-cars 43184+43196, failed south of Darlington station. 56039 was summoned to tow the train back to Darlington, where the service was terminated.

Services around Hull were again disrupted on December 28, when 37334 ran out of fuel at Cottingham. The loco was en - route to Hull, having been employed on snow-clearing duties on the Hull - Scarborough line, and was stuck for two hours before being rescued by 37516, which came from Goole. Services on the Hull - Scarborough line suffered delays of up to three hours, with buses operating to Bridlington and Hull.

Locomotives noted on Peterborough depot on December 28 were, 08495/528/529/580, 31165/407/459/549/558, 37219/677, 56074, 58018/040/047. Additional locos noted on the 31st were 31553/563, 37114, 47677, 56039.

Into the New Year now. 47829 was noted working the 09.05 Poole - York on January 1st. (Our reporter obviously didn't have a hangover!) January 3 saw 37677 on an oil train at Gainsborough Lea Road, whilst noted at Knottingley that day were, 56011/027/045/077/083/095/111/120/131 on full or empty MGR workings, 59201 on an empty limestone working, 59203/205 on National Power trains, 58014 on an MGR working to Worksop, 58017 on a sand train to Monk Bretton, 60050 working light-engine to Wakefield, 47707 working fight-engine to Doncaster and 09014 working cripple-wagons from Milford.

In Scunthorpe on January 6, 37350 and 56052 were noted at the Load Haul depot and 37381 and 47352 were noted stored at Frodingham. The 09.05 Poole - York that day was headed by 47831. On the 7th, 47851 was in charge of the 14.18 York - Poole, 47826 operated the 13.01 Poole York and 47853 headed the 15.14 York - Bristol TM additional.

On the 10th, 37718 was noted passing through Lincoln on a Cargowagon train. Two days later, 4M87, a Felixstowe - Trafford Park Freightliner, was diverted through Doncaster with 37038 +37046 at the head.

Class 86s are now regular performers on ECML postal trains, and the 16.33 KX - Edinburgh is usually a good bet for one of these locos. 86261 was noted on the 16th, 86424 on the 17th, 86254 appeared on the 18th and 86208 on the 29th. The 16.05 Edinburgh - KX is also a frequent turn for the class, with 86424 on the 16th, 86208 on the 18th, 86239 on the 29th, and 86401 on the 30th.

Noted at Immingham on the 20th of January were, 60054 on an oil train and 08466/632, 47676, 56051/100 in the depot, whilst at Scunthorpe, 56097 was noted on an MGR, 60015 was at the Load Haul depot and British Steel diesels 72+74 were noted in the steelworks propelling a train of hot ingots. At York stabling point that day were, 47721/741/742/771/778.

On the 21st, the 11.00 Edinburgh - KX powered by 91007, failed and had to be rescued by 47789. The train arrived at Newcastle some 85 minutes late and was then terminated owing to the failure of the 47! Also on the 21st, 37043 was noted at the head of a Craigentenny - Neville Hill ECS working and 47828 worked the 20.20 York - Bristol TM.

Back to Knottingley, where on January 22 60013 headed a gypsum train to Appleby, 59203/205/206 were on various National Power workings, 47677 was working fight-engine on route-learning duties and 56011/067/077/080/083/107/109/110, 58021 were on various MGR workings.

The 0830 KX - Leeds was powered by 90021 on the 28th of January, in place of the booked 91. This loco also featured the following day when it replaced the usual HST on the 18.05 KX Bradford.

Into February, and back to Humberside - while we can still call it that! Track relaying work in the Cottingham area was taking place on three weekends in the month. 37677/688/884 were noted on various ballast/engineering trains on the 11th, and the following weekend, on the 18th, 37694/697 and 47677 were fulfilling similar duties. At Barnby Lane crossing, Claypole on February 10, 37684 headed a Cargowagon train and 37719 was noted on an oil train.

The "Friar Tuck" railtour, run by Hertfordshire Railtours, visited the Doncaster area on February 17. Hauled by 47540, the train visited Drax and Eggborough power stations, Rossington Colliery branch, the South Yorkshire Joint Line and the Doncaster avoiding line, along with other non passenger lines in the area. 37718 assisted the train on the reverse working.

Midland Region

At Crewe on December 9, 47530 was observed hauling the 13.40 Glasgow - Euston, along with failed 90003. Another failure occurred the following day when 86258 expired on the 16.50 Preston - Euston. The train was taken forward from Crewe by 90011. On the 16th, the following locomotives were noted at Saltley, 47079/229/237/278/281/310.

Unusual transport (or so I'm told!) was to be found on the Bedford - Bletchley line on the 27th of December, when "bubble car" L131/55031 operated the 10.40 service from Bedford. Later that day, 60048/071/074/075/077 were noted at Leicester depot and 92013/041 were noted at RTC Derby.

A visit to Toton depot on February 4 produced the following, 08773, 09201, 31116/184, 56122, 58026/047, 60011/017/073/094, while 60072/083/088 were noted at Leicester. Morning Midland Main Line services to and from St Pancras on the 4th were diverted between Leicester and Kettering, going via Manton Junction and Corby. The 08.56 Sheffield - St Pancras had a particularly tortured journey as it was also diverted between Chesterfield and Derby as well, having to go through the Erewash Valley and Toton Yard!

Western Region

Noted at Swindon on the 16th of December were 37046/162/203, 58028, and at Newport, 09001, 37412/895/901/902, 60089 were sighted. 37427 was also observed operating the 13.33 Bristol Weymouth.

The 'Kentish Spinner' railtour ran from Bristol TM to Canterbury West on the 17th of December, and used a wide variety of motive power. 47701 took the train from Bristol to Swindon, where 58028 took over for the run to Clapham Junction. 73133+73103 then took the train to Canterbury via Brixton and Ashford. The return journey began with 33046+37055 taking the train to Grove Park Down Sidings, via Herne Bay, Faversham, Gillingham, Gravesend and Dartford. 60043 then took over for the journey to Reading, via Clapham, Richmond and Staines, before 58022 completed the trip by taking the train from Reading to Bristol. Phew! Locos noted during the trip were, 08947, 09012 at Swindon, 08614, 37012/185/371, 47079/276, 60010/099 at Didcot and 47474/522/539/566/634/716 at Barton Hill Parcel Depot.

The following day, 37140/254/412/902, 56010 were at Newport, 56032/033, 60092 were at Cardiff and 37798, 47971 and 58028 were noted at Bristol. 3 7411 was also noted on a Weymouth Bristol service.

Many thanks to Andy Barclay, John Dewing, Ian Shenton and Paul Slater for their contributions.

NOTICE BOARD

PENNINE MEETINGS

Forthcoming meetings at the Taps are as follows:

Wednesday, 3 April Hugh Parkin, 'A history of the Plant'

Wednesday, 17 April The South Yorkshire Railway Photographic Circle "The Jack, John and Keith Roadshow"

Wednesday, 1 May David Bladen "Torquemada comes to town - The Annual Pennine Slide Quiz" (To be confirmed)

Wednesday, 15 May Chris Tyas "Travels with my Good Beer Guide"

Wednesday, 5 June Ian Shenton "A journey from Sheffield to York"

Wednesday, 19 June Tony Caddick "Capstick's Camera Capers"

All meetings are scheduled to start at 20.00. (Chairman's announcements permitting!)

RAILTOURER of Hull

We have details of the day-trip charter programme organised by Railtourer of Hull.

Day Trips are as follows:

The Capital Express to Edinburgh

Saturday 27 April 1996

From Peterborough, Grantham, Retford, Newark, Doncaster

Standard Class: Adults £22.50, Children £16.00 First Class: Adults £36.00 Children £29.50

Full Dining: £62.50

Approximate times are around 07.30 from Peterborough, 08.40 from Doncaster arriving in Edinburgh before 12.00.

Depart Edinburgh around 17.30, arriving Doncaster before 21.00 and Peterborough around 22.00.

Berwick-on-Tweed, Holy Island, Bamburgh Castle

Travelling aboard the same train as above

Standard Class: Adults £29.50 Children £23.00 First Class: Adults £43.00 Children £34.95 Full Dining £69.00

Spring on the Settle and Carlisle

Saturday 1 June 1996

From Peterborough, Grantham, Newark, Retford, Doncaster

Depart Peterborough 07.00-07.30, Doncaster 08.00-08.30. Approx 3 hours in Carlisle, then return via Tyne Valley Line, arriving Doncaster around 21.00, Peterborough 22.00.

Standard Class: Adult £24.50 Children £19.50 First Class: Adults £34.50 Children £29.50

For further details of these day trips and short breaks organised by the company, contact:

Railtourer, 42 Kingston Road, Willerby, Hull, HU10 6BH. Tel: 01482 659082 or 01482 651104

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For further details contact Robin Skinner

The next edition of Trans Pennine will be produced in June. Please have all contributions to the editor by May 22nd. Thank you!