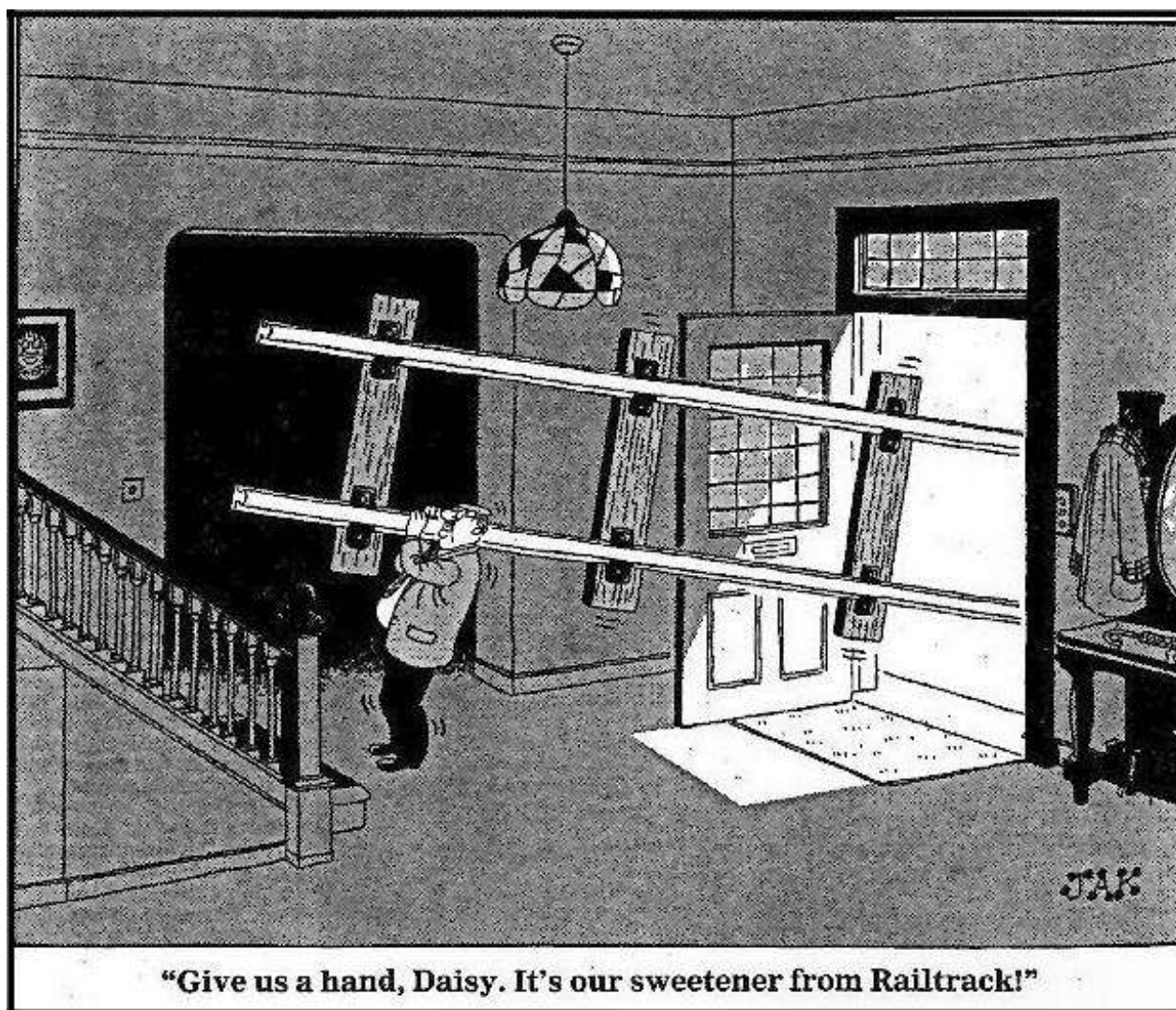


# TRANS PENNINE

## THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



No.96 June 1996

## **COMMITTEE CUTTINGS**

### **Postage Costs**

Unfriendly action by the GPO recently meant that some members received a postage surcharge on delivery of an overweight March 1996 magazine. Apologies to those who were surcharged (you have a miserable postman) or even had to collect the "book" from a sorting office (you have a monster of a Postman - obviously not our own Graham Dawson of Sheffield).

Most of you have been very understanding, particularly Lee Barrass who said he would willingly pay such a surcharge for every future edition if it was a similar quality and quantity. Thanks, Lee.

Your Treasurer was warned however that our very own "JR", John R Dewing was travelling over from Humberside to Sheffield to "have a word". JR duly arrived at Abbeydale Park where he knew our Treasurer was present. Our Treasurer was accompanied by minder Uncle David Whitlam. The event was the Yorkshire v Derbyshire Sunday League cricket fixture. Minder saw JR yomping around the ground. "Quick, Treasurer, get in the bar, you'll be safe there. JR never mixes cricket and alcohol." Treasurer readily heeded this advice and saw the rest of the match from the safety of the bar. Luckily JR never entered as Uncle took his bat home and left early since Derbyshire were being thrashed by Yorkshire.

In true English tradition a Committee member has admitted responsibility for this unfortunate situation. Your Committee has collective responsibility. Geoffrey Bambrough, Robin Skinner, Tony Caddick, David Bladen, David Whitlam and Chris Tyas forward their apologies and each has been fined an undisclosed number of second class postage stamps.

### **Excuse Number 84**

On his way from Sheffield to Market Rasen recently, your Treasurer, on a journey to invest in bloodstock, was delayed at Scunthorpe 40 minutes due to "police chasing burglars down the track" at 11am. Needless to say on arrival at Barnetby the Market Rasen railbus was departing.

There followed 2 hours in the Station Hotel at Barnetby (the pub is recommended, however)

### **Midland Railway Diesel Weekend 20/21 July**

On Sunday 21 July our friends from PAST Tours (Felix And Sheffield Transport) will be running a preserved bus to this event. It will depart Sheffield at 10.00am. If there is demand (contact John Sanderson). It will call at Doncaster Station at 9.00am. Vehicle to be used is double-deck Fleetline WWJ 754M. All Pennine members welcome.

### **Funerals For Spotters**

Spotters will soon be able to be buried in Britain's first trackside cemetery for rail buffs when they reach the end of the line. A Victorian tin chapel is to be built by the Midland Railway Trust at Ripley on a 1.1/2 acre site. Approval is being sought from the Railway Inspectorate for a new station, platform and waiting room to serve the cemetery. The coffin and mourners would be able to travel on the funeral train.

### **Pay Your Bills**

Passengers were stranded recently because Railtrack hadn't paid the electricity bill. East Midlands Electricity Board broke in and cut the supply for a workshop that supplies current to Banbury South signalbox. In true new privatisation efficiency Railtrack said "the bill is not really our responsibility but should have been paid by our infrastructure maintenance company".

### **Cheapest Drink In Europe**

The French are flocking to the Folkestone Eurotunnel terminal which sells the cheapest drink in Europe. Alcohol in the duty-free shop is at least half the price charged in French hypermarkets and up to 66% less than

in British High Street stores. The size of the store recently tripled in size. On taking the Shuttle the French can buy their duty free twice, first at the Eurotunnel terminal in France, and again in Folkestone.

Examples are	Folkestone	Calais Hypermarket:
Carlsberg (24X50cl)	£7.35	£20.10
Bells Whisky	£6.65	£15.34
Beefeater Gin (1 litre)	£6.15	£14.08
Courvoisier VS (1 litre)	£10.55	£23.12

### **French Board the South Coast Line**

CGEA, which runs trains, buses and coaches in France, has won a 7-year franchise to run the southern England SouthCentral line which operates out of London Victoria, London Bridge and Charing Cross to Kent, Sussex and Surrey. The company has already threatened job losses and has no plans to introduce new trains.

### **SALMON JUMPS TRACK**

Franchise Director Roger Salmon has announced he is quitting in October, two years earlier than planned. He says he has achieved the targets he set himself when appointed to the 5-year job, annual salary £131,000, in 1993.

But only 17% of the network has been franchised by 1 April against the target of 51%.

Labour Transport expert Clare Short eloquently snorted that "the rats are leaving the sinking ship".

### **London Initiatives**

Within the Government's transport budget is nearly £1 billion for the Jubilee Line extension, a new rail tunnel connecting the North London and North Kent Lines at Woolwich, and a multi-purpose toll bridge for road and light rail traffic linking Beckton and Thamesmead.

### **MPs LOSE CAR PARKING PERKS**

One benefit of rail privatisation is that a number of the new operators are withdrawing free station car parking passes previously given as right to Members of Parliament.

Ironically it is mainly Tory MPs who are screaming, the very same MPs who destroyed British Rail.

It was well-known that a number of MPs abused this privilege, often parking their cars for days on end in station car parks close to the houses of their "second families".

### **Rail Sale Bribe**

Ministers have got their rail sell-off shambles back on track by offering a £70m bribe to investors. They will use taxpayers' money as a huge sweetener to attract buyers of shares in Railtrack, Shareholders will get a windfall in October from profits made when Railtrack was publicly owned. Normally the cash would go into Treasury coffers. This means that investors who buy £400 of shares will pick up a bonus of £80 each whether or not they rise in price.

The Government has also made it extremely difficult for the network ever to be taken back into public ownership by announcing that "substantially all" of Railtrack would be in the stock market flotation with the Government not retaining 49% of shares as in previous state sell-offs such as electricity. That means that a Labour Government would not have a so-called "golden share" giving effective control. However, Labour's efforts in opposing rail privatisation has been appalling. The Government has had a very easy ride. Some believe that Tony Blair has no intention of taking any positive action to bring any part of the network back into public control. His appointment of Clare Short as Labour transport spokes 'person' was an absolute disaster.

What about PRESCOTT - that would have worried the Tories. Labour's appeasement to the rail sell-off may have lost them valuable support.

## **Yorkshire Lose**

As this organ goes to print, Lancashire have beaten Yorkshire in cricket's B&H Cup semi-final. This will demoralise John Dewing. Our Treasurer is seeking asylum in a monastery in Cornwall.

## **EDITOR'S NOTES & NOTES FROM THE COMMITTEE**

Welcome to the Summer edition of Trans Pennine.

You will find that this issue is somewhat thinner than previous offerings. I've had to spend rather a lot of time in Blackpool lately and spare time to produce the magazine has been at a premium. I felt it would be better to produce a smaller Trans Pennine 'on-time' rather than keep members waiting for a 'full-size' version. Hopefully, things will be back to normal for the next issue.

A thinner magazine may come as a relief to some members who were charged excess postage by the Royal Mail, when the Spring issue was delivered. These charges would seem to have been arbitrarily applied as most magazines were delivered without difficulty. Our treasurer, John Sanderson, is sure that the postage used was correct, however, he will confirm this with the GPO (*Can we still call them that?!!*).

I've been taken to task about the location of one of the pubs mentioned in our new column, 'Rail Ale'. A CAMRA anorak (sorry, I meant to say member) informed me that the Manchester Arms is not directly opposite the station approach road in Stockport but is, in fact, 50 yards further north! My defence was that Pennine members can read and can see more than 50 yards, so there is not much danger of them mistaking the shop on the corner for the pub! I promise, however, to try harder this time. (The other moral is never trust directions given by someone who spent two thirds of his RAF career at the station where navigators are trained!)

Finally, a big thank-you to Pete "Pitsmoor" Gardner for the mileage tables which he produced for the March edition. These were a last minute addition, which I hope members will find useful

David Bladen

## **Pennine Shield**

On April 24 a meeting was held at the Commercial Hotel, Carbrook, to discuss arrangements and clarify the rules for this year's Pennine Shield. The main points arising out of the meeting are as follows:

- 1 - The Great Central Railway Society has accepted an invitation to enter a team in the quiz. Stephen Gay is the nominated quizmaster for the GCRS.
- 2 - Each leg of the quiz will continue to consist of four individual and two team rounds, and previous scoring arrangements will remain.
- 3 - The individual rounds are to cover the following subjects - Modern Image, Steam, Historical, Pot Luck.
- 4 - Questions are to be confined to UK-mainland standard-gauge railways, except in Pot Luck, where questions on narrow-gauge railways, light-rail and tramway systems can be included.

The provisional dates for the quiz legs are as follows:

Wednesday 6 November - Club 197, Sheffield University - SYPRC  
Wednesday 20 November - Corporation Brewery Taps, Doncaster - Pennine  
Wednesday 27 November - Commercial Hotel, Carbrook - GCRS  
Thursday 5 December - Commercial Hotel, Carbrook - Dore Loco

All dates should be confirmed in the next issue of Trans Pennine.

## **The Cobh Branch**

by Paul Slater

On one of my many tapes of Irish folk music there is a light-hearted ditty, sung to a catchy tune, which I first heard at a local folk club. A countryman sings of how he is leaving his life of toil on the fields of Ireland to

seek fame and fortune in America. With nostalgia, he tells of his amorous adventures; he has courted girls in various towns in south-west Ireland, and he mentions Queenstown, that is the Cove of Cork.

Cove on the shores of Cork Harbour was renamed Queenstown in 1849 in honour of a visit by Queen Victoria, but has since reverted to its old name, now spelt in the Gaelic manner, Cobh. Chris and I broke our journey there for a night while on our way from Dun Laoghaire to Bantry during our latest Irish holiday. Cobh proved to be a very attractive little town, with fine views out over the wide expanse of Cork Harbour, and a great variety of shipping, large and small, to be seen. The town seemed crowded with young women, and when I went for an evening walk alone as far as the railway station, Chris urged me not to run off with any colleens; perhaps she thought I would want to be like the man in the song, with his courting in Queenstown!

The railway which terminates at Cobh was originally a branch off the Cork and Youghal railway, and was later merged into the Great Southern and Western system; the line to Youghal has now been closed and dismantled, but the branch to Cobh remains open. The hourly passenger service between Cork and Cobh is operated by new two-car "Arrow" diesel trains, rather similar to our Regional Railways "Sprinter" units; these trains are rather dwarfed by the long platform at Cobh, originally built for boat-trains when Queenstown was a port of call for transatlantic liners and the main emigration port for Ireland. At Cork station the Cobh "Arrow" trains use a bay platform alongside the through platforms for Dublin and almost opposite the engine-shed. For much of the journey the line runs close beside the shore, with some beautiful views, and it crosses two arms of Cork Harbour on long bridges.

There are intermediate stations at Rushbrooke, Carrigalee, Fota, Glounthaune and Little Island. The trackbed of the Youghal line can be seen coming in at Cobh Junction, near Glounthaune station, and the splitting signals are still in place, the arm for the Cobh branch permanently lowered.

On the day of our ride on the "Arrow" from Cobh, several examples of the new General Motors "201" class of Irish Rail were to be seen at Cork; 218 was shunting a goods train in the yards alongside the station and 210, 213, 216, and 233 were on shed, along with three of the smaller and older "181" class, 184, 187 and 188. 175 of the "141" class was getting ready to take out a passenger train to Tralee, and 162 headed a ballast train on the Cobh branch. By contrast, an old Great Southern and Western 2-2-2 steam locomotive stands preserved in the concourse at Cork station.

Part of the station at Cobh has been converted into the Cobh Heritage Centre, a largely American funded museum which is devoted to the story of Queenstown. Outside is a modern statue, representing a typical emigrant family of last century, and the main theme of the museum is the massive emigration from Ireland through this port. The railways played a part in this, and the main room of the Heritage Centre has been restored to look like the concourse of Queenstown in its heyday. The displays tell the story of the people who left Queenstown for America, Canada and Australia; some no doubt left cheerfully, like the man in the song, but many were fleeing hunger and poverty, or being transported as convicts. Emigration continued into this century, and one of the most famous ships which picked up passengers for America at Queenstown was the "Titanic", when it went down it took many Irish emigrants with it.

The museum is an interesting place, but rather sad if the many human tragedies involved in the emigration are considered. A touch of light relief was provided by photographs of an Irish Rail class "141" diesel, 165, which on 5 May 1995 ran away when its brakes failed on a passenger train from Cork, and crashed through the wall of the museum. No-one was hurt, but the engine may well be scrapped, as with the introduction of the new "201" class, there is a surplus of older traction. Chris and I remarked that the engine looked as if it wanted to see the photographs and relics of earlier locomotives that used the station, and, like me, learn something of the history of Queenstown, that is the Cove of Cork.

## **The Pennine Quiz No.86**

**by Paul Slater**

This is a nice, easy quiz (or so Paul assures me) on the theme of junctions. Answers please, by August 17th.

- 1) For which branch would you have changed at Coaley Junction?
- 2) Near which town was Oakley Junction?
- 3) On which joint line was Evercreech Junction?
- 4) What is the present-day name for Sawley Junction station?
- 5) Which was the junction station for Barnoldswick?

- 6) What was the shed code for Langwith Junction?
- 7) Near which Lincolnshire station was Sykes Junction?
- 8) Of which system was Ravenstone Wood Junction the eastern extremity?
- 9) At which famous junction do the Waterloo Exeter and Victoria - Brighton main lines connect?
- 10) For which branch would you have changed at Halwill Junction?
- 11) Near which town was Hardingstone Junction?
- 12) What is the present-day name for Sidmouth Junction station?
- 13) Which was the junction station for Abingdon?
- 14) What was the shed code for Exmouth Junction?
- 15) Near which Humberside station is Wrawby Junction?
- 16) Of which system was Verney Junction the northern extremity?
- 17) At which junction did the Brecon branch join the Cambrian main line?
- 18) Near which town was Irchester junction?
- 19) What is the present-day name for Hawes Junction station?
- 20) Which was the junction station for Newport Pagnell?
- 21) What was the shed code for Yeovil Junction?
- 22) What is the present-day name for Barmouth Junction station?
- 23) Which was the junction station for Bridport?
- 24) Which was the junction station for Faringdon?
- 25) What was the shed code for Stourbridge Junction?
- 26) Which was the junction station for Malmesbury?
- 27) Which was the junction station for Lyme Regis?
- 28) What was the shed code for Severn Tunnel Junction?
- 29) What was the shed code for Norwood Junction?
- 30) At which junction does the Pwllheli line join the Cambrian main line?

(If anyone can come up with quiz 87, it will be gratefully received!!)

### **Pennine Quiz No.85 the answers!**

Whoops! Apology time again. All of the entrants pointed out that I missed question 19 out of lain's quiz. Sorree! The missing question was:- On what date did class 47/7s start on Glasgow - Edinburgh push-pull services?

- 1) D6580
- 2) Brush Traction, Loughborough
- 3) Swindon Works
- 4) 29 January 1968
- 5) 24 April 1960
- 6) It has been pointed out there were, in fact, two stations called Broomhill. One was between Boat of Garten and Granton-on-Spey, the other between Amble and Chevington on the Amble branch.
- 7) Ostrich
- 8) Southport
- 9) General, Queen Street
- 10) 28 February 1959
- 11) 'Names and Nameplates' lists three: - GWR 5048, 5073, BR7030
- 12) 4 July 1960
- 13) East Grinstead
- 14) 47519,47785,47786
- 15) Ray Gunter, Minister of Labour
- 16) Chromatic Blue
- 17) Paignton
- 18) South Wales
- 19) 22 October 1979
- 20) 56039
- 21) Its headcode panels were plated over.
- 22) 45130
- 23) 15 December 1845
- 24) 72 Tonnes

25) He was the driver of 91031 during its record-breaking run.

The winner was Malcolm Bell, with John Dewing in second place and Ken King in third.

Congratulations gentlemen, and thanks again to Ian Shenton for setting the quiz.

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

The sale of Railtrack has dominated newspaper coverage of the railway scene, with a particular emphasis on the 'sweeteners' with which the government is bribing investors. Happily, this has meant rich pickings for your editor as he trawls through the papers looking for items for this column. One such is the cartoon by Jak, reproduced on the front cover of *Trans Pennine*, and taken from the *London Evening Standard*. Other newsworthy stories have been the departure of Roger Salmon and the French take-over of Network SouthCentral.

*(Christian Wolmar, Independent, 22 May 1996)*

In the long litany of excuses for delayed trains, Great Western Trains yesterday created a new category - the wrong sort of argument. The result was a one-man strike by a driver peeved at having been told off by a Railtrack manager.

The altercation, which the hapless conductor on the 7.04am Hereford to Paddington described as "a farce and a fiasco", followed an incident down the line when a signal worker reported the driver for not following safety procedures.

Passengers had to wait for more than three quarters of an hour at Moreton-in-Marsh because the driver, known only as shift number BRd62, refused to continue with the journey until he was exonerated.

The conductor told passengers on the almost-full service that there had been a dispute and, according to a passenger, said: "there are allegations against the driver and the driver is refusing to take the train further until the dispute has been resolved".

One passenger on the train, Brian Ritchie, said: "Fortunately, it was a very sunny morning and Moreton-in-Marsh is a pleasant little station, so people were more amused than angry".

He added that after the delay, the conductor announced that they had held a kangaroo court at the side of the track and "we have decided that the driver can take the train to Reading [an unscheduled stop] where he will be relieved of his duties."

Mr Ritchie blamed privatisation: in the old days he would have just been told to drive on, but now it took two managers to sort out the problem, one from Railtrack and one from Great Western."

The problem began at Evesham, the start of a single-line part of the track where the driver must collect a token to proceed, ensuring that no oncoming train is on the line. However, the signal worker, who due to a technical problem had to give the token personally to the driver rather than let him collect it from a box, thought that the train had started off before he had given it clearance. In fact, the driver had been through the signal before collecting the token.

The signal worker alerted his manager and the argument at Moreton-in-Marsh ensued.

A spokesman for Great Western Trains said last night that the incident had to be investigated before the driver could proceed and that no action would be taken against the driver.

*Great Western Railways have made certain carriages on their daytime services mobile-phone free zones. They have also barred personal stereos from end carriages. This poem, in the style of Edward Thomas' 'Adestrop' appeared in the Sunday Review. Incidentally, could any member let me have a copy of the original poem please?*

## Adlestrop Retrieved by Martin Newell

Bombastic brash and over-prone  
To shouting on his mobile phone  
He's cancelling his three-o'clock  
Or booking tickets for Bangkok  
So fellow travellers have no choice  
But hear his self-important voice;  
'I've gotta window, Tuesday. Noon.  
Yup. Abso-lootly. Speaktcha soon."  
No sooner has he closed the thing,  
his briefcase then begins to ring.  
And down it comes from off the rack.  
'I'm breaking up. I'll call you back"  
As fellow travellers wish he'd stow  
His mobile phone where phones don't go.  
And so the pompous prat proceeds  
From Paddington to Temple Meads.  
But something just as vexing is  
The tiska-tiska-tiska fizz  
Of Walkman-wearing younger chap  
In baggy trows and baseball cap  
Whose headphone volume range can spill  
From Very Loud to Louder Still  
It's bad enough from town to town  
But torture if the train breaks down  
Had Edward Thomas known this lout  
His poem would have not come out  
And all we'd know of Adlestrop  
Was that the train had had to stop  
For if that bird had deigned to sing  
This would have been the only thing  
The poet heard close by and brisker;  
"Tiska-tiska-tiska-tiska... "

### **BR meets its Waterloo as French take over (*Bunhill, Independent on Sunday*)**

An official was wandering through a soon-to-be-Gallified Network SouthCentral train the other day, displaying a badge declaring he was part of the Customer Action Team. Is this supposed to comfort? - "Ah, good to see those chaps are so dynamic." Or terrify? - "Help, I'd better pay up or he'll karate chop me! " I asked the man what he thought of his new team. "I dunno mate, we're just ticket inspectors," he said.

***Simon Calder, the travel editor of the 'Independent' offers this advice on how to upgrade to first class. A word of caution though - if you try it and it all ends in tears, blame Simon Calder, not yours truly!!***

At last; a benefit from rail privatisation - free upgrades to first class. The Government is spending a fortune on promoting the virtues of selling off the railways and, at the same time, stretching the public's credulity to the limit. The latest issue of Rail Privatisation Update trills about the benefits of competition. It fails to mention that if you wish to use public transport between, say, Derby and London, you can choose between a bus operated by National Express and a train operated by.. er.. National Express.

The rule book that seeks to govern this desperate muddle is the National Conditions of Carriage. In case all the Railtrack sell-off advertisements (what? no trains?) have set you off what a train actually looks like, you will find the useful tip that "the term "train" includes any road vehicle owned or operated by a train company".

Buried amongst all the befuddlement, however, is the promise for rail travellers of free upgrades to first class. Next time you find yourself on a train where there is standing room only in second (sorry, standard) class, try quoting this at the guard (sorry, senior conductor): "If you have a standard class ticket and no standard class



accommodation is available, with the prior permission of the ticket staff you may travel in first class accommodation without extra charge."

In other words, when second class is full but first class isn't, you should demand an upgrade. Drop section 1, part 1, condition 36(b) into your conversation with the ticket inspector. And good luck.

## **Rail Ale**

As mentioned in 'Editor's Notes' yours truly has had to spend quite a bit of time in Blackpool lately so it seemed the obvious place to feature in this edition's 'Rail Ale'. I've highlighted three pubs within easy reach of Blackpool North station. All serve decent beer, a rarity in the town centre where 'fun pubs' and 'theme bars' predominate.

The Ramsden Arms Hotel is a large comfortable pub, with a wood-panelled lounge and an impressive collection of bric-a-brac. Four real ales are usually available, two from Tetley-Walker and two 'guests'. This pub has won many awards, from both CAMRA and other organisations and accommodation is also available.

Practically next door to the Ramsden is the Wheatsheaf. More basic than its neighbour, but friendly and welcoming and serving beers from the Scottish and Newcastle range. A touch of sophistication was added a couple of years ago when a chandelier was hung in the lounge!

Take a walk down Talbot Road towards the Promenade, and opposite North Pier you will find the Counting House. This pub is one of Blackpool's newest and was converted from a Midland Bank - more than one million pounds was spent in providing a rather impressive interior of polished wood, marble and leaded glass. The House' is also unusual in that children are welcome in the upstairs restaurant until 8pm. With Boddingtons' and Cains' bitters usually available, along with a guest beer, the pub can get very busy at weekends, with bouncers on the door, but the service is generally very good. DB

## **Doncaster's Fastest Train**

**by Tony Caddick**

As a regular observer of East Coast Main Line motive power over the last few years, and one who witnessed the transition from steam (just!) to Deltics, to HST's and now to electric traction, I have been fascinated to see how journey times have shrunk for the non-stop journey between Kings Cross and Doncaster, seemingly with every timetable change.

As an ardent admirer of the class 55s, I always thought that two hours was a magnificent achievement and sneered when the shiny new HST's brought this down to 1 hour 40 minutes in the early eighties. With the new breed of electric traction now in command there is further scope for improvement, but with the present stopping pattern on table 26, non-stop runs between the two stations are almost non-existent, with one outstanding example - IS34, the 18.00 Kings Cross to Glasgow (M-FO), which is booked to arrive in Doncaster at 19.27.

On Monday the 13th of May 1996, I decided to sample this train, so with apologies to the late O. S. Nock, Peter Manning and Steve Philpott (top Deltic men!), here are my amateur details of the run:

Loco: 91019 "Scottish Enterprise" plus standard Mk IV rake.

<i>Depart</i> Kings Cross:	18.00: 10
Pass Finsbury Park:	18.04: 15
Hadley Wood:	18.09: 10
Welwyn G. C.:	18.14: 35
Stevenage:	18.18: 10
Hitchin:	18.20: 35
Biggleswade:	18.25: 30
St Neots:	18.30: 35
Huntingdon:	18.33: 50
Peterborough:	18.42: 50
Stoke Summit:	18.54: 20
Grantham:	18.56: 30

Newark: 19.04: 45  
Retford: 19.13: 20  
Rossington: 19.19: 40  
Arrive Doncaster: 19.23: 22

Total journey time 1 hour, 23 minutes, 12 seconds nonstop. (*Your editor has worked this out to be an average speed of 114.9 mph, mind you, see Editor's Notes about navigators!*)

I think that this is a good performance but I wonder if anyone else has travelled quicker on this train or seen it arrive at Doncaster even earlier?

With the recent passing of the ECML into the private sector, it will be interesting to observe whether 'Great Northern Railways' can deliver an even faster time in the future. For the present. I now think that 91019 is an absolute BEAST!!!

PS If 1 hour 23 minutes from Kings Cross to Doncaster does not impress, then how about Kings Cross to Mexborough in 1 hour 42 minutes? (a plus 4 connection onto the 18.15 Cleethorpes to Manchester Airport service) Now that's impressive!!

## **Pennine Observers Notes**

### Eastern Region:

We start at Melton Ross, where the following locomotives were observed on February 24:60026/028/038 on oil trains, 37707 on a Cargowagon train, 60025 on a steel train, 56090 on a coal train and 60004 on an iron-ore train. A member travelling on the ECML, on February 27 sighted 31551, 37010/106/344, 56049, 58011 at Peterborough. 47705 at Hornsey, 58031 at Finsbury Park and 09010, 90021, 91025 at Kings Cross.

ECML workings noted passing Eaton Lane crossing near Retford, on March 9 were:

91002 12.00 Glasgow - KX  
91003 13.30 KX - Leeds  
91004 16.05 Leeds - KX  
91006 14.05 Leeds - KX  
91009 14.30 KX - Leeds  
91022 15.00 KX - Glasgow  
91024 12.00 Edinburgh - KX  
91029 15.05 Leeds - KX  
91031 15.30 KX - Leeds  
86425 Light-engine

Noted at Barnby Lane-crossing Claypole, on March 16 were:

91001 15.30 KX - Leeds  
91004 16.05 Leeds - KX  
91011 15.05 Leeds - KX  
91013 16.00 KX - Edinburgh  
91017 14.00 Edinburgh - KX  
91025 12.00 Glasgow - KX  
91028 15.00 KX - Glasgow  
91030 12.00 Edinburgh - KX  
91031 14.30 KX - Leeds

A visit to Immingham depot on March 23 produced:08388/466, 37298/331/332/333/340/688/711, 47676, 56090/110, 60064, whilst on the 31st, 37330 headed a ballast/engineers train at Burton Agnes.

Into April, now. On the 2nd 47814 was noted at the head of a Birmingham - York working. The 4th saw 47777 at Kings Cross, having arrived with a Cambridge - Kings Cross parcels and on the 5th, 90021 was in charge of a Leeds - Edinburgh charter. On April 10 47738 passed through Rotherham with the York - Cranmore 'Royal Scotsman' train, while 47714 was sighted heading a Derby - Leeds parcels working.

47814 again made an appearance on Birmingham-York trains, this time on the 23<sup>rd</sup>. Class 90s out and about that day were 90021, which headed the 07.00 KX - Leeds and 90023, which powered the 13.05 Leeds - KX and 17.05 return-working.

At Knottingley on the 25th the following locomotives were noted:- 56034/045/051/083 on coal trains with 56043/075/077/088/116/131 in the depot. Also in the area were 56021 heading a freight through Ferrybridge, 59201 in the National Power depot, and at Whitley Bridge 56078/084/087, 59204/206, 60007 on coal trains and 37684 on an oil train.

47805 was at the head of Birmingham - York trains on both the 26th and 27th, with 47769 sighted hauling a Bradford - KX Rugby League charter on the 27th.

Saturday April 27th also saw the Tinsley Open Day. Locomotives viewed were: - Depot: 08879, 20042/188, 37605, 45060, 47019/049/053/145/194/205/209/210/213/217/219/226/234/276/285/287/290/291/307/316/323/326/351/360/361/375/379/525/786/817, 50007/031/044, 55015, 56004/100, 86604, 87101, 89001, 90133, 92041, D172, D1842, E27000, Scrap Lines: 47096/102/190/214/249/288/321/325, Yard: 08512/587/662

As a result of the Open Day, Sheffield station was a hive of activity, with National Power's 59203/205 working charter trains. Fun and games ensued when 37010+37272 arrived over 90 minutes late on a circular tour via Stanedge and the Hope Valley. Unfortunately, 37010 was deemed to be a failure, so both 37s were replaced by ex-Scottish "Shover" 47704 which completed the tour before handing over to 31462+31468, for the return leg to Kings Cross.

And so to May. The 6th saw 47818 working Birmingham - York services and 47829 in charge of the 16.45 York - Bristol. Two days later, on the 5th, National Power's diesel -shunter 'Padiham' was noted at the Ferrybridge depot. Other sightings that day included 37886 on an oil train, 47376 on a freight and 56063 on a coal train all at Hillam Gates. At Milford South Junction locos noted were 47337 and 56034 on freights, 37107 on a chemicals train, 56081 on an oil train, 56011/083/087/111/116, 58043, 59203 and 60094 on coal trains and 37516/688 operating light engine.

On the 15th of May, single-unit 155307 failed at Cottingham while operating the 13.18 Bridlington - Hull. The train finally left at 16.45 after the passengers had been transferred to a class 142 unit. As can be imagined, there were long delays and cancellations to services on the Hull Scarborough line. In the Scunthorpe area on Saturday May 18, 60049/053 were noted on steel trains, 60050 headed an iron-ore train, 56078 headed a coal train and 08824 and 56073 were in the LoadHaul depot. Over at British Steel, 0-4-0ST no. 1438 and British Steel diesel 47 "topped and tailed" a steelworks tour train - 1438 failed during the tour, which was completed by 47 alone, with British Steel diesel 73 giving assistance at one point.. Other BS locos noted were 01/16/25/29/46/50/54/55/72/74/75/76/79 and 80 at work in the steelworks, 34/44/51/77/78 and "High Line" diesel no. 2 at the steelworks engine shed, and Appleby-Frodingham RPS diesels "Arnold Machin" and "Grant Lyon Eagre" awaiting repair. After being unveiled in its garish "Porterbrook Leasing" livery at Tinsley Open Day, 47817 was observed on the 09.00 Poole - York on the 18th, with a Sunday outing the next day on the 10.23 Derby - York.

### Midland Region:

Locomotives sighted at Leicester on the 30th of March were 37013, 58002/007/038, 60044. A member out and about in the East Midlands on April 2 noted :Nottingham 37047/109/708/717, 60003, all on freight workings; Leicester 56027/038/056, 58014/023/027, 60009/012/017/073/078/098; Nuneaton 87017/033, 90013; Rugby 08734, 31273/405/462; Bedford - Bletchley line "Bubble Cars" 55031/029, DW 51332+51374; Bletchley-Milton Keynes 08746, 37108, 47536/799, 60097, 86209/240/256, 87007/011/012/ 022/025/029/030, 90002/003/004/007/126/134, D3681. 47806 was also noted at the head of a Reading Edinburgh working.

Back to Leicester, where on the 5th of April 37376, 47703, 58017/027/050, 60009/021/044/049/083/093 were noted.

To Crewe! On May Day Bank Holiday (6 May), North Wales services were in the capable hands of 37402/405/408/413/414. On May 31, 86206/227/251, 87007, 90003/004/015 were noted operating expresses, 37402/408/420/422 were operating Regional Railways passenger trains, 47492, 86210/401 headed parcels trains, 86623+86638 hauled a Freightliner, 90024 hauled 92015+92031 +92033+92035 through the station,

47707 was stabled on a siding behind the station , and 20301/302, 37414/429, 47157/187/204/305/488/519/520/547/572/701/703/709/750/763/767/785/786/829/830, 86430, 90017/018 were in the depot.

### Southern Region

On the 16th of March, 73201/202/203/205/206/212 were noted operating Gatwick Express trains, while at Kensington Olympia on the 23rd, 37211+37426 operated 'The Exhibitionist' railtour to Alton for the Mid Hants Railway.

Wandsworth Road is not a place that has featured in these columns before, I think. An intrepid member who spent 2.1/4 hours there on April 4 (11.00 to 13.15) noted the following workings: 33003 ballast train; 58038 Angerstein - Bardon Hill. 33207+33109 Three Bridges - Hoo Junction; 60040 Battersea - Angerstein; 60019 Acton - Angerstein; 73138 hauling former DEMU, green liveried 1013, 47345 Crewe train Freightliner; 73101 Orient Express train from Victoria; 37010/167, 47721, 60074 light-engines; Eurostars 3019/020/021/022/201/202/211/212/231/232. Later in the day, 47721 and 73101 were seen at Victoria, "top and tailing" empty stock from the Orient Express.

Noted passing light-engine through Ashurst, in the New Forest, on the 8th of April was 58040.

### Western Region:

Sightings at Didcot have been: -

March 1st: 47348 on a Freightliner, 60029 on an oil train, 60017 on a coal train, 60082 on a steel train, 08904 shunting, 37222/244, 47016 stabled;

March 5th, 47843 14.18 Paddington - Edinburgh, 47822 09.10 Edinburgh - Reading, 60096 steel train, 47535 light-engine, 47146/276 stabled;

March 27th 47825 09.10 Edinburgh - Reading, 47218/981 on Freightliners, 37072/264/274, 47219, 60083 stabled;

March 29th 47829 on Paddington - Edinburgh extra, 47287/476 on Freightliners, 37264, 47051/355, 60064/094 stabled;

April 5th 47826/853 on passenger trains, 47576.757 on parcels trains, 47228 on a freight train, 09101, 37038/703, 47144, 58041, 60094 stabled:

April 9th 47825 09.10 Edinburgh - Reading, 47744 on a parcels train, 58025 on a gas train, 47492 light engine, 37048, 47245 stabled.

Swindon on the 12th of March saw 37042/114, 47016/144, 58022/041, while at Exeter later that day, 08756, 37158/229/800 were sighted. In the Newport and Cardiff areas over the next couple of days, the following locomotives were seen:- March 13th. 09107, 31112, 37141/905/906, 47142/ 213/306, 56038/053/066/070, 60029/080/082; March 14th 37213/254/902/903/906, 47258/299/596/707, 56044/053/060/076, 60015/033/046.

Passenger workings noted during March were:

12th. 47829 12.17 Manchester - Plymouth

13th. 37412 16.33 Bristol - Weymouth 47843 12.17 Manchester - Plymouth

14th 47828 12.17 Manchester - Plymouth (75mins late)

15th 47806 10.44 Plymouth - Manchester 47791 11.44 Plymouth - Liverpool (replacing the booked 47/8 which had failed on the inbound Derby - Plymouth service) 47839 12.17 Manchester - Plymouth 47811

Penzance - Waterloo sleepers

29th 47853 Bournemouth - Manchester service.

47501 was sighted at Paddington on April 4 at the head of a parcels train.

### Scottish Region:

On the weekend of the 12th-14th of April, 'The Statesman' railtour ran from Derby to Fort William and Mallaig. 47721 "Saint Bede" worked the train from Derby to Mossend yard, via the Settle and Carlisle, where it was replaced by ex-works 37429 "David Lloyd George" for the run to Fort William. The 37 then took the train to Mallaig and return, on the 13th, before hauling the train to Edinburgh on the 14th. 47721 then took over for the journey back to Derby via the ECML. Locos noted at Fort William over the weekend were 12th

37401 "Mary, Queen of Scots" on the 19.45 Fort William. - Euston sleepers; 13th 37152/401/406 stabled at the depot.

### Preserved Railways:

D5353 was noted operating on the Mid Hants Railway on the 29th of March. The following day at the Great Central Railway, diesels 31418, D4, D832, D7076, D7659, D8098 working, along with "kettle" 6990.

The Great Western Steam Day, held at the Severn Valley Railway on April 5, produced 4277, 5764, 6960, 7714, 7802, 7822, 46421 and 80079. The following day, at the West Somerset Railway, 7820 "Dinmore Manor" and 34039 "Boscastle" were working trains between Minehead and Bishops Lydeard.

Many thanks to Tony Caddick, John Dewing, John Reader and Paul and Chris Slater for their contributions.

## **Notice Board**

### **PENNINE MEETINGS**

Forthcoming meetings at the Taps are as follows:

Wednesday 3 July: Midsummer Eevility Night *"Bring some of your favourite slides - embarrass your friends!"*

Wednesday 17 July: Morris Ockleford *"Travels with Morris"*

Wednesday 7 August: Dave Cawley *"The Retford Roadshow - Part 1"*

Wednesday 21 August: Robin Skinner *"Robin goes Rambling"*

Wednesday 4 September: Tony Smith *"The Retford Roadshow Part 2"*

Wednesday 18 September: Stephen Gay *"A Great Central Selection"*

Wednesday 2 October: The Annual Pennine Slide Contest *"Enter four of your best slides for judging by Paul Slater. Cash prizes and trophies for the winners"*

Wednesday 16 October Ken Grainger *"A journey from Marylebone to Sheffield Victoria"*

All meetings are scheduled to start at 20.00, however, on the evening of the Slide Contest, it would be appreciated if members wishing to enter slides would arrive early. Any member who wishes to enter but can't get to the Taps, can send their slides to David Bladen, who will enter them on their behalf.

***The following is taken from the June 1996 edition of the CAMRA newspaper What's Brewing" and may be of interest to Pennine members:***

All aboard ....

Rail ale enthusiasts from the North-west and Midlands can arrive at the Great British Beer Festival in style thanks to a group of train lovers called the Class 33/1 Preservation Group. The group was formed to buy and preserve a class 33/1 diesel-electric locomotive and in 1992 bought number 33111. A chartered train from Preston to Kensington Olympia on 10 August is aimed at raising money for the restoration.

It leaves Preston at 7am, stopping at Stockport at 7.58, Crewe at 8.41, Stafford at 9.09, and Nuneaton at 9.52, arriving Olympia at 11.15. A real ale bar will be available from Crewe. It leaves for the return journey at 5.45pm.

Tickets are £28 from 33111 Charters, 158 Wistaston Road, Crewe, CW2 7RJ. Cheques payable to 33111 Charters and include a stamped addressed envelope.

The next edition of Trans Pennine will be produced in September. Please have all contributions to the editor by August 17th. Thank you!