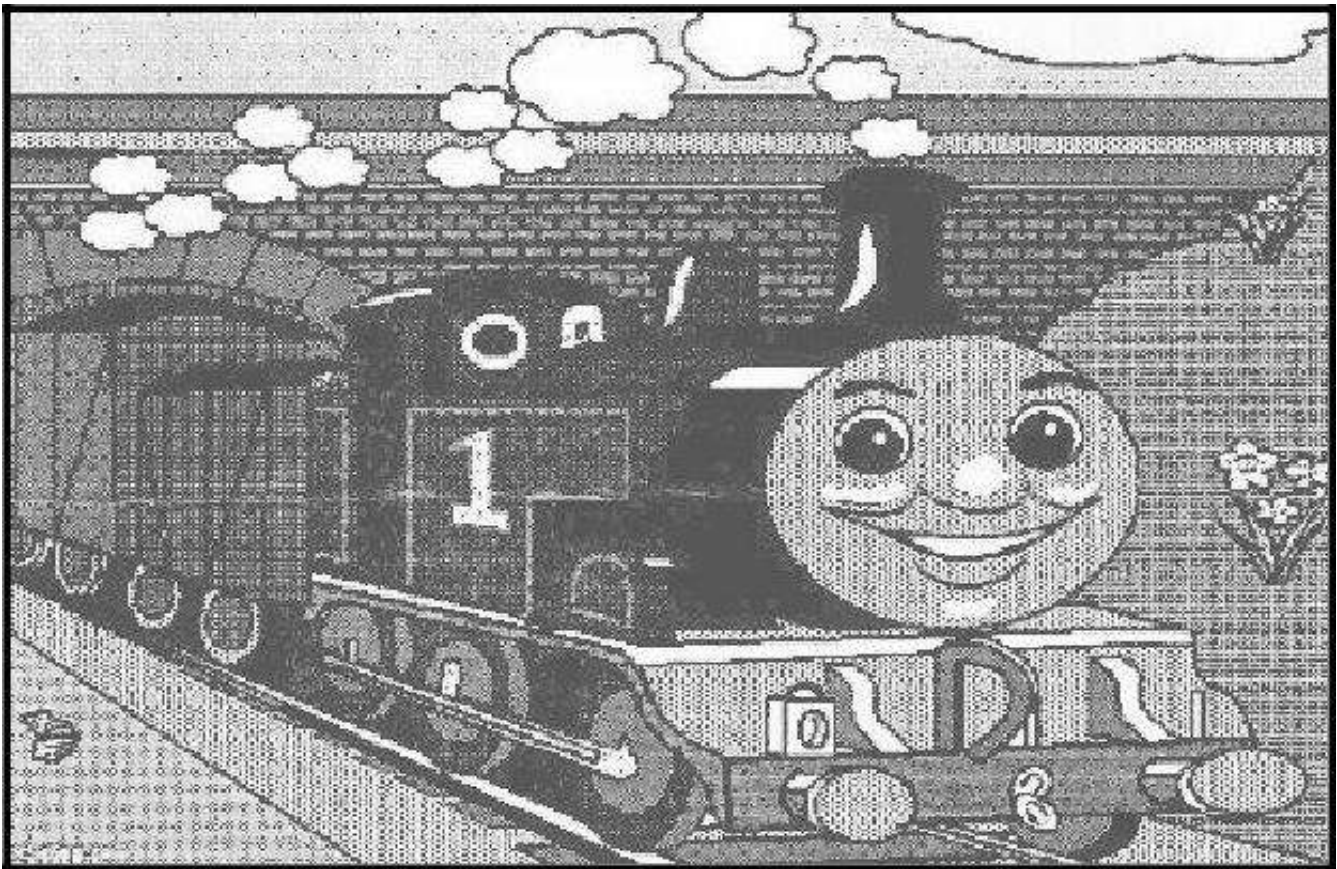


TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



No.98 - Dec 1996

COMMITTEE TITBITS

The Committee of the PENNINE RAILWAY SOCIETY join together to wish all our members and their families a very happy Christmas and a Prosperous New Year, and we thank you all for your support and friendship in 1996.

Membership Fees

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

Unfortunately the increased costs that affect us all also has an effect on the running of our Society. one of our main points of contact with our members is through this magazine, and I am sure you will agree that David's 1996 magazines have been excellent, both in quality and in quantity of pages. We will strive to maintain this in 1997.

As a result in increased costs, regrettably we have had to increase membership fees for 1997 by 50p to £4.50. We never like to increase fees but it will guarantee the financial security of the Society we hope you understand.

Once again, all members in rejoining the Society will receive a FREE 1997 PENNINE RAILWAY SOCIETY pocket diary.

Annual General Meeting

The Society's AGM will be held on Sunday 12 January 1997 in the Corporation Brewery Taps, Doncaster. The AGM will start at 12 noon. This is the opportunity for you, the members, to meet friends and to have a say in the running of the Society.

Chunnel Remembered - Robin Le Skinner

There'll be carloads of Louise's
From Parisienne Stripteases
Importing foul diseases
Into Kent

And modern French Wells Fargos
Sending juggernauts with cargoes
Of French legs and escargots
And men's scent.

Marje Skinner - Fastest?

Our Agony Aunt, Marje Skinner has received an unusual problem regarding speed.

One member who wishes to remain anonymous says whilst being a rail enthusiast, has a fear of speed, and therefore has for years travelled behind Class 31s whenever possible. He now has to spend time in London and asks "Which is the fastest stretch of line on the London Underground?"

Marje replies : "Dear Mr Taylor, average speed on the Tube's 244 miles of track is 20.5mph. The fastest underground stretch is on the Victoria Line between Finsbury Park and Seven Sisters where trains can reach 57mph.

But the fastest stretch on the system is the 4 miles above ground on the Metropolitan Line southbound between Chalfont & Latimer and Chorleywood, where trains can travel as fast as the 70mph limit"

Wrong Lines

Richard Branson has pledged himself to bringing "airline standards of service" to his CrossCountry InterCity network. Trains may now be diverted from Brighton to Glasgow because of fog; there will be three hour

waits at Paddington because the 12.15 from Paddington is still in Exeter with engine trouble; there will be carousel chaos at Kings Cross; and passengers' luggage will be sent to Dundee when they are travelling to Bournemouth.

Marje Skinner - Longest?

One member who wishes to remain anonymous asks Dr Skinner "One of the platforms at Pontypridd station was once said to be the longest in the UK. Is this still true."

Marje responds "The longest in the UK used to be that which joined Manchester Victoria's platform 11 and Manchester Exchange's platform 3, at 2194ft. However, Rhys, it ceased to be functional with the demise of Exchange station, though it was still in being as recently as the early Nineties.

Colchester claimed the honour but its official length was reduced from 1981ft to 1920ft, leaving Gloucester's rebuilt Platform holding the record with an impressive length of 1977ft 4in approximately

Wealthy Woman

Anna Gloag of Stagecoach is worth £168 million. Anna, along with her brother Brian Souter, started with 2 buses in Perth in 1980. She is now the richest woman in Britain after the Queen. Richard Branson's entry in this category was not accepted.

Sad but True

Thankfully the Eurostars are back on track. However on the first service off Waterloo on recommencement of services, there were no bona-fide passengers from Waterloo, and only 2 joined at Ashford. American tourist Mrs Marvel Crumpacker and her daughter.

Wet in Wales

Spotters can now visit Wales in safety on Sundays. Pubs in Dwyfor, Gwynedd are now open for the first time on Sundays for 115 years. The district was the last place in Europe with a Sunday ban until a local referendum ended it.

Easy Money

Peter Watson was chairman of the rolling stock leasing company Porterbrook after a management buy-out and before resale. He collected £4m after investing £25,000 and worked one day a month for 8 months.

He is now employed as the £143,000 boss of AEA Technology, the atomic research business being prepared for privatisation.

Chunnel was Sinking Ferries

Before the fire 45% of all cross Channel travellers were using the tunnel, with some analysts predicting this to reach 60% in 1997.

This has been achieved by a fierce price war on car-carrying trains and a change in ownership of the British arm of Eurostar passenger trains marketing the service more aggressively as an alternative not only to ferries but Continental flights.

Prism Rail Bosses in the Money

Ten founders of the fledgling railways operator Prism Rail are receiving £7.4m of new shares following the takeover of two franchises covering more than 1500 miles.

Prism Rail now operates SW & W Railway and Cardiff Railway in addition to running LTS Rail.

Tunnel Fire

Investigators probing the Channel Tunnel blaze will examine the design of wagons carrying lorries.

These wagons are open at both ends and have latticework-sides. Each train has 28 vehicle carrying wagons each able to take one 44-ton HGV. Drivers ride in an enclosed carriage. The freight wagons are not enclosed in order to save weight. If they were it is estimated the length of trains would have to be cut from 28 carriages to seven, slashing revenue each train makes from about £8000 to £2000.

Job Losses

All 1600 people working for European Passenger Services have been asked whether they want to take voluntary severance. The move follows the takeover of EPS by London and Continental, the consortium which won the contest to build and operate the new Channel tunnel high speed link.

Part funding of the building of the 68-mile link will come from Eurostar revenues.

New Fleets

Two train operating companies are to spend £450m on their fleets. Connex Rail, a French-owned company which has won the franchise to run South Eastern Trains has pledged to spend £400m replacing its entire fleet of slam-door trains within 10 years, and Great Western Trains has agreed with Angel Train Contracts a £50m repair and upgrading of its fleet of high-speed trains.

Connex's first priority is to replace Class 411 coaches by 1999, with Class 421 and 423 trains replaced later.

Dummy Run

Papier mache shaped human figures travelled on Regional Railways North East trains between Bridlington and Hull as part of a community arts project. Others stood or sat at station platforms dressed as Yorkshire people who spent their holidays in Bridlington 100 years ago. We wondered why there were so many sightings of Pennine President Geoff Bambrough on that line.

Editors Notes

Welcome to the Winter edition of Trans Pennine.

As I write these notes on November 18th, "winter" has arrived in the shape of a few snow showers, and accompanying those showers is the inevitable disruption to public transport. It always amazes me that, for a nation obsessed with the weather, the British seem singularly unable to cope with its effects!

Earlier today, I was on the platform at Thorne North station waiting for a train back to Doncaster. A railman popped his head out of the booking-office door and asked me if I was going further than Doncaster because: "All the trains from there are disrupted". When I mentioned that this was to be expected as there had been a snow shower, he replied, "Ah, this year it's different". "Why's that?" I asked. "Because this year we're allowed to blame Railtrack!" The joys of privatisation!

It just remains for me to thank everyone who has contributed to the magazine over the past year and wish all members and their families a Merry Christmas and a Prosperous New Year.

David Bladen

Notes from the Committee

The Annual General Meeting of the Pennine Railway Society will be held at Corporation Brewery Taps, Doncaster, on Sunday 12 January 1997, commencing at 12.00 and all members are invited to attend.

The AGM, which usually lasts about 1.1/2 hours, will commence with a report by the present committee on the year's happenings, followed by open discussion which encourages the membership to have a say in the running of the society and also enables individual members to stand for election to the committee.

Any member who has a topic for inclusion on the agenda is asked to contact Robin Skinner before the AGM.

It is also the time of year when we invite all members to renew their membership and you will find a renewal form at the back of the magazine. The subscription for 1997 is £4.50 - rising costs have forced us to increase last year's level by 50p, however, the committee feel this is still a modest amount and would like to remind members that all money is ploughed back into the society e.g. Trans Pennine, diaries and quiz prizes. If you do wish to renew, please send your form and money to Tony Caddick.

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

The 1996 Pennine Slide Competition.

The annual slide competition was held on Wednesday, October 2nd at the Taps. Paul Slater once again took on the difficult task of judging the 60 entries, ably assisted by Dave Whitlam, who sorted the slides, operated the projector, and generally kept things going! The winner was Andy Dalby, with a shot of "Tor Valley" at Kirkby Stephen, at the head of a Carlisle - Brighton charter. In second place was Tony Caddick with a slide of 47750 at Corkwood Harbour heading a Plymouth - Low Fell parcels train, whilst a shot of railways in the Swiss Alps earned Neil Taylor third prize. Well done gentlemen, and thanks again to Paul and Dave for their efforts.

Steam Special on the Cromford and High Peak

by Paul Slater

One of the most unusual steam specials I ever rode on was over the unique Cromford and High Peak line in Derbyshire, in May 1959, when I was fifteen. The excursion took place on a Sunday, but we were told about it at school, and the master who ran the school Railway Club organised a small party from those pupils who expressed an interest. I already knew about the Cromford and High Peak, a curious goods-only line which crossed high country on the southern fringe of the Peak District and used stationary engines and cable worked inclines, as well as conventional locomotives and trains. The last part of the Cromford and High Peak line closed in 1967, and since then its trackbed has been converted into a footpath and cycleway known as the High Peak trail. I have often walked and cycled on the trail in recent years and have seen several films and videos featuring the line. I am pleased that I took the opportunity, back in 1959, to ride on it and observe it when it was still functioning as a railway.

The excursion to the Cromford and High Peak was probably arranged by a national group such as the Stephenson Locomotive Society or the Railway Correspondence and Travel Society. A diesel multiple unit was chartered to take the party up to Derbyshire; the train started at Northampton, and along with others from school who were on the trip, I joined the multiple unit at Wellingborough. Diesel multiple-units had not long been introduced, and now that I have travelled in them so many times over the years, it is strange to recall that the excursion to the Peak District in 1959 was the first time I rode in this sort of train, and it was a great novelty.

The multiple-unit travelled via Leicester and Derby to Matlock and then over the highly scenic main line that used to run through the Peak District to Manchester. After Millers Dale the train took the Buxton branch and, reversing at Buxton, followed some lines which are nowadays only used by stone traffic, but which in those days were still open to passengers. The multiple-unit ran southwards from Buxton on the line to Ashbourne, climbing higher and higher into upland limestone country which seemed very strange and atmospheric to me, past the present day start of the High Peak Trail and on to Parsley Hay, nowadays a cycle hire centre but at that time the junction station for the Cromford and High Peak line. The line had originally continued north-westwards past Buxton, to Whaley Bridge, but that section had long been abandoned, superseded by the Buxton - Ashbourne line, and in 1959 the Cromford and High Peak began at Parsley Hay.

The multiple-unit did not stop at Parsley Hay, but turned on to the Cromford and High Peak and ran along the single-track line as far as Friden brickworks, the wheels grinding and squealing around the sharp curves. The train halted at Friden and we all alighted; in the loop stood the steam special, a mixture of brake vans and open goods wagons hauled by ex-North London 0-6-0T no.58850. It was quite unlike any other train I had ever travelled on and the engine, now preserved, was something of a museum piece even then. We all milled about in the confined space between the two trains, a warning shout was given that the multiple-unit

was going to move, and I had a moment's panic as I stumbled and fell back against it, dangerously close to some wheels, however, the diesel remained stationary, and we all climbed into the special. I got into an open goods wagon which promised a pleasant ride, the weather being warm and sunny.

The special set off, and began to wind its way around the limestone uplands. The sun shone, the countryside was new to me, and the ride was enjoyable as well as unusual. I noticed the extremely sharp curve at Gotham, several quarries and lime-works, and, standing on sidings, a number of old locomotive tenders used for transporting water to isolated houses and industrial sites along the line. The Cromford and High Peak was not built to carry limestone or water, but these were two of its main types of traffic in its final years.

The Cromford and High Peak included the famous Hopton incline, at 1 in 14 the steepest gradient in the whole country worked by conventional locomotives. Our special descended Hopton cautiously, the vacuum brakes of the wagons grinding on, then 58850 worked hard on a rising gradient through a rock cutting and then into a tunnel, where those of us in the open wagons got the full benefit of the engine's smoke!

The special terminated at Middleton, and we all got down on to the trackside. The site was dominated by the engine house for Middleton incline, with its tall chimney; the engine-house and winding engine have been preserved, but where there is now the Middleton Top visitor centre, in 1959 there were sidings and a small engine-shed for the locomotives which worked westwards to Parsley Hay. On the day of the special, the only locomotive in Middleton shed was "J94" 0-6-0ST no. 68030, and I can remember several of us from school climbing on it.

We all had to walk the remaining length of the Cromford and High Peak, down the 1 in 8 Middleton incline, along the level stretch to Sheep Pasture, then down Sheep Pasture incline to Cromford Wharf. It was a walk of several miles, but the scenery was impressive, the weather at the end of a sunny spring afternoon was beautiful, and I enjoyed the novelty of the mass walk along that unique railway. As it was Sunday, no traffic was moving between Middleton and Cromford, but the two cable-worked inclines were fascinating even when still and silent. There was a small engine shed at Sheep Pasture, like Middleton a sub-shed of Rowsley depot, then coded 17D; unlike Middleton shed Sheep Pasture shed was closed and locked, but through a gap in the door we could see 0-4-0ST no.47007, a representative of a small class of LMS dock shunters. This locomotive would be used during the week for working trains between Sheep Pasture and the bottom of Middleton incline.

At Cromford Wharf were the workshops of the line, now restored as a railway museum, also a small sub-depot of Rowsley shed. On the day of our visit this housed another "J94" 0-6-0ST, no. 68013, which would have been used for workings between the bottom of Sheep Pasture incline and the junction with the Manchester main line at High Peak Junction.

We did not walk on to High Peak Junction but stayed in the vicinity of Cromford Wharf it was a beautiful spot in the golden evening sunshine, and I expect I was quite glad of a rest after the long walk from Middleton. A "Jubilee" 4-6-0 speeding past on the main line with an express for Manchester caused a little excitement, and then a convoy of buses arrived for us. We were driven back to Matlock Bath station., a "Royal Scot" 4-6-0 hurried through with an express for St. Pancras, and then the diesel multiple-unit arrived to take us back to Northamptonshire; it had presumably returned empty from Friden via Parsley Hay and Buxton.

Soon we were heading south again, through the beautiful spring evening. A point of interest on the homeward journey would be the large number, of Midland and early LMS engines dumped at Derby awaiting withdrawal. I have been to Derbyshire many times since then, and have often visited the trackbed of the Cromford and High Peak., the steam special over the quaint old line is still one of my more memorable excursions.

The Pennine Quiz- Christmas No.88

by Malcolm Bell

I find it very difficult to believe it's twelve months since I last sat typing out the Christmas Quiz - but yes, it's that time of the year again! Malcolm has set 50 questions to exercise the old grey matter over the festive period, and just in case it's New Year before you get round to it, the closing date is February 15, 1997.

- 1) Name 91026,
- 2) Who was the longest serving railway inspecting officer?
- 3) D6703 carried a nameplate which was boarded over and never unveiled. What was the name?
- 4) If a Deltic experienced wheelslip, what colour light glowed on the driver's panel?
- 5) In which year was the Act of Parliament authorising the construction of the Middleton to Leeds railway?
- 6) What was the maximum speed of a class 71?
- 7) Which company presented the bell to A4 4489?
- 8) The writer Charles Dickens was involved in a railway accident as a passenger. Where did it occur?
- 9) Which town had stations called Central, Market Place and Wellington Road?
- 10) Preserved examples apart, which was the last LMS 'Coronation' class to be withdrawn?
- 11) Where was Britain's only railway disaster with no survivors?
- 12) Which was the only 'Western' to have its nameplate changed during BR ownership?
- 13) Name the fireman who accompanied 'Coronation' 6220 (actually 6229) on its tour of America in 1939.
- 14) D5500 was the first main line diesel electric loco to be delivered to the Eastern Region. On which date did it make its first booked passenger working?
- 15) Sir Josiah Stamp of the LMS was made Baron Stamp of where?
- 16) What was 47901 originally numbered when built?
- 17) How many passengers were killed in railway accidents in 1952?
- 18) Before 1927, where was the "Ulster Express's" mainland destination from Euston?
- 19) What was the name of LMS 'Claughton' 5908?
- 20) Where was BTs first automatic half-barrier installed?
- 21) What is the overall length (over buffers) of a class 47?
- 22) Who was the ex-Haymarket driver who wrote books and magazine articles under the pen-name "Toram Beg"?
- 23) What was the date of the Hawes Junction disaster involving two light-engines and a down "Scotch Express"?
- 24) What was the BR number of the only 'Black 5' to be fitted with Stephenson's outside link motion?
- 25) Who was Chief Mechanical Engineer to the London, Brighton and South Coast railway from 1890 to 1904?
- 26) Which BR steam shed had the code 1B?
- 27) What was the first number of the loco named after the winner of the Ascot Gold Cup and Goodwood Cup in 1949?
- 28) Which was the first 'West Country/Battle of Britain' class loco to be rebuilt?
- 29) The paintings of Terence Cuneo are noted for the inclusion of which animal?
- 30) Which is the nearest station to Thornhill LNW. Junction?
- 31) What wheel arrangement did a 'Baltic' loco have?
- 32) The new EW.&S. class 61s are to be erected in which town?
- 33) Which station is the fictional 'Hatley' in the TV series "Oh, Dr Beeching! 'T
- 34) Who was the last Shed Master at Bath TMD, serving from 1956 to the closure of the S&D?
- 35) What was the BR number of the LNER B17/B2 which carried four different nameplates during its lifetime?
- 36) 'Wren', now in York Museum, was built for Horwich Works' internal narrow gauge system. How many of its type were built?
- 37) How many feet below Ordnance Datum is the lowest point on British Railways?
- 38) What is the overall width of an HST power car?
- 39) On West Country/Battle of Britain' class locos, what was the horsepower of the steam turbine used to power the loco's electric light?
- 40) What type of birds attacked a council chairman at a recent DMU naming ceremony?
- 41) Leaving Bath green Park on the Somerset and Dorset, what is the name of the first tunnel?
- 42) In 1924, 'Caerphilly Castle' was exhibited alongside 'Flying Scotsman' at which exhibition?
- 43) Which loco was used in a 100mph arranged crash to demonstrate nuclear flask container safety?
- 44) Which city station is situated between St. Chads Circus and Colmore Circus roundabouts?
- 45) On which date was Barmouth Viaduct closed for repairs to sea worm damage?
- 46) What name was originally carried by 'Castle' class loco 7005, 'Sir Edward Elgar'?
- 47) Which report published in January 1983 caused concern about the future of Britain's railways?
- 48) Near which city centre is Mutley Tunnel?
- 49) Which railway features in the TV series "No Bananas"?
- 50) When did the last timetabled BR steam train run on the Vale of Rheidol Railway, before its sale?

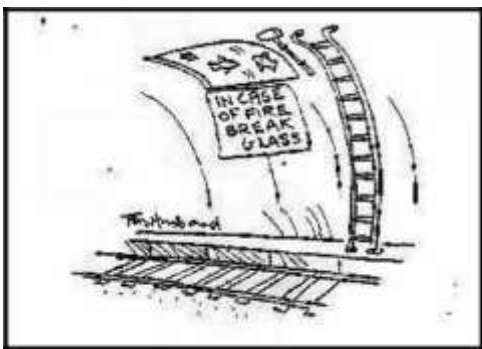
Pennine Quiz No.87 - The Answers

- 1) Dovey Junction and Borth
- 2) Staverton
- 3) 63982
- 4) St. Gatien, Harvester
- 5) The Lord Mayor of London
- 6) 112 St. Simon
- 7) Birmingham Snow Hill
- 8) Alycidon
- 9) Poole
- 10) 1/6/64
- 11) 47774
- 12) 46200
- 13) 156405
- 14) 08775
- 15) Stratford Works
- 16) 11/4/60
- 17) The Talisman
- 18) 43132
- 19) 12/3/71
- 20) 4
- 21) Lowestoft
- 22) Colchester Town
- 23) D5386
- 24) 7 (It has been pointed out that 47587 carries the name "Ruskin College Oxford", which is one of the University's colleges, therefore I would have also accepted 8 as the answer)
- 25) 2/6d

I am sorry to say that only one entry was received for the quiz and that was from John Dewing. I know there has been postal disruption in various parts of the country in recent weeks and it is possible that other entries have failed to get through - if yours is one of those, please accept my apologies. Thanks again to Ken King for setting the quiz.

What the Papers Say!

Nothing about the Channel Tunnel fire in this column! (Well, apart from a couple of cartoons reproduced below) No, what caught my eye, when I was fishing around for snippets for this edition, was a full page article in the Express about how Sindy has finally seen the light, and developed an interest in railways. The article was written by Toby Moore, the Transport Editor - thanks to Uncle Whitlam for passing it on to me.



Private Eye - cartoonist Tom Husband



Private Eye - cartoonist Geoff Thompson

InterCity Sindy

Fashion-tracking dolls model the latest in anorak chic.

It'll be Thomas the Tank Top next. Sindy and boyfriend Paul have been recruited to put the go-go into day-glo. Blame Oasis. The Gallagher brothers' taste for naff nylon anoraks with stripes has convinced

trainspotters that trainspotting is trendy, "It's really groovy now," said a spokeswoman for the National Railway Museum at York, which has launched an initiative to change the image of trainspotting. The museum hopes that Cindy's fetching day-glo orange anorak and plasticised denims will strike a cord with preteens, altering the popular perception of trainspotters as nerdy loners with a style bypass and, shall we say, modest social skills.

"We want to make the public aware that trainspotting is an acceptable and pleasant way to pass the time, rather than being the butt of jokes," the spokeswoman added. The museum now plans to conduct a major survey into attitudes to trainspotting.

The dolls' clothes, from new designer Suzanna Leighton, are intended to offer the trainspotter "functional but funky outfits" - her words - to wear in all weathers. Including, presumably, the windswept platforms of Crewe.

The museum spokeswoman said Noel and Liam Gallagher and Pulp's Jarvis Cocker were already role models for anorak chic. She thought part of it was down to the arrival of Eurostar trains through the Channel Tunnel.

Sadly, toymakers Hasbro have no plans to produce more than a handful of the Cindy-and-Paul-Go Trainspotting outfits. They will not be manufactured for sale unless there is a huge demand.

There may well be. Research suggests that Britain harbours at least two million trainspotters, though many probably keep it quiet. Their numbers include a bishop and several MPs.

"There is so much more to an interest in trains than taking down numbers," said Andrew Scott, director of the National Railway Museum. "Railway fans are not boring people with nothing else in their lives. Who could accuse Michael Palin, or Victoria Wood, of being dull?"

A spokeswoman for Cindy said that Vogue was "very keen" to run a fashion spread of the supermodel in her new gear. The doll has already appeared in the MTV magazine *Blah Blah Blah*. "For Cindy, life is an adventure - she has always been on top of the trends," added Hasbro.

There are no firm plans to add the latest fashion worn by Cindy to the shops, mainly because most of it is already there. An industry expert said the Britpop bands had already made "functional fashion" the thing to be seen in. And nylon, she reckoned, was enjoying a renaissance beyond the platform gate.

View from a trainspotter

Lifelong trainspotter Nicholas Whitaker believes the hobby has become a soft target because it is politically incorrect to make fun of minorities.

"There's a complete national obsession with us," he said. "I don't know about these latest outfits, but you're not going to stand on platforms or crawl around trains dressed in a three-piece suit. It's not the biggest crime in the world to wear nylon slacks and Hush Puppies." Author Mr Whitaker, who is writing a novel with a trainspotter as hero added: "A lot of people like me started in the 1960s. I was 11. It was the done thing then, peer pressure as much as anything else. I should think one in three boys trainspotted from about the age of eight. Most never stopped. It's such a powerful influence".

"People think it's just jotting down numbers, but I think in the final analysis it's an excuse for people to be social with each other. The thing about trainspotting is you can do it either on your own or not. There's a lot of camaraderie. Even now, the friends I've got I made then. "There's this big myth about trainspotters being asexual, with the whole thing a substitute for girls. It's true a lot of spotters do it to get out of the house - but their wives are usually glad anyway. "

Those of you who are frequent travellers on London's Underground system will have noticed the 'Poems on the Underground' series. The Scottish Arts Council thought this was excellent idea and, some years ago, commissioned the poet Edwin Morgan to write a series of poems for the inauguration of Glasgow's refurbished Underground system. Edwin sent in this sample but it caused such alarm in the Strathclyde Transport Executive that they decided against using the poems!

The Subway Piranhas

Did anyone tell
you that in each subway train
there is one special seat
with a small hole in it
and underneath the seat
is a tank of piranha fish
which have not been fed
for quite some time.
The fish become agitated
by the shoogling of the train
and jump up through the seat.
The resulting skeletons
of unlucky passengers
turn an honest penny
for the transport executive,
hanging far and wide in
medical schools.

Rail Ale goes roamin' 'roon' Reekie!

by David Bladen

(Translated - Your editor and his Good Beer Guide have been to Edinburgh!)

When I began this column a while back, I wrote that editorial input could be limited because yours truly does not get about as much as he used to. Happily, I had an opportunity to rectify this, thanks to a week's holiday (yes, the Koreans have allowed me a holiday!) and a GNER 'Daypex' ticket to Edinburgh.

My plan had been to spend a couple of hours at Edinburgh Airport, photographing the aircraft bringing delegates to a NATO conference, followed by an hour in the city photographing buses (sorry, Gerry!) then visit a couple of hostelrys near the station (purely to research this article, of course) before catching the 19.00 Edinburgh - Kings Cross home. I had my ticket, I'd phoned the airport to confirm that the spectator's gallery would be open, and Ian McCaskill had said it would be cold but sunny (Ian's never wrong - well, not usually!). However, as a famous Scot once wrote, "The best laid schemes o' mice an' men gang aft agley!"

The day did not have an auspicious start. As I waited at the station, 91012 was coupled on to the test-train and left heading north. A fellow passenger remarked that this was possibly not a good idea as '12 had failed at Hambleton the previous week while on test, blocking the ECML for more than 1.1/2 hours. Shortly afterwards, GNER-liveried 91025 arrived at the head of a similarly liveried rake of stock, forming the 08.07 to Edinburgh. It was the first time that I'd seen the new colour-scheme in daylight - I only hope it grows on you. Departure was on time and we made rapid progress to York, where the test-train and 91012 were safely parked at an adjoining platform, although there were several people peering intently underneath the loco. The onward journey north was equally rapid and took place in glorious autumn sunshine - good old Ian! Beyond Newcastle, however, things began to gang aft agley! Threatening clouds as we approached the border were a foretaste of things to come. The closer we got to Edinburgh, the worse the weather became and arrival in the capital (seven minutes early) coincided with a very heavy snow shower. I decided to photograph 91025 in the snow, but the light-meter thought otherwise and suggested a setting of "f2 at a fortnight!" I pressed the shutter release anyway, more in hope than expectation. Undaunted, I set off for the airport - Ian had said there might be the odd shower brushing the coast and I was hopeful that by the time I reached Turnhouse the weather should have cleared.

Wrong! Not only did the shower continue but along came some friends to join in. The few things moving at the airport seemed to be snowploughs. A Boeing 757 and an Airbus 320 landed in flurries of snow and spray but it was obvious that any aircraft not fitted with an autoland system would have to divert. Sure enough, an airport official confirmed that the military aircraft had diverted to Leuchars. So now, what to do for six hours? One of the conditions of a 'Daypex' ticket is that you can only use specified trains - if you want to use another train you pay the full fare, so going home early was out of the question. The snowfall had started to ease but it was still gloomy and my light-meter confirmed photography would be a waste of time and film. I decided to return to the city, do some sightseeing and visit a couple more pubs than previously planned -

again, purely in the interests of research, you understand! The result is the Rail Ale Guide to decent pubs near Waverley.

The first port of call is the Guildford Arms on West Register Street. Leave the station via Waverley Steps, cross Princes Street and the pub is behind 'Burger King'. The Guildford is a large, plush pub, very much in the style of the London 'Gin palaces', with ornate ceilings and walls, polished woodwork, a separate 'Balcony Bar' and a comfortable dining area. Scottish beers from Belhaven and Caledonian were on sale, along with several English offerings. A word of warning - the head barman has a wicked sense of humour. When I asked him what sandwiches were on offer, he replied, "Dead cow, dead pig, dead fowl and dead milk." Pardon? "Beef, ham, chicken and cheese!" The beef sandwich, Scottish beef by the way, was excellent!

From the Guildford, turn right onto Princes Street then after about 150 yards, right into North St David Street. First on the left is Rose Street and 200 yards on the right you will find the Rose Street Brewery. This is a small, plain pub with an upstairs restaurant and a microbrewery attached. Two beers are brewed - Auld Reekie 80/- and Auld Reekie 90/-. (Auld Reekie by the way is Scottish slang for Edinburgh - don't ask me why!) Rose Street Brewery tends to be pooh-poohed by CAMRA anoraks because the brewery is owned by Carlsberg Tetley and the beers are brewed from malt-extract. Don't let this put you off however, - the 80/- was absolutely spot-on. A further bonus was being invited to join a small party of American and Japanese tourists in a look at the brewery. There isn't a great deal to see but the brewer more than made up for that with a very informative talk on how his beers are produced. The Japanese visitors especially were very impressed!

Turn right out of the pub and continue along Rose Street. Turn right into Castle Street, cross George Street then turn left into Young Street. Fifty yards on the left is the Oxford Bar. This is a tiny, basic and very friendly place, where beers from Maclay, Belhaven and Caledonian were on sale. Catering is limited to hot pies from an old style glass pie oven, but on a very cold day, a hot Scotch (mutton) pie and a pint by the fire in the back room is one of life's more subtle pleasures!

The walk to the next venue is quite lengthy, but takes you past Edinburgh Castle and into the very interesting Old Town. Turn left out of the Oxford and walk along Young Street, before turning left into Charlotte Street. This will take you back to Princes Street, which you cross and then head off down Lothian Road before turning left into Kings Stable Road. At the end of this road turn left into Grassmarket. Just on the left is the 'Scotch Whisky Heritage Centre', a rather touristy title for what is one of Edinburgh's more interesting attractions the queue of people waiting to get in testified to its popularity. Carry on along Grassmarket before turning left into West Bow.

The place we are heading for is the Bow Bar, which is a single-room hostelry that is actually on Victoria Street, the continuation of West Bow. The wood-panelled walls of the pub are covered with many interesting brewery mirrors and several railway signs. Other notable attractions are the bank of traditional air-driven beer dispensers and one of the biggest selections of single malt whiskies I've seen in a long time. In fact, a wee dram of 25-year old Glenmorangie was my chosen tippie in here, (it had to be wee, given the price!) although I could have picked any one of six real beers which were available.

The final venue is on the way back to the station and is the Halfway House on Fleshmarket Close. Turn right out of the Bow Bar, walk up Victoria Street and at the top turn right into Lawn Market. At the crossroads continue straight on into High Street and past the City Chambers before turning left into Cockburn Street. Fleshmarket Close is on the right, about 100 yards along. The Halfway House got its name from being halfway down (or is it up?) one of Edinburgh's steepest flights of steps. Sadly for those wishing to get to the station after visiting the pub, the way is up! Still, the pub is worth a visit, being a small, friendly, crowded L-shaped room, with a large collection of railwayana on the walls. Beers from Belhaven were on offer, but I settled for a half of the guest ale, Orkney Dark Island - the Good Beer Guide describes this beer as deceptively drinkable and I did not want to risk falling asleep on the train and waking up at Kings Cross! To get back to the station go up the steps, pause for breath, then turn right and follow the road round. Straight on at the crossroads will take you onto Waverley Bridge and the entrance to the station is on the right. Thus ended a very pleasant day, despite the weather. Transport back was in the capable hands of 91013, and no, I didn't end up at Kings Cross! Oh, and the famous Scot who wrote those lines? Robert Burns!

A short stretch of track in North Yorkshire, from Monk Fryston to Burton Salmon (approximately two miles), on the Sheffield to York line, is one of the busiest areas in the country for freight.

At the Monk Fryston end are lines to the north, which go to Church Fenton and on to York, and lines to the east which head off for Gascoigne Wood, Selby and Hull, with a connection to the East Coast Main Line at Thorpe Willoughby. At Burton Salmon the line diverges to the west, for Castleford, Leeds, Normanton and Healey Mills, and to the south for Ferrybridge, Knottingley Doncaster, Sheffield and the Midlands.

The area is not easy to reach by public transport. South Milford is the nearest station (2 miles) and is served by trains from Leeds, Selby and Hull. There is an hourly bus service from Pontefract to South Milford, calling at Burton Salmon and Monk Fryston, and West Riding Buses run an hourly service from Leeds bus station to Selby, which passes Monk Fryston.

Vantage points at Monk Fryston are the A63 overbridge and side-road overbridge. The former is better for photos of trains from the south, the latter is better for trains from the north. At Burton Salmon the A162 overbridge is handy for photographing trains from the north and west but not too good for trains from the south. Be careful crossing the road as it is very busy! There is also an automatic-barrier level-crossing at Hillam Gates, midway between Burton Salmon and Monk Fryston, but this spot is not very good for photography. Signalling on the line is 3 and 4 aspect colour lights, the fine speed is 20 - 60mph depending on the type of train, and all crossovers are at Monk Fryston for lines to the East and West.

Monk Fryston is the hub of the Selby Coalfield. Coal is brought to the surface at Gascoigne Wood, where it is processed before being distributed to power stations along the Aire Valley (Drax and Eggborough), the Worksop area (West Burton and Cottam), the north-west (Fiddler's Ferry) and occasionally to Didcot. Household coal goes to North Wales and Scotland and slurry is sent to the Coalite plant in Nottinghamshire.

Other coal flows passing Monk Fryston are opencast coal from the northeast and West Yorkshire and imported coal landed at Teesside, Hull and Immingham.

Steel trains to and from South Wales, the Midlands, Wakefield and Blackburn can be seen along with oil empties trains to Immingham and Port Clarence (Teesside), empty and full acid-tank trains going between Hull (Saltend) and Mostyn (North Wales) and building block trains travelling between Peterborough and Heck. The following is a record of a visit to Monk Fryston on October 9th, 1996, between 09.15 and 14.30:

Selby - Aire Valley MGR's, National Power: 59202/203/204/206

Selby - Aire Valley MGR's, LoadHaul: 56065,60014

Imported coal, LoadHaul: 56068/102/107/110

Selby - East Midlands MGR's, Mainline Freight.. 56131, 58014/040/045, 60094

Spoil train (2 empty/2 full trips), LoadHaul 56063

Acid empties to Hull: 37885

Aire Valley - Immingham. oil empties: 37698

Steel empties: -56061/084/098, 60078

Tees Yard - Warrington freight, Transrail 56029

Building -block empties to Heck: 56027

Light-engines: 56043/120

'Royal Scotsman' charter, RES 47783

Sheffield - York and return services: 142074

Leeds - York via Castleford and return, route learning: 142072

Footnote: There are two pubs in Monk Fryston - I haven't tried them, maybe another day!

Pennine Observers Notes

Eastern Region:

We start with a report from Joan Croft Junction where on August 27, 47848 and 91027 were noted at the head of expresses and 60038 was in charge of an oil train. Later that day at Thorpe Gates, 56055 headed an oil train and 60007 was noted at the head of an MGR.

Healey Mills on August 29, saw the following locos :08677, 37225/677, 47287/347/523/976. The following day, the 09.00 Poole-York arrived at its destination behind 47814.

In the Scunthorpe area on the 31st, 60091 headed an ore train, 08824, 37689, 56109 were in the LoadHaul depot, BSC locos 45/76 "topped and tailed" a steelworks tour train, 46/47 did the same with a goods train, 1438 gave brake-van rides at the Appleby-Frodingham Railway Preservation Society's depot, BSC 31/50/51/77/High Line 5 were in the British Steel depot and 34/44/53/71/79 were operating in the steelworks.

Into September now. The 14th saw 56063 working a southbound Freightliner through Hougharn. At Peterborough on the 26th were 31466, 37220/377/715, 56091/123, 58005 while at Immingham depot on the 30th, 08388/445, 37335/708, 47221/277/550, 56120, 60021/026/090 were noted.

The 11.43 York - Poole was hauled by 47807 on October 1st, with 56037 and 59202 noted heading freight trains through Sheffield later in the day.

Joan Croft Junction again features, this time on October 4th. 91010/015/019/021/024 were noted on ECML passenger workings, 47788, 86419 were on parcels trains, 56027 headed a block train, 56097 was on a coal train, 60025 hauled an oil train, a goods-train was in the care of 60068 and finally, for good measure, 37517 passed through light-engine. Thorpe Gates later in the day saw 56068, 58008/029/049, 59202 on MGR workings and 60098 on a mineral train.

The 150th anniversary of the Hull to Bridlington railway was marked by an exhibition of "Railway Memories" at the Hull Street Life Museum starting on the 6th of October. Posters, tickets and photographs were among the artefacts on display at the museum, which is located in the High Street, off Lowgate. The entire signal box from Cottingham North is also on display, having been rebuilt inside the museum.

The 07.55 Birmingham - York service arrived at York behind 47812 on the 10th. On the 12th, 47290 was sighted at the head of a northbound Freightliner at Eaton Lane crossing, closely followed by 43062+43089 which formed the 12.46 Waterloo - Edinburgh Eurostar connecting service. Also that day, 56112 was sighted at Brough and Hull Docks on freight workings, 86210 was noted at York on October 19th, powering a North Eastern Railtours charter from Morpeth to Kings Cross.

D9016 brought back fond memories for many members during October and November, when it was stabled at Doncaster shed during crew training trips. One particularly tired and emotional committee member thought he was dreaming when he saw a two-tone green Deltic on the shed in 1996!

Back to reality! On November 2nd 43062 again worked on the 12.46 Waterloo - Edinburgh Eurostar service, this time paired with 43013. GNER- liveried 91s have started to make an appearance - 91019 was noted at Eaton Lane crossing on November 9th, at the head of the 14.05 Leeds - Kings Cross.

Midland Region:

Crewe Works held an open day on August 17th. Locos noted were:-
08390/419/647/668/692/707/ 724/818/849/911/921, 20032/042/072/187/188/215, 37066/333/419/425/
603/668/699, 40145, 45041/060, 47145/320/340/375/421/439/442/443/463/466/473/485/528/538/771/
798/799/805/807/839/850/973, 50015/044, 86604, 87101, 90017/126, 92002, D172, D1041, D1102, D1842,
46229 'Duchess of Hamilton', 46441, 48151, 70000 'Britannia', 71000 'Duke of Gloucester'.

On September 14th, Warrington Bank Quay was visited by a member who noted, 37087/413, 56047/049/
092/127, 60037, 86222, 87011, 90010/012.

Saltley Depot on the 21st, played host to 37610/612, 47166/196/216/218/303. The following day, at Birmingham New Street, were 47818/828, 86260.

To Manchester Piccadilly now, where on September 28th, 47807/810, 86206/252/255/260, 87003, 90004/005 were sighted at the station. 90004 had expired whilst working the 14.50 Euston - Piccadilly and was rescued by 87017, the train arriving some 70 minutes late. The same day, 37402/414/417/421/422/429

were operating Crewe - North Wales services and 37087 was sighted at Chester on a freight working. Wolverhampton, on October 1st, hosted 47848/851, 86207/214/259/260, 87001/002/004, while sightings further down the line, at Birmingham New Street, the same day, were 37142+37178 (light-engines), 47814, 86212/244/247, 86621 +86678 (freight working), 87014/029, 90009.

Back to Manchester, where on the 4th of October, 86206/212/214/233, 90010/021 were at Piccadilly station. At Liverpool Lime Street that day were, 47829, 86102/216, 87024/031.

Member Phil Lewis spent a rather interesting week in a cottage right next to the West Coast Main Line, at Orton in Cumbria. Built in 1846 by the Lancaster and Carlisle Railway for use by platelayers, the two-bedroomed cottage is presently owned by Mr Gordon Harris, a retired Southern Railway guard, and his wife, who live next door. A week's stay cost Phil £75, but the cottage can be let on a daily or weekend basis. Further details are available from Mrs E A Harris, 1 Orton Moor Cottages, Orton, Penrith, Cumbria, CA10 3SB, Tel: 015396 24369. Sightings by Phil during the week 12th-19th October were 37095/158/211/509, 43007/014/037/057/068/079/086/087/090/130/158/178, 47210/736/976, 56010/093/099/132, 60005/010/033/046/061/072/089, 82101/104/111/123/127/131/134/137, 86205/206/212/229/244/250/252/255/258/602/604/612/614/620/621/622/623, 87003/013/023/028/030, 90006/008/009/014/016/018/019/020/125/126/128/133/138/141/142/148/149, 158747/748/750/751, 325012.

Carlisle on the 24th saw, 31142, 37071/214, 47312, 56004, 86214/233/252/417/426, 87028, and on the 25th, 60037/058, 86212, 90020/125 were also sighted.

On Saturday November 2nd, 'A1A Charters' ran the "Merry Men" railtour. 31405+31420 worked the train from Preston to Nottingham, where 37047+31462 provided the motive power for the trip from Nottingham to Mansfield. This is reported to be the first loco-hauled passenger train on the new "Robin Hood" line. The next leg of the journey took the route Worksop-Retford-York-Huddersfield-Penistone-Bamsley-Sheffield-Derby, where 31405+31420 were reunited with the train for the journey back to Preston.

Southern Region:

On the 26th of September, a member out-and-about in the region noted:- Norwood Junction/Selhurst, 73136/140; Three Bridges, 33038/046/047/051; Brighton, 09025 station pilot, 47828 on the 14.20 Brighton - Manchester Piccadilly.

A 'Railtourer' charter to Canterbury on October 5th was headed by 47785. 47725 was the loco allocated for the return working.

On the 12th of October, 'Gatwick Express' services were in the hands of 73202/203/204/206/210/212. 47769 was stabled at Clapham Junction that day

Scottish Region:

An intrepid trio of Pennine punters travelled on the 'Statesman' charter to Fort William on the weekend of 25th-27th October. 86241 provided the power from Kings Cross to Edinburgh allowing "overnight beers" (our correspondent's phrase!) in Edinburgh, before 37424 worked the Edinburgh-Oban-Crianlarich-Fort William leg of the tour. An overnight stay in "beautiful downtown Fort William" (our correspondent is obviously still tired and emotional after seeing the Deltic!) ensued before 37424 returned the train to Edinburgh, where 86241 was waiting for "an extremely fast run" (more emotion!) back to Doncaster.

Preserved Railways:

The Llangollen Railway had 4806 and 7822 'Foxcote Manor' working trains between Llangollen and Carrog on August 17th.

On the 26th of August, 901, 34101, 45428, 60007 were noted working trains on the North York Moors Railway, while at the Great Central, 1450, 30777 'Sir Lamiel' and 34039 'Boscastle' were working trains between Loughborough and Leicester North.

The Severn Valley Railway's "Autumn Steam Gala" was held on the weekend 21st/22nd September. Locomotives in steam were 600*, 2968, 3442*, 5029, 5764, 6024, 7325, 7714, 7802, 46443, 46521, 60009, 80079 (*night-working). DMU 51935+52064+59250 was also in use.

"Wheels in Motion" was the theme on the Keighley and Worth Valley Railway on October 12th. Operating during the day were 'Bellerophon', 1054, 45596, 48431, 75078, 80002. DMU 51565+50928 operated between Keighley and Ingrow West.

Many thanks to Tony Caddick, John Dewing, Phil Lewis and Paul Slater for their contributions.

Notice Board

PENNINE MEETINGS

Forthcoming meetings at the Taps are as follows:

Sunday 12 January 1997 - 12.00	The Annual General Meeting of the Pennine Railway Society
Wednesday 15 January 1997	Chris Theaker <i>"Theak-a-boo 2"</i>
Wednesday 5 February 1997	Ken Grainger <i>"A journey from Sheffield Victoria to Nottingham Victoria, via the Chesterfield loop"</i>
Wednesday 19 February 1997	Derek Porter <i>"A Rail Miscellany"</i>
Wednesday 5 March 1997	Members' Slide Competition <i>Bring four slides for judging by everybody - cash prizes!</i>
Wednesday 19 March 1997	Pete Wesley <i>"Pete's Pictures"</i>

The next edition of Trans Pennine will be produced in March. Please have all contributions to the editor by February 16th. Thank you!