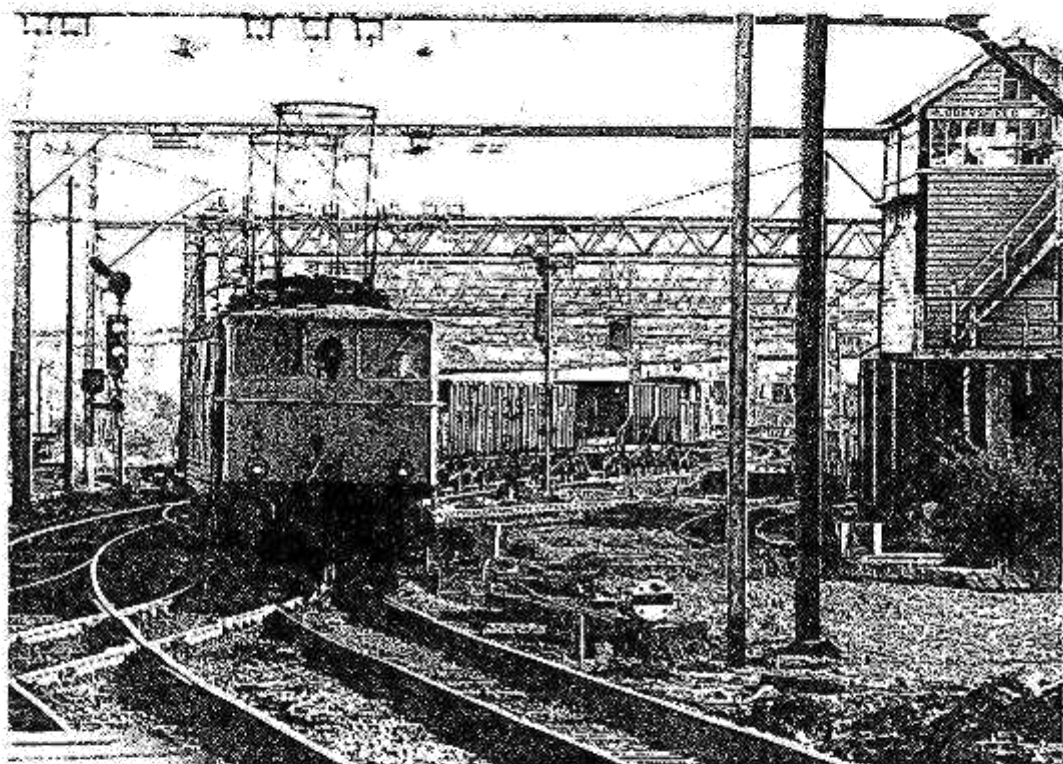


# **TRANS PENNINE**

**THE MAGAZINE OF THE PENNINE RAILWAY  
SOCIETY**



## **100th EDITION**

**SUMMER 1997**

## **COMMITTEE BRIEFS**

We are delighted to award ourselves the prestigious "Sir Geoffrey Boycott" Award in reaching 100 not out in publication of TRANS PENNINE, the magazine of the Pennine Railway Society.

Many thanks to all who have played a part over the years to enable us to meet this landmark.

## **COVER PICTURE**

Our cover picture shows Class 76 No 76054 passing Huddersfield Junction signalbox, near Penistone, with 8M22 Tinsley-Dewsnap freight.

## **THE HALL OF FAME**

Neil Webster, Jon Davis, Tony Caddick, David Bladen, Glyn Gossan and David Bladen.

All have played their part as Society Magazine Editor. Thanks to you all.

Incidentally, Neil Webster, who edited the first two magazines, has recently been heard as announcer at Sheffield Speedway.

## **THE SUCCESS OF PRIVATISATION**

In the period leading up to the privatisation, Chairman Skinner was preaching to anyone prepared to listen to him of the enormous benefits this would bring to both the passenger and the employees.

The Committee have now asked Robin to write an article for this organ illustrating the enormous benefits that privatisation has brought "from an insider's point of view". David Bladen will ensure that sufficient space is allowed for the article, hopefully in the next issue.

## **PRIVATISATION - UPDATE**

Recent events have seen considerable, industrial action disrupting services on Connex South Eastern and on ScotRail Railways in Ayrshire.

Along with this South Worst Trains allowed so many drivers to take redundancy, to lower the wage bill and increase profit, that it was forced to cancel up to 30/55 of services, Regional Railways North East asking staff to take redundancy, and a threatened 1000 redundancies at Central Trains.

In fact Central Trains, owned by Bus giant National Express, denied the rumour, stating that only 300 jobs were at risk. Happily, it is likely that the Central Trains franchise may be referred to the Monopolies and Mergers Commission.

## **PRIVATISATION - NEW LABOUR**

"New Labour - Old Tory" has ruled out tampering with the recent rail privatisation and promised to "improve the situation as we find it, not as we wish to find it". Even more alarmingly New Labour-Old Tory plans to privatise the London Underground in spite of the vague wording it uses to try and disguise this.

The Labour Party has said that rail privatisation "has made fortunes for a few, but has been a poor deal for the taxpayer".

## **RAILTRACK PROFIT**

Rail chiefs have used £93m of taxpayer's cash to boost profits. The grant, made at the time of privatisation, helped Railtrack make a record £346m. Bank debts of £86m were also wiped out by the Tories before the sell off.

## **CADDICK CREDIT**

Membership Secretary Tony Caddick has asked to use space in this organ to congratulate former near neighbour William Jefferson Hague on succeeding John Major-Ball as Leader of the Conservative Party.

Tony tells us that William, a former pupil at Wath Comprehensive School comes from a well-respected local family, his father Norman being a local Pop baron owning the Hague's soft drinks company.

Tony also tells us that the controversial Greenwich Dome, to be built to celebrate the Millennium, is to be modelled from William Hague's head.

## **PENNINE STARS**

We would like to thank those Committee men and the "rank and file\*" members who have featured in "Committee Briefs" over the years, either willingly or unwillingly - you are all stars, legends in your own minds. Please keep up the good work.

## **PRIVATE RAIL FIRMS "NEED BAILING OUT"**

The anti-privatisation group "Save our Railways" predicts that five rail companies, Thameslink, Thames Trains, West Anglia and Great Northern, Cardiff Railways, and South Wales and West could lose their franchises unless the Government found up to £1.5bn in extra subsidy.

They also think that other operators were on track to make huge profits. One, South Worst Trains which has caused widespread chaos by cancelling up to 200 trains a week, could expect to make profits of £478m during its franchise.

Job cuts are inevitable on the threatened lines as companies would have to reduce costs and increase revenue.

## **RABIES BARRIER BROKEN**

The Channel Tunnel's ultimate defence against rabid animals reaching Britain has recently been out of order. A system of electric grids have regularly been short-circuited by water dripping from lorries on trains in the Tunnel.

The various defences include two 9ft high fences, one at the Calais terminal, one close to the Tunnel entrance; CCTV cameras deployed throughout the terminal and along the length of the Tunnel; where the track goes through the fence into the Tunnel, an infra-red detector beam covers the area up to the track. Any animal crossing it triggers a warning; five miles into the Tunnel, the defective electric grids should act as a deterrent; beyond them, poisoned food is placed at regular intervals; foot and armed patrols.

In 1995 a stray Alsatian beat most of the system and was repelled by the grids which were working at the time.

## **FRANCHISE ULTIMATUM**

The cheeky rail operator South Worst Trains is ruling out large scale investment unless its seven year franchise is extended to 15 years. It was recently fined £900,000 following cancellation of services in February and March.

It has announced a £90m order for 30 new trains to replace a quarter of its old slam door fleet, ordered from Birmingham based GEC Alstom, but under its franchise terms it is also obliged to invest £750,000 per year for four years on station improvements.

The Department of Transport says that as the law stands franchises cannot be extended until they run out.

## **CRICKET INVOLVEMENT**

Midland MainLine HST power car 43043 has been named "Leicestershire County Cricket Club". The naming marked the club's success last year in becoming county cricket champions, and the start of the train operator's three-year sponsorship deal with the club. Uncle David Whitlam suggests that Derbyshire County Cricket Club's next county championship success will be marked by naming the first manned spaceship to Mars.

## **SWW GETS GO AHEAD TO EXPAND**

South Wales and West Railway has been given the green light to expand its services, despite objections from Virgin Trains.

The Rail Regulator has approved the company's plans to operate through-services between Manchester and Penzance and between Liverpool and Portsmouth. All services will run via the Shrewsbury to Newport line. They offer passengers a wider choice of through-trains, rather than changing at Newport, on to other routes already used by SWW. A Saturdays only link between Manchester and Waterloo via Abergavenny and Warminster may be added later.

## **HEATHROW EXPRESS THROUGH TUNNEL**

The first Heathrow Express trains, built by Siemens, are being brought through the Channel Tunnel.

## **10 MILLIONTH PASSENGER FOR EUROSTAR**

Eurostar has carried its 10 millionth passenger since the service opened in November 1994. Karina Nicey who comes from Paris but works in computer sales in London was presented with champagne, flowers and gifts when she travelled on Wednesday 7 May.

## **TURBOSTARS FOR MIDLAND MAINLINE**

A £38m contract for 13 Turbostar trains has been awarded to Adtranz, formerly BR Engineering, by Midland Mainline, to be leased from Porterbrook Leasing. All three companies are based in Derby.

The 100mph two and three-car diesel multiple units, due to enter service in summer 1999 will supplement Midland MainLine's fleet of 14 High Speed Trains.

They will be concentrated on semi-fast services, particularly south of Leicester, while the HST's provide a faster service over longer distances.

## **TILTERS**

GNER has received tenders from four companies bidding to build at least two tilting trains. The number of trains could rise to eight if GNER's seven-year franchise is extended.

## **CROYDON TRAMLINK**

The Croydon Tramlink, as with Manchester's tramway will mix on-street running with using old main-line track beds. The 17.5 mile Croydon system will use all of the Wimbledon to West Croydon line, linking with the main rail network at these two stations and at Mitcham Jcn. It will also use the section from Elmers End to Woodside where it will continue southwards on an old trackbed.

## **RIDING THE EUROSTAR**

### **Au Revoir**

**by John**

Saturday 5 April 1997 I visit Aintree for the first time in my life, courtesy of a free ticket won in a competition by Geoff Bambrough, to watch the Grand National. To my horror - the announcement "Operation Aintree All Areas", a complete evacuation of the course due to terrorist bomb threats, and the meeting was postponed. Luckily I travelled by rail and was able to leave the area, unlike

thousands of motorists and coach passengers who were unable to join their vehicles and were forced to stay overnight in the area. Thanks Geoff, as I have a very small ownership in a runner in the National, (Evangelica, trained by Martin Pipe), I return to watch the race on the Monday. The bomb warnings this time were ignored with the agreement of the Police and the then Home Secretary and the race went ahead. Evangelica negotiated the course successfully and came 17th, last of the finishers, but she got round and was the youngest horse in the race.

I am worried, however, as I have booked a trip to Paris. At the time, IRA bomb threats were almost daily, often causing chaos to road and rail links. Would I be affected? Tuesday 15 April, at 04.45 my taxi arrives to take me to Sheffield Station where I board the 05.24 service to Doncaster (Class 156 52486/57486). Arrival at Doncaster is on time. Relief to find no disruption on ECML services.

Taking advantage of the £30 Euro Apex return ticket to London International I board the 06.22 service to Kings Cross, hauled by un-named 91022, with new livery GNER stock. We leave Doncaster, passing 47725 "The Railway Mission" on standby duties - memories of the A3 Pacifics languishing here. Arrival at Kings Cross is spot on at 08.10. I quickly take the Piccadilly Line to Leicester Square, changing to the Northern Line to Waterloo, arriving at 08.35. Luckily I had pre-booked the Eurostar ticket since the computers were down, simply reading "no bookings can be processed".

The Eurostar terminal at Waterloo is indeed impressive. I board the 09.53 non-stop service to Paris Nord. hauled by 3011 and 3012. Ashford International is passed at 10.53 and the Channel Tunnel is entered at 11.05. Due to repairs in the Tunnel owing to the fire damage, passengers are warned the train may come to a stand (there is wrong-line working in a section of the tunnel for trains from the Continent to England).

Luckily we go through without delay, although speed in the Tunnel is restricted to 60mph for the duration of the work. We exit the Tunnel at 11.40, I am disappointed that you never see the English Channel.

It's thirsty work - the Club Car beckons and chilled Carlsberg. Just like the old days, stood up, enjoying the view. French Railways would fit the Car with bar stools, but these are banned in England due to Health & Safety reasons. In fact some of our track is so rough, passengers might fall off - not so in France. It is not long before we are told that we are travelling at 186.4mph, our maximum CRUISING speed; (yes, they can go faster). Lille flashes by at 12.08 (GMT) and we arrive at Paris Nord at 13.10 (GMT), on time and not one signal check from leaving Waterloo.

I recommend Hotel Terminus Nord, straight across from the station. Public transport in Paris is efficient and cheap; a single journey anywhere on the Metro costing 8 francs, less than £1. I visit the sights; Eifel Tower, Notre Dame, Champs Elysses, a boat trip on the Seine, and, of course, numerous bars. The beer is not cheap, but it's enjoyable. What I can't cope with is having to be served at a table and not being able to pay until you leave. Don't they get a lot of runners?

I stay two nights, returning on Thursday 17 April. The return Eurostar is equally impressive, departing 12.13 local time, passing Lille at 13.11, Calais Frethun 13.35, Ashford 14.21 (French time) and arriving Waterloo 15.19, 6 minutes late due to wrong line working in the Tunnel and running on yellows at Catford, approaching London. But no stops.

After passing Customs control the Balcony Bar at Waterloo signals my return to these shores, before tubing it to Kings Cross for the 17.35 Yorkshire Pullman, hauled by new liveried 91001. I was allowed on board despite not owning a seemingly compulsory eevil mobile phone. The first stop light is encountered; not outside Doncaster as you might expect, but just north of Potters Bar. We run on yellows to Stevenage following a local. Arrival at Doncaster is 19.20, some 10 minutes late.

A trip I enjoyed and can recommend. Travel and accommodation were organised superbly by Great Rail Journeys of York (tel. 01904 679969). It was so good that I am going back in July, by Eurostar of course.

NB - Friday 18 April saw trains on the EM again disrupted by bomb threats. Bonjour.

## **Chunnel Green Light**

Freight services have now resumed on the shuttle following the fire which broke out on a lorry on a Le Shuttle freight train on the night of November 18 1996. Eurotunnel continues to operate the controversial open-sided freight carriages. Initially trains ran without passengers.

There is a temporary ban on lorries carrying hazardous goods.

## **Mallard Bricked**

A controversial structure made of bricks, loosely based on the A4 Pacific Mallard, has been unveiled on a site next to a Morrison supermarket near the A66 bypass outside Darlington.

It is 30ft high, 125ft long, weighs 1500 tons and contains 181,754 bricks. It also cost £760,000, of which the Arts Council donated £570,250 of Lottery money, Lord Palumbo, former Arts Council Chairman says "it is one of those works which raises the spirits and lifts expectations". Former Durham County Councillor Peter Jones says "this is a ludicrous waste of public money".

Holes have been inserted in the train to allow bats to nest in the hollow interior. Critics fear these will swoop on shoppers at the supermarket.

## **Editor's Notes**

Welcome to the 100th edition of Trans Pennine. I start this edition with an apology for the late running of the last edition and the subsequent re-timing of this one! Editorial work commitments, coupled with the Easter holidays, followed by the Treasurer's disappearance to foreign climes (John organises the printing of the magazine) meant issue 99 was a fortnight behind schedule. This issue, too, has been delayed - again due to editorial work commitments. I am pleased to say that the Treasurer's predictions about Doncaster Rovers' fate proved somewhat wide of the mark. Spare a thought, however, for member Chris Nicholson. At the start of the season, Chris rashly promised his wife Sue, a fervent Barnsley supporter, that if Barnsley won promotion to the Premier League he would buy her a season-ticket. Chris obviously thought his money would be safe. Barnsley win promotion? Never! Oops! (Members wishing to make donations to Chris' hardship fund can send them via the editor!) One final word about football - have you noticed that the top team in each league at the end of the season was from Lancashire? It's a pity their cricketing colleagues do not look set to emulate them!

More news has come from Ian Shenton about Day Rover tickets in West Yorkshire. A rail-only Day Rover is now available for one person, and is priced at £2.80. The ticket can only be bought from staffed stations or train conductors and can be used after 9.30am Monday to Friday or all day on Saturdays, Sundays and Bank Holidays.

David Bladen

## **The 1997 Pennine Slide Competition.**

(An early reminder - anything to fill a page!)

The annual slide competition will be held on Wednesday, October 1st at the Taps. This years judge will be Chris Theaker. Chris actually volunteered for the job - honest! He wasn't forced, embarrassed or blackmailed into it.

Members are invited to submit up to 4 slides, colour or monochrome, on a railway related subject. The slides must be their own work and should not have been entered in any previous Pennine competition. If anyone would like to enter, but can't get to the Taps, send the slides to David Bladen, who will enter them on their behalf. As usual there will be cash prizes and trophies for the winners.

Happy snapping!

During a rather wet holiday in the West Midlands and North Wales at the end of June 1982, the continual rain eased off enough for me to spend a day on Snowdon, watching and riding on the trains of the Snowdon Mountain Railway. I was staying at a hotel in Llanberis, close to the Snowdon Mountain Railway station. I set off after breakfast; smoke was rising from the station yard where the fleet of Swiss-built engines were being prepared for the day's work, and a notice said the first train would leave at nine o'clock.

I followed the narrow road out of Llanberis, parallel to the Snowdon Mountain Railway's single rack-and-pinion track, and then struck-off along the path up Snowdon. It was still early, and the day's weather forecast had not been posted up at the foot of the climb. Clouds blotted out the mountains, but the sun peeped through now and again into the valleys, and at one time, a rainbow shone against the green fields below me.

I climbed steadily higher. The mountain panorama was utterly deserted, and I felt as if I was the only person in the world. The railway track was clearly visible on the slope below me, and ahead I could see it dwindling into the distance towards the cloud-capped upper reaches of Snowdon. I watched and listened for the nine o'clock train, but to no avail. Before long, rain was sweeping down over the mountain, and I began to wonder whether this morning's excursion was not rather a foolish idea. Under a bridge carrying the railway over the path, I sheltered from the heavy shower. A few other walkers came up the path from Llanberis, rested briefly under the bridge, then pressed on.

When the rain at last dwindled to a drizzle, I also set off, making for the Halfway House which I could see some distance ahead. The sky lightened, and with it, my spirits. At the Halfway House I bought a welcome cup of tea. There was a rumbling sound outside; a works train led by engine no.7 was coming slowly down the railway from the summit. The girls serving in the cafe and a workman of the Snowdon Mountain Railway talked, in English to me, but in Welsh to each other, then the man went out to join the train. I set off walking again, in bright sunshine now, and I saw the works train coast down to the passing loop at Halfway station, the engine blowing off steam from its compression brakes.

At last, from the path below Clogwyn station, I saw the first passenger train of the day climb slowly up from Llanberis, a green engine pushing a single red and white carriage. It seemed tiny in the vastness of the landscape, but its strenuous noises carried clearly. It halted at Halfway to pass the works train, then came on, its noise and smoke easily noticeable before the train itself came into sight around a shoulder of high ground. I watched the train pass above me, and when it halted at Clogwyn station, I began to retrace my steps towards Llanberis and lunch. Far below me as I walked was the exhaust steam of the works train descending, while from above me came the redoubled blast of the passenger train ascending. I watched it climb into the clouds, and I could still hear it when it was out of sight. The second train of the day, propelled by engine no.4 "Snowdon", came up as I followed the path down to Llanberis; I watched it go past me and saw it stop at Halfway, then loudly attack the climb once more.

A third train departed while I was having lunch. I looked at no.2 "Enid" and no.3 "Wyddfa" in the station yard, then got on board the fourth and last train of the day, which left at two o'clock pushed by no.5 "Moel Siabod". "Snowdon" came in with its train, having descended the mountain, then we were off on our slow journey, fairly quietly at first, past the great heaps of coal needed to fuel the hard-working locomotives, then with a stentorian eruption from no.5's chimney as we reached the steep climb up Waterfall viaduct. At the top, we paused - for the passengers to admire the view, and perhaps also for the engine to get its breath back - and then we were on the move again. At Hebron station, we waited. Windows which had been opened in the sunshine at Llanberis were now closed against the cool upland breeze. Coal was piled on the engine's fire and huge billows of black smoke arose to mingle with the rain clouds higher up the mountain. Then we were away, the views from the carriage becoming ever more dramatic.

During the stop at Halfway, the engine's tanks were refilled from a huge brim-full container beside the track, almost swimming-pool size. The wet weather must have meant that there was no difficulty in keeping the engines supplied with water. Engine no.8 "Eryrn" came slowly down from the clouds

with the lunch-time train and passed us in the Halfway loop, then we departed for the summit. Between Halfway and Summit stations, apart from the brief halt at Clogwyn, there was no respite in the steep ascent. Mist and rain blanketed the scene, and apart from a few hikers glimpsed beside the path, we were isolated, with only the loud-mouthed locomotive for company. The driver and fireman had closed the cab flaps and rigged up screens to keep off the driving rain. Hikers became more numerous, there was a glimpse of the Pig Track path zigzagging across the steep scree slope, and then we were at the Summit station. Rain streamed down, and we all hurried into the adjacent cafe, where notices banning wet clothing were ignored.

As the train prepared to descend, the rain stopped, and a fitful sun through shifting white clouds gave us a momentary glimpse of peaks and valleys, light and shade. Then we were off on a leisurely descent, grinding and jolting at each station we stopped to pick up railwaymen. Cloud, like a vast mass of white steam, filled the Pass of Llanberis, but the sun shone on the other side of the train, and the engine with its plume of steam made a shadow on the steep ground beside the track. We waited again over the waterfall, then we were back in Llanberis, and it was the end of a memorable day.

## **In Retrospect – 1**

**by Steve Payne**

Following on from Ken Grainger's illustrated talk on the Great Central from Sheffield to Nottingham, I thought it might be interesting for readers to see the selection of motive power to be observed at Nottingham Victoria, on a summer Saturday in 1964:

9F: 92031 ,92032, 92037, 92067, 92072, 92074, 92096, 92111, 92132

Std 2: 78042, 78055, 78062

Black 5: 45186, 45346, 45450

8F: 48283, 48401, 48748

04: 63612, 63675, 63679

4MT: 43032, 43145, 43156, 43160

Fowler 2-6-4T: 42218, 42232

B1: 61361

'Royal Scot': 46122

WD: 90002, 90036, 90175, 90674

GW "Hall": 5979

Jubilee: 45562, 45622

Std 5: 73071

V2: 60847

Diesels: D5184, D5185, D5193, D5201, D5266, D7583 (class 25s), D5527, D5692, D5801 (class 31s), D1 500 (class 47)

Possibly not many ex-GC types, but a fair selection, nevertheless - the "Hall" was a regular working, not a special. On a previous trip through the station, hauled by ex-GC J1 164354, various 'Jubilees' and L1 2-6-4Ts were also noted.



In a slightly different vein, a visit to Tinsley at Easter this year prompted me to research the original numbers and allocations of the locos I noted during my visit:

<u>Loco</u>	<u>Orig.</u>	<u>Date</u>	<u>First Shed</u>
08512	D3674	6/58	52E Percy Main
08879	D4047	12/60	41B Sheffield Brightside
47102	D1690	11/63	86A Cardiff Canton
47222	D1872	6/65	41A Tinsley
47144	D1737	5/64	86A Cardiff Canton
47190	D1840	5/65	5A Crewe North
47321	D1802	2/65	41A Tinsley
47096	D1682	10/63	81A Old Oak Common
47214	D1864	6/65	41A Tinsley
47325	D1806	2/65	41A Tinsley
47033	D1613	10/64	86A Cardiff Canton
47310	D1791	1/65	41A Tinsley

The locos that stand out are the ex-Western Region class 47s - to people who remember them as Brush Type 4s, they would have been a rare sight in this region at that period. 08512, originally a 'Percy Main' engine, remained in the North East until fairly recently, in fact, I photographed it at Sunderland South Dock in September 1990.

## **In Retrospect – 2**

**by Andy Barclay**

Monday the 14th of May 1984, was the first day of the summer timetable and on the local rail scene, it was all change. Trans Pennine services had been turned over to class 31/4-hauled trains, replacing the class 123 and 124 multiple units. Long distance trains between the south-west, Wales and the north east, were re-routed via Doncaster, services being operated by a mix loco-hauled trains and HST's, and all daytime East Coast Main Line services were diagrammed for operation by HST's.

The following observations were all made at Doncaster

### **Westbound Trans Pennine services**

07.18 Hull - Manchester Piccadilly 31425  
07.37 Cleethorpes - Manchester Piccadilly 31441  
08.46 Cleethorpes - Manchester Piccadilly 31405  
10.10 Hull - Sheffield 37173  
12.10 Hull - Manchester Piccadilly 31427  
12.43 Cleethorpes - Manchester Piccadilly 31442  
15.13 Hull - Manchester Piccadilly 31406  
16.01 Hull - Manchester Piccadilly 31401  
17.00 Hull - Manchester Piccadilly 31441  
17.30 Cleethorpes - Manchester Piccadilly 31425

### **Eastbound Trans Pennine services**

07.18 Manchester Piccadilly- Hull 31427  
08.41 Manchester Piccadilly - Cleethorpes 31442  
09.41 Manchester Piccadilly - Hull 31408  
11.41 Manchester Piccadilly - Hull 31401  
  
13.41 Manchester Piccadilly - Hull 31441  
13.50 Sheffield - Cleethorpes 31425  
15.41 Manchester Piccadilly - Hull 31405  
20.15 Manchester Piccadilly - Cleethorpes 31406

**Other DMU-operated (classes 101, 105, 108, 114) services between Humberside and Sheffield were:**

06.30 Hull - Sheffield E54383+E53217  
08.36 Hull - Sheffield E53603+E54198  
09.18 Scunthorpe - Doncaster E54400+E51252  
10.56 Hull - Sheffield E54022+E53005  
11.27 Cleethorpes - Doncaster E53011+E54010  
12.38 Doncaster - Sheffield E54051+E53166  
21.48 Cleethorpes - Sheffield E53039+E54042  
07.00 Sheffield - Cleethorpes E54010+E53011  
08.00 Sheffield - Scunthorpe E51252+E54400  
08.51 Sheffield - Cleethorpes E54038+E53109  
09.20 Sheffield - Hull E53217+E54383  
07.35 Boston - Doncaster E53026+E54013

**DMU services between Doncaster and York, via Selby, were in the hands of**

08.08 Doncaster - York E54472+E51276  
18.45 Doncaster - York E53630+ES9249 E59383+E53641  
22.00 Doncaster - York E54208+E53608  
07.38 York - Doncaster E53622+E54202  
09.04 York - Doncaster E78960+78710  
17.11 York - Doncaster E53641+E59383 E59249+E53630

#### **North East - South West/Wales services**

06.45 York- Portsmouth 45130  
06.55 Newcastle - Plymouth 43169-43170  
07.43 Hull - Cardiff\* 31126  
09.22 Newcastle - Penzance 47519  
12.00 Newcastle - Cardiff 43036-43037  
13.22 Hull - Brighton 57537  
13.35 Newcastle - Plymouth 43184-43185  
17.20 Newcastle - Bristol TM 43021-43017  
\* Terminated at Sheffield due to wrong stock on the train!

#### **South West/Wales - North East services**

05.58 Bristol TM - Newcastle 42037-43036  
06.50 Paddington - Hull 47437  
07.00 Plymouth - Newcastle 43007-43128  
07.05 Cardiff - Newcastle\* 45158  
08.53 Penzance - Newcastle 47588  
11.10 Cardiff - Newcastle 43017-43021  
13.55 Cardiff - Hull# 47437  
15.11 Plymouth - York 43160-43170  
17.11 Plymouth - York 43175-43145  
\* Train was loco-hauled instead of booked HST  
# Started at Sheffield due to wrong stock going down in the morning

#### **ECML services to Kings Cross**

06.18 Bradford 43057+43075  
07.00 Hull (Hull Executive) 43162+43059  
07.30 Leeds (Leeds Executive) 43061+43105  
05.30 Newcastle (Cleveland Executive) 43109+43078  
07.18 Bradford (Bradford Executive) 43069+43062

06.40 Newcastle 43110+43092  
08.00 Hull 43156+43100  
08.08 Harrogate 43111+43082  
07.45 Newcastle 43093+43119  
08.40 Newcastle 43056+43053  
09.45 Leeds 43193+43107  
07.35 Edinburgh 43084+43118  
10.50 Doncaster 43064+43096  
10.45 Leeds 43080+43083  
06.00 Aberdeen 43041+43076  
11.45 Leeds 43055+43052  
10.40 Newcastle 43040+43116  
08.30 Glasgow Queen Street 43042+43155  
12.50 Doncaster 43057+43075  
12.45 Leeds 43043+43158  
13.45 Leeds 43105+43061  
07.50 Inverness 43120+43045  
14.50 Doncaster 43062+43069 (Departed 10 minutes late following earlier failure of 43069 on inbound service from Kings Cross)  
16.45 Leeds 43064+43096  
14.35 Edinburgh 43108+43195  
16.40 Newcastle 43093+43119  
17.45 Leeds 43040+43116  
13.00 Aberdeen 43048+43091  
16.00 Aberdeen 43121+43065

### **ECML services from Kings Cross**

05.32 York 43107+43193  
07.30 Edinburgh 43050+43058  
07.50 Leeds 43083+43080  
08.00 Aberdeen 43665+43121  
08.04 Doncaster 43096+43064  
08.50 Leeds 43052+43055  
09.00 Newcastle 43108+43195  
09.50 Leeds 43198+43096 (25 minutes late at Doncaster after 43198 failed)  
10.04 Doncaster 43075+43057 (8 minutes late at Doncaster after 43057 failed)  
10.35 Edinburgh 43059+43162  
10.50 Leeds 43061+43105  
11.00 Edinburgh 43078+43109  
11.50 Leeds 43100+43156  
12.00 Inverness 43092+43110 (78 minutes late at Doncaster after failure of 43110)  
12.04 Doncaster 43062+43069 (25 minutes late at Doncaster after 43069 failed)  
12.35 Newcastle 43119+43093  
12.50 Leeds 43107+43193  
15.35 Newcastle 43052+43055  
15.50 Bradford (Bradford Executive) 43041+43076 (15 minutes late at Doncaster due to failure of 43041 -eventually terminated at Leeds)  
16.04 Doncaster 43158+43073  
16.37 Newcastle (Cleveland Executive) 43088+43154  
16.50 Harrogate 43075+43057 (18 minutes late at Doncaster after 43057 failed)  
17.00 Glasgow QS (Talisman) 43067+43105  
18.50 Harrogate 43107+43193 (Terminated at Doncaster, following total failure)  
19.50 Bradford 43083+43080  
20.00 Newcastle 43096+43064  
20.04 Hull 43058+43050

*(Editors Note: Obviously not a good day for power cars, however if my memory serves me correctly, it was about this period that BR ran into problems with the cooling of the HST's Paxman Valenta engines)*

## **The Pennine Quiz N0.90**

**by Paul Slater**

Get your thinking caps on! Use the clues to come up with the locomotive names and give the numbers of the locos (diesel, electric and preserved steam) which have carried those names. Answers by August 17th, please.

- 1) Lord Protector during the Commonwealth
- 2) The Bard of Stratford-on-Avon
- 3) A huge rock in the Firth of Clyde
- 4) An old ruin in a Shropshire village
- 5) A wild duck
- 6) The Father of railways, born at Wylam
- 7) He painted "Matchstick Men"
- 8) He was killed by a car-bomb at the Houses of Parliament
- 9) Author of "Les Miserable's"
- 10) RAF display team formerly based at Scampton
- 11) A regular passenger run for 73's
- 12) Author of "Origin of Species"
- 13) An old ruin in a Somerset village
- 14) Author of "Far from the Madding Crowd"
- 15) Our present monarch
- 16) The county in which Crewe is situated
- 17) An island group north of the Caribbean
- 18) A conical hill near Middlesborough
- 19) The lady who was the emblem of the Festival of Britain
- 20) The highest mountain in Scotland
- 21) Author of "Lady Chatterley's Lover"
- 22) A picturesque village on the north Cornish coast
- 23) He first brought printing to England
- 24) Author of "The Pickwick Papers"
- 25) Our monarch at the time of the First World War
- 26) The boy who didn't want to grow up, invented by J M Barrie
- 27) A flag and television programme
- 28) The highest bill in the Derbyshire Peak District
- 29) Author of "Pride of Prejudice"
- 30) The highest hill on Exmoor

## **Pennine Quiz No.89**

### **The Answers**

- 1) 47288
- 2) Penrith Barnard Castle
- 3) Sophia Kingdom
- 4) 3 June 1966
- 5) Glen Falloch
- 6) Cornish Riviera Express
- 7) 5 January 1960
- 8) Linda Lusardi
- 9) 08430
- 10) 1 August 1879
- 11) Golden Shuttle
- 12) D216+D233
- 13) 27 April 1931
- 14) 2/6d

- 15) Edward Middleton Barry
- 16) 9F
- 17) Starlight Specials
- 18) 15 June 1955
- 19) 1746 yards
- 20) 10 September 1951
- 21) 24 May 1963
- 22) 15 June 1955
- 23) Despatch
- 24) Butterley
- 25) Maid of Morven
- 26) 1989
- 27) Dr Brian Mawhinney
- 28) Uckfield
- 29) 1ft 3ins
- 30) Macclesfield

In first place was Ian Shenton, with Ken King in second place (not bad for someone who put "All my answers are guesses and don't know," on his entry) and Malcolm Bell in third. Well done gentlemen, and thanks again to John Dewing for setting the quiz. Any offers to set the next quiz will be gratefully received!

## **What the Papers say!**

### ***A 'Private Eye Special'***

*The satirical magazine 'Private Eye' has maintained its recent scathing stance towards railway privatisation and its attendant follies, particularly in its "Signal Failures" column, penned by an unknown author using the pseudonym "Dr B. Ching" Reproduced below are a couple of the "Dr's" latest offerings, along with a satirical swipe at Railtrack.*

### ***Signal failures***

#### ***Focus on Great North Eastern Railway***

GNER is trying to persuade the franchising director to extend from seven years to fifteen its running of the Kings Cross to Edinburgh franchise - but many people must hope its overtures are rejected.

GNER has Britain's most modern mainline and a fleet of 140mph electric trains at its disposal, yet to taxpayers' chagrin it still takes millions in subsidy (£64.6m in its first year) to run a service BR ran at a profit. Not that GNER will be unprofitable; a former director of transport studies at Coopers & Lybrand estimates it will make £289.1 m over seven years. Other train operators must also have their fingers crossed. GNER has nothing but contempt for the concept of a co-ordinated network. It runs a bus service from Lincoln to connect into its trains which undermines another train operator's connecting rail service - as will another GNER bus connection which starts soon from Hull, Grimsby and Scunthorpe. The company wants Welwyn North station, not served by GNER, to be closed outright and is planning a new out of town station near Doncaster which could threaten InterCity services from the central station.

GNER has also abandoned an agreement to use ScotRail drivers north of the border at the same time as cutting its own drivers. One wrote to the *Eye* claiming drivers at Newcastle depot worked more than 300 rest days between September and January and one colleague commutes 100 miles each way by car every day after his job was suddenly switched to Edinburgh. The drivers may vote to ban rest day working.

Morale is not helped by the Victorian approach of bosses. A recent memo to station managers said: "Hats are to be worn at all times unless excessive temperatures prevail. In this case, staff should be given the opportunity to retire for short periods where they can take their hats off and allow their heads to cool off."

Passengers have no reason to be any happier. Latest figures from the Office of Passenger Rail Franchising show GNER was the

only company (of the 13 that were privatised when figures were collected) failing to meet passenger's charter punctuality standards. Up to February only 60.5% of its trains arrived on time. As a staff briefing leaked to the *Eye* states: "Rising trend for staff to report verbal abuse from customers."

And within days of transport minister Gavin Strang warning private operators to improve their act, GNER left passengers waiting for hours at Kings Cross as successive trains to Doncaster were cancelled. Doubtless they were delighted to stand and watch as a VIP train left on time on the same route - a junket celebrating the anniversary of the privatisation of the East Coast mainline.

### ***Focus on Railtrack***

Following public disgust at Railtrack's financial results, two questions arise.

Why should a private monopoly, subsidised via train operators with vast sums of taxpayers' money, simply pass it on to its shareholders? And why is the company, now in private ownership for a year, able to extract bigger profits while doing nothing to grow its business?

Railtrack tried to soften the news of its 27 percent profits rise, to £346m, by citing the billions it is spending on track, signal and station renewals. Essentially, though, this is the spending needed to keep the railway in a steady state, and Railtrack adopts the amazing attitude that it is up to the train operating companies to create growth in its business. Perhaps Railtrack shareholders will ask their directors why Railtrack is the only large company in Britain that does not apparently need to grow.

More than 90 percent of the monopoly's income comes from charges to train operators for use of tracks and stations, yet the organisation is not interested in raising income by selling more track slots or "paths". Brian Mellitt, director of engineering and production, was asked by the Chartered Institute of Transport what Railtrack could do to encourage growth of services.

Railtrack was so devoid of ideas that Mellitt responded: 'We can sell more paths, obviously, but that is a matter for the train operating companies to approach us. We are committed to reducing our maintenance costs'.

So it is for the operators to ask Railtrack whether they can pay Railtrack more money, and not for Railtrack to initiate ways of growing the rail business and offer attractive deals for under-used tracks.

Railtrack gets away with this approach - for now because of its monopoly. But it is likely to trigger tighter regulation and make it quite possibly liable to the windfall tax on utilities. A 27 percent rise in profits might be palatable if it were accompanied by a 27 percent rise in income and a corresponding increase in investment; but the current situation is guaranteed to send John Prescott, transport secretary, into apoplexy.

A sign of Railtrack's commitment to not growing its business is the recent kicking-out of some managers who had started to build relationships with customers (train operators and development partners such as local authorities). The most notable was Michael Howells, formerly commercial director. The boss of English, Welsh and Scottish Railways says he is upset by the departure because Howells "was very much oriented towards customers". Other heads to roll include Railtrack's account managers for Thames Trains, South Wales and West Railway and Regional Railways North East. Psychometric tests apparently showed they had the wrong personalities for their jobs. At least one of them believes he is a victim of moves to concentrate power at the centre and stop managers spending time on anything more visionary than managing existing contracts. Railtrack says this is a management reorganisation but admits some posts have yet to be refilled.

Mellitt's reply was no slip of the tongue. If anything, it understates Railtrack's philosophy. Planned new train services, which would generate extra income for minimal Railtrack outlay, have been

abandoned because Railtrack was so stand-offish, its behaviour akin to a supermarket charging entry fees. Railtrack even stands aloof from major train operators who want to run more frequent trains, and the rail regulator, among others, is concerned at its apathy towards investing in the infrastructure needed for such improvements.

## **£400 BILLION FACELIFT FOR STATIONS**

**by Our Rail Staff Paddington Bore**

Britain's 4000 stations are to be given a £400 billion facelift. This was the message yesterday from the £400-billion-a-year chairman of Railtrack, Sir Bob Cockup.

"Make no mistake" he told waiting PR men (Max Hastings), "This is a £400 billion facelift which at a stroke will take our decaying Victorian stations into the 21st century." Under the £400 billion outlined by Railtrack boss Sir Bob Cockup, you will see the following amazing changes:

### In come:

Cash points in every toilet

Combined dentists-cum-sauna facilities with Internet linkups for business executives on every concourse.

Sumo wrestling schools in every waiting room.

Mufty-storey car showrooms for immediate driveaway motor sales in every booking Hall . Multiplex cinema and concert facilities with international cabaret featuring such stars as Tammy Wynette and the New Seekers

Executive tennis courts, hang-gliding, scuba diving and safari parks. Line-side blue-chip estate agents for on-the-spot purchases of luxury homes

### Out Go:

Timetables

Seats

Staff

Trains

Explaining the logic behind his new £400 billion "Operation Facelift", Sir Cockup, Railtrack's £400billion-a-year chairman, said yesterday: "Once our customers get inside our new Rail Experience Centres, as we are renaming the old stations, they will never want to leave - which is why we are phasing out the train dimension of our operation.!"

## **Rail Ale 1 An Anglian interlude**

**by David Bladen**

Happiness! Airshow season is here again! This is probably not very interesting news to readers of a railway magazine, but for yours truly, it means an excuse to indulge in three favourite pastimes- planes, trains and beer. (Cynics will say I don't usually need an excuse!) The annual show at the American airbase at Mildenhall in Suffolk, on the 24th of May, was the venue for my first expedition of the season. I've always managed to cadge a lift to previous shows there, however this year, public transport was the only option. A call to the base's Airshow office confirmed that special buses would be meeting train arrivals at Ely and Shippea Hill stations. All I had to do was get to Ely. No problem there, then!

Regular readers of this column will have realised that Bladen's trips rarely go to plan - this one was no exception! 91024 got me punctually to Peterborough, where, after a short wait, 158784 arrived for the thirty minute journey to Ely - so far, so good.

At Ely station, (which I have to say is worth visiting for the subway alone, an imposing horseshoe-shaped edifice) large crowds queuing to get off the station indicated that all was not well with the onward transport arrangements. A problem with nearby crossing-gates was causing traffic chaos in Ely and buses coming to collect Airshow visitors were delayed. The station staff were excellent, keeping everyone informed and answering endless questions with patience and good humour. After twenty-five minutes, the station manager announced that he had arranged for Norwich-bound services to make an extra stop at Shippea Hill and a train would be arriving soon which had room for about fifty passengers for the short journey to Shippea Hill, where extra buses would be waiting.

158789 duly arrived and I managed to get on.

Have you ever been to Shippea Hill? I used to think that Achnasheen was isolated, but at least it had a hotel. Shippea Hill is just a couple of tatty platforms and a signal-box in the middle of nowhere. It was disconcerting to find that the pub next to the station had closed down and I had visions of being stranded in the Fens. These rapidly vanished, however, as a Cambus Bristol VR was waiting by the station to collect the extra passengers. By rights, this should have been the end of the transport saga - Mildenhall is only five miles from Shippea Hill. What could possibly go wrong now? The answer is getting on a bus whose driver does not know where he is going!

On leaving the station, the bus headed off in the direction of the base, and after a mile or so, turned off the main road on to the diversionary route for coaches and buses. After a further couple of miles we came to a T-junction and turned left, which was something of a pity as we really ought to have turned right!

One or two passengers were beginning to query the route but the driver assured them that this was the way to the base. What he didn't realise was that this was the way to the wrong base - RAF Lakenheath instead of RAF Mildenhall. When this was pointed out to the driver, he replied that he thought he was supposed to be operating on the 'Park-and Ride' service from Lakenheath! Why me Lord? We eventually made it to Mildenhall and I am happy to report that the sun shone, the beer (Budweiser, Michelob and Coors, specially flown-in from the States) was as cold as ever and the burgers and hot dogs (ditto) were as tasty as ever. Oh, and there were even one or two interesting aeroplanes, including a Stealth bomber and the first visit to the UK by aircraft from the Slovenian air force. In the light of the morning's transport hiccups (nothing to do with the afternoon's beer-and-burger-induced hiccups), I left the show early in order to get back to Ely for a wander round before heading off towards Peterborough and then home.

There are three pubs listed in Ely's GBG entry, however, time constraints meant I only managed to get to two. I offer a word of warning about Ely - the streets are not particularly well signposted! The visitor's map outside the station is geared towards a tourist trail to the Minster and it took a good few minutes to work out where I was heading for.

The West End House is the pub furthest away from the station, about a fifteen-minute walk, but opens at six in the evening (earlier than the other two) so is the logical place to start. Leave the station and from the approach road turn left onto Station Road. At the road junction, keep right and continue up Back Hill. At the top of the hill, the road swings round to the right towards the Minster but you need to turn left into Silver Street. Continue along Silver Street until you reach a T-junction. Turn left onto Cambridge Road then after about 100 yards, turn right into West End. The pub is another 100 yards on the right.

The West End House is place where anyone over 5 1/2ft tall may have a problem with the low ceilings and wooden beams! There are four separate drinking areas but each is comfortable and cosy. Ruddles Bitter, Webster's Bitter, Courage Directors and Theakston XB were on sale during my visit - not the most exciting collection perhaps, but the beers were reasonably priced and my pint of Directors was absolutely spot-on. The GBG notes that a friendly welcome is assured from all except the cat! The cat was not in evidence but the pub's Scottie dog was very friendly, especially towards my bag of pork scratchings! From the West End House, retrace your steps to Silver Street where the Prince Albert is to be found, and if it's after 6.30pm, which should be open. I felt instantly 'at home' in this plain, quiet but very friendly pub. The landlord, on seeing my camera bag, asked if I



had been to the Airshow and when I said yes, pointed out a collection of aircraft prints on the wall, together with a large number of crests of military units associated with the Ely area. He was also very knowledgeable about cricket - altogether a fine man! There was not a lot wrong with his beer either! Some superb Greene King XX mild was my tippie in here, although IPA and Abbot were also available. Greene King's mild is one of those beers which is constantly under threat because of low sales - try it while you still can.

A glance at my timetable confirmed that I would not have time to visit Ely's third GBG pub, the Royal Standard on Forehill, but I did have time for a second pint of mild. I could have stopped in the Prince Albert all night, but I had a train to catch and it was with some reluctance that I made my way back to the station, where 150255 was waiting for the trip to Peterborough.

There are two pubs in Peterborough's GBG entry which are listed as being near the station, Bogarts and Charters, but they are in opposite directions and if you only have a limited time in Peterborough, Bogarts is the nearest, but Charters is, in my opinion, better. "Instantly at home" is not a phrase one can generally associate with Bogarts! It is brash, noisy and packed, and if you like being served by a barman with rings through his nose and bright orange hair styled into devil's horns, then this is the place for you! I am possibly being a bit unfair, as my visit coincided with a mini-beer festival which the pub was holding on the Saturday night and it may be better to visit at other times. That said, I had no complaints about the beer I tried, Janner's Ale from Mill micro-brewery in Devon, and I understand that the pub always serves a wide variety of beer, not just at festivals. If you want to give Bogarts the benefit of the doubt, turn left out of the station and follow the road round to the dual carriageway (Bourges Boulevard). Cross over into Westgate and Bogarts is on North Street, about 250 yards on the left.

Charters is possibly the most unusual real-ale pub I have been to, it being a converted Dutch sailing barge on the River Nene, at the south end of Town Bridge. A lot of work has gone into turning the boat from a hulk into a pleasant eating and drinking venue. There is a restaurant on the top deck, with the main bar area in what I imagine is the hold. (Chris Nicholson knows more about these things than I do!) There are always eight beers on sale (or should that be sail?), but prices can be on the high side - I paid £1.60 for a pint of Black Cat Mild. There are a lot of steps in the boat so access may be a problem for some, and there is also a tendency for the boat to roll slightly on the water, which can be very disconcerting the first time you experience it - it's a relief to realise that the room is actually moving, and it's not due to the beer! To get to Charters, turn right out of the station and follow Bourges Boulevard until you come to Town Bridge, a distance of about a third of a mile.

Thus ended a rather eventful day! Transport back to Doncaster was courtesy of GNER-liveried 43107+43109, the journey back being lengthened by a diversion via Lincoln because of engineering work on the ECML. And as for future expeditions? Roll on the next Airshow.

## **Rail Ale 2...**

### **Ian Shenton recommends some more station pubs**

We start in Huddersfield, where one of Pete Waterman's establishments, the Head of Steam is situated at the west end of platform 1. Entrances to the pub are located on the platform and at the front of the station. This is a Bass house, serving Stones Bitter, Carling Lager and guest beers - Black Sheep Bitter was on sale during my visit. The pub also boasts some 25 different malt whiskies (Editor's note: That'll do me!) and a selection of local memorabilia. Open from 11-00 to 23.00 during the week and 12.00 to 22.30 on Sundays, lunches are available every day. The window seats provide a good view of the many trains that pass through the station.

There is also a bar at the east end of Huddersfield station, which can only be reached from the station front. This is a free house, serving Stones, Tetley's and John Smith's beers, and is open full licensing hours. Prices are reported to be higher than the Head of Steam.

Onward to London, where Dirty Dick's is well known to visitors to the Liverpool Street area. Go out of the south exit from the station and the pub can be seen 50 yards to the left, on the opposite side of the road, below the Oyster Bar. The pub, which is reached by a steep flight of stairs, has been tidied up from its previous state. All the walls are clear, the furniture is of basic wood with hard seats and the bar lighting is courtesy of candies in bottles on each of the tables. Beer comes from Young's

Brewery and food is served at lunchtimes. The pub is open Monday-Friday but in common with many pubs in the area, tends not to open at weekend during winter.

To Euston, now. The first recommendation is the Prince Arthur, known locally as the "PA". The pub can be found by turning left outside the station into Eversholt Street and is 600 yards along on the right. It's a small pub with a three-sided bar and serving cask ales from the Whitbread range - Boddingtons, Flowers, Castle Eden and Pedigree. The beer is served to a northern standard i.e. with a head! Food is served at lunchtimes, the pub is open full licensing hours, seven days a week and the prices are reasonable for London.

At Euston station itself is the Head of Steam II. Owned, like its Huddersfield namesake, by Pete Waterman, the bar is reached by a flight of stairs at the south-east corner of the concourse, and is full of railway memorabilia, some of which is for sale - prices are given on tags. The beer range tends to be supplied by southern breweries and a take-out service (for eight pints and above) is available. Food is served all day and the pub is open all permitted hours.

## **Pennine Observers Notes**

### Eastern Region:

Let's start with some mail workings noted at Doncaster 3 April

18.57	Doncaster - Leeds	47780+325015
16.12	Willesden - Edinburgh	325005
18.20	Leeds - Willesden	47773
16.05	Edinburgh - Willesden	325016
15.09	Plymouth - Low Fell	47792
20.24	Low Fell - Bristol TM	47782
22.00	Leeds - Willesden	47780 (to Don) 325015
20.49	Low Fell - Willesden	86241
20.38	Willesden - Low Fell	86261
23.20	Doncaster - Leeds	47780

8 April

18.57	Doncaster - Leeds	47596+325010
16.12	Willesden - Edinburgh	325012
18.20	Leeds - Willesden	47760
17.32	Low Fell - Bristol TM	47765

10 April

18.57	Doncaster - Leeds	47783+325009
16.12	Willesden - Edinburgh	325010
18.20	Leeds - Willesden	47781
17.32	Low Fell - Bristol TM	47759
16.05	Edinburgh - Willesden	325006
15.09	Plymouth - Low Fell	47741
20.24	Low Fell - Bristol TM	47776
22.00	Leeds - Willesden	47783 (to Don) 325009
20.49	Low Fell - Willesden	86261
20.38	Willesden - Low Fell	86430
23.20	Doncaster - Leeds	47763

14 April

22.00	Leeds - Willesden	47712 (to Don) 325012
20.49	Low Fell - Willesden	86430
20.38	Willesden - Leeds	86243
23.20	Doncaster - Leeds	47721

15 April		
18.57	Doncaster - Leeds	47739+325001
16.12	Willesden - Edinburgh	325009
18.20	Leeds - Willesden	47786
17.32	Low Fell - Bristol	47727
16.05	Edinburgh ~ Willesden	325006

17 April		
18.57	Doncaster - Leeds	47757+325006
16.12	Willesden - Edinburgh	325013
18.20	Leeds - Willesden	47786
17.32	Low Fell - Bristol TM	47727
16.05	Edinburgh - Willesden	325001
15.09	Plymouth - Low Fell	47779
20.24	Low Fell - Bristol	47746
22.00	Leeds - Willesden	47757 (to Don) 325006
20.49	Low Fell - Willesden	86245
20.38	Willesden - Low Fell	86254
23.20	Doncaster - Leeds	47757

21 April		
18.20	Leeds - Willesden	47764
16.12	Willesden - Edinburgh	325009
17.32	Low Fell - Bristol TM	47738
16.05	Edinburgh - Willesden	325011

29 April		
16.05	Edinburgh - Willesden	325007
15.09	Plymouth - Low Fell	47768
20.24	Low Fell - Bristol TM	47733

Back to March now. At York on the 8th, 2968 arrived on a steam special from Crewe, the train being taken forward by 47774. 47793 and 56089 passed through the station, light-engine, and 47725 and 47727 were noted on the depot. On the 27th, 37885 and 60042 were noted passing through Lincoln at the head of oil trains. At Sileby on the 28th, 58016 was noted in charge of a coal train and 58044 headed a ballast train.

Into April, once more. At South Milford on the 1st, 56078 was at the head of a freight train and 56097 worked a coal train. Hiram Gates saw 56091, also on a coal train, while 37010+37023 passed through light engine. Later in the day 08782, 56038/043/127/135, 60058 were noted at Knottingley depot.

To Moorthorpe, where on April 5th, 47829 passed through at the head of the 09.00 Poole - York, 47337+47205 worked a Freightliner, 56083 hauled a coal train, 60083 was in charge of a freight working and 43063+43068, in Virgin Cross Country's red livery, passed through at the head of the northbound "Cornishman". Also that day, 86241 passed through Doncaster at the head of the 19.31 KX - Newcastle charter.

Peterborough stabling point had the following locos stabled on April 12th:- 08529/714, 20902+20903, 31450, 37194/225/407, 56039, 58006. At Kings Cross, later in the day, 47778 and 91020 were parked in the bay. RES locomotives on charter duty on the 12th included 47726 on the 06.16 Norwich - Edinburgh, 47739 on the 07.36 Leeds - Kidderminster, and 47727 on the 06.59 Morpeth - Dundee.

On the 15th of the month, 37883 and 60069 hauled oil trains through Lincoln.

ECML workings from Kings Cross, passing through Doncaster on the 20th, included:  
 10.00 Glasgow Central 91024  
 10.00 Leeds 91009

10.30 Edinburgh 91005  
11.00 Aberdeen 91020 (this loco and stock replaced the booked HST set)  
12.00 Glasgow Central 91022  
12.10 Leeds 91030  
14.00 Glasgow Central 91007  
14.10 Leeds 91001  
15.00 Edinburgh 91013  
15.30 Newcastle 91003  
16.00 Edinburgh 91027  
16.10 Leeds 91018  
17.00 Glasgow Central 91031  
17.10 Leeds 91023  
17.30 Newcastle 91002  
19.00 Newcastle 91015  
19.30 Leeds 91012  
20.00 Newcastle 91009

Workings from Doncaster were 91016 on the 09.49 to Glasgow Central, and 91018 on the 11.40 to Leeds.

ECML- services to Kings Cross that day were:

07.30 Newcastle (to Doncaster only) 91018  
11.30 Newcastle 91013  
10.30 Leeds 91003  
09.00 Edinburgh 91 02T  
12.30 Leeds 91018  
10.00 Edinburgh 91031  
11.00 Edinburgh 91002  
14.30 Leeds 91026  
13.30 Newcastle 91004  
10.45 Glasgow Central 91015  
15.40 Leeds 91009  
13.17 Edinburgh 91012  
16.40 Leeds 91030  
12.45 Glasgow Central 91019  
15.00 Edinburgh 91029  
17.30 Leeds 91011  
17.10 Newcastle 91008  
18.30 Leeds 91001  
14.45 Glasgow Central 91017  
20.30 Leeds 91018  
16.50 Glasgow Central 91016  
ECS Neville Hill 91030

Other sightings were:

08.58 Derby - Newcastle 47822  
12.55 Newcastle -Poole 47822  
13.03 Poole - York 47829  
20.20 York - Birmingham 47829  
ECS Craigtinny - Derby Etches Park 47818

47818 headed the 11.43 York - Poole on the 26th, while the following day, 47822 was in charge of the 12.55 Newcastle - Poole and the 20.20 York Birmingham was in the care of 47851.

Great Western Railways power car 43012 has been on loan to Virgin Cross Country and was an unusual sight in this area on the 29th, when it was part of the 06.57 Bristol TM - Newcastle and return 13.38 working to Swansea.

Into May, now. Oil trains passing through Lincoln on the 2nd were in the care of 60027 and 60040. A member visiting Immingham depot, on the 5th noted:08445, 37059/334/335/344, 47277/319/574/981, 56034/084, 60060, while at Barnetby later in the day, 56039 was at the head of a coal train and 56048 hauled an oil train.

Passing through Meadowhall on the 7th, was Porterbrook liveried 47801, which was hauling the 12.19 Bournemouth - Edinburgh HST. Both power cars were out of sorts - 43014 had failed completely and 43078 was low on power, hence the 47 was attached at Birmingham to take the train onward. 37250+37262 were also noted passing through, at the head of a ballast train.

90024 was a frequent performer on ECML- workings in the early part of the month, being noted on various trains on the 8th, 9th, 10th and 11th. 47849 was in charge of the 12.55 Newcastle - Poole on the 11th.

Lincoln, on the 12th, saw 37419, 37706 and 60094 on oil trains, while the following day, 60027 and 60038 were on oil trains and 56051 headed a Cargowagon train.

At Eaton Lane crossing on the 14th, GNER-liveried 91006/008/009/011/015/017/019/028, and InterCity liveried 91014/024/029 were noted on ECML expresses, along with 86430 which was heading a parcels train.

An early evening power failure at Joan Croft Junction on the 21st, disrupted some ECML-services. Your editor and membership secretary arrived at Doncaster in time to watch

47733 being attached to 91020, which was at the head of the 18.00 Kings Cross - Glasgow. The train was diverted through Askern, with the 47 providing motive power as far as York. As mentioned elsewhere in the magazine, your (ex) editor has been pottering about in search of aeroplanes, and has also managed to jot down one or two railway sightings.

60005 was noted, passing through Shippea Hill on the 24th, at the head of a Redland stone train. The train stopped at Ely, where the 60 ran round, before heading off in the direction of March. 47358 was also noted at Ely, heading a southbound Freightliner through the station.

### Midland Region

The 08.10 Euston - Liverpool charter on the 5th of April was powered by 86416. A similar charter from London Victoria, the 07.40, arrived on Merseyside behind 47976. The 13.35 Bedford - Bletchley train that day was formed by 'Heritage' DMUs 55029+55027. Leicester stabling point seems to be a shadow of its former self as 60032 was the only loco noted there, also on the 5th.

On the 9th, the 17.15 Sheffield - Manchester Piccadilly service was in the hands of 'Heritage' class 101684(53163+59539+53160).

Locos noted at Euston on the 12th were:- 86224, 87004/015, 9008/013/016, plus Deltic D9000, which was to be used on a railtour the following day. Noted at Peak Forest depot on the 19th were 08915, 37694, 80013/038/048/088. 'Heritage power' was also the order of the day on the 07.13 Sheffield - Manchester Piccadilly service on April 19th, in the shape of DMU L835 (51432+51498). Your correspondent obviously survived the experience, as he continued on to the Birmingham area, where he noted 47125/146/287/326/810 on Saltley depot, and produced the following bumper list of sightings from New Street:

08.30 Birmingham Int - Holyhead 37402  
06.04 Paddington - Manchester Piccadilly 47828  
09.05 Birmingham - Edinburgh 86214  
07.17 Manchester Piccadilly - Brighton 47805  
05.50 Bournemouth - Edinburgh 47841  
08.10 Liverpool - Birmingham 86260  
10.34 Birmingham - Manchester Piccadilly 86228  
06.34 Poole - Liverpool 47848(into BNS)147840

09.10 Liverpool - Plymouth 47822  
10.47 Birmingham Int - Glasgow 86260  
09.17 Manchester Piccadilly - Reading 47853  
08.55 Paddington - Manchester Piccadilly 47807  
10.17 Manchester Piccadilly - Paddington 86255  
12.34 Birmingham - Manchester Piccadilly 86222  
09.00 Poole - York 47806  
11.17 Manchester Piccadilly - Birmingham Int 86252  
09.20 Brighton - Edinburgh 47825  
09.10 Edinburgh - Reading 86212(into BNS) 47810  
12.17 Manchester Piccadilly - Plymouth 47827  
10.44 Plymouth - Manchester Piccadilly 47843  
11.43 York - Poole 47829  
15.34 Birmingham - Manchester Piccadilly 86234  
11.45 Plymouth - Liverpool 47831 (into BNS)186255  
10.40 Edinburgh - Brighton 47828  
16.16 Birmingham Int - Manchester Piccadilly 86252  
14.48 Reading - Preston 47853  
15.10 Manchester Piccadilly - Derby 47807  
15.10 Liverpool - Poole 47840

Services to Euston noted were:

08.19 Wolverhampton 86225  
09.15 Birmingham 86258  
09.19 Wolverhampton 87023  
10.15 Birmingham 86242  
10.19 Wolverhampton 86101  
11.15 Birmingham 86224  
11.19 Wolverhampton 86253  
12.15 Birmingham 86102  
12.19 Wolverhampton 87030  
13.15 Birmingham 86231  
13.19 Wolverhampton 87003  
14.15 Birmingham 86258  
14.19 Wolverhampton 90005  
15.15 Birmingham 86245  
15.19 Wolverhampton 86242  
16.15 Birmingham 86224  
16.19 Wolverhampton 86101  
17.15 Birmingham 86102  
17.19 Wolverhampton 86253

Services from London Euston noted were:

07.05 Birmingham 86258  
07.35 Wolverhampton 86101  
08.05 Birmingham 86242  
08.35 Wolverhampton 86253  
09.05 Birmingham 86224  
09.35 Wolverhampton 87030  
10.05 Birmingham 86102  
10.35 Wolverhampton 87003  
11.05 Birmingham 86231  
11.35 Wolverhampton 90005  
12.05 Birmingham 86258  
12.35 Wolverhampton 86242  
13.05 Birmingham 86245  
13.35 Wolverhampton 86101  
14.05 Birmingham 86224  
14.35 Wolverhampton 86253

15.05 Birmingham 86102  
15.35 Wolverhampton 87030

Between 13.00 and 14.00, football specials ran from New Street to Whitton, returning after 17.00, operated by class 310 EMUs 310102/103/104/108/110. Phew!

More 'Heritage' power between Sheffield and Manchester Piccadilly on the 29th, as the 07.10 service was provided by DMU set L840 (53311+53322). Saltley depot, later in the day, played host to:- 08946, 09011, 47145/210/236/276/280/281/306/319/515/822.

A large number of operational and preserved locomotives, steam, diesel and electric, were on show at an open day held at Crewe Electric depot on May 3rd. Locomotives noted were Operational:-  
08739/784/802/939, 20007/032/072/104/117/121/190/215/303/305, 37418, 47033/228/375, 73101  
86201/206/261/602/605, 87101, 90126/127/128/129/130/135/148, 92001/004/007/010/012/014/015  
/016/019/020/022/026/027/028/029/030/031/034/041/042/044/045  
Preserved 03073, 06003, 08375, 33035/108/117, 45060, 47449/701, 50033/050, 82008, 83012,  
85101, D61, D172, D200, D5500, D8232, D9016, E3003/61, E5001, 12 "Sarah Siddons" (LU)  
Steam 48151, 60532 "Blue Peter", 70000 "Britannia" Preserved coaches 99568, 99556, 99540,  
17096, 99312, 99035, 99792, Departmental coaches RDB 975894, 975091

Other locomotives noted during the day were 47525/547/727, 86210/241/424 in the diesel depot, 47350/474/513 in sidings at the station, 37417/421 on North Wales passenger workings, 47475 on a special train, 33051+33116 on the "Crewe Cut" charter, 47596 on a Manchester - Euston express with 87011 out of action at the rear, 90007+87004 on a Euston - Liverpool express, 90014 in Virgin red livery on an express for Liverpool, 47807 in Porterbrook livery on an express for Manchester, 86222, 87006/021, 90006/011 on other express workings.

At Peak Forest depot on the 10th were 08915, 31207, 37262, 56049, 60029/057/088.

#### Western Region:

On the 29th of April, 08651 was in the sidings at Bristol Parkway, 08919 and 47584 were shunting between Bristol TM and Barton Hall Parcel Depot and the following services were noted at Bristol TM:

09.10 Liverpool - Plymouth 47831  
10.44 Plymouth - Manchester Piccadilly 47814  
11.40 Plymouth - Liverpool 47826  
12.17 Manchester Piccadilly - Plymouth 47841

#### Preserved Railways:

The Great Central Railway, on March 28th, saw 1264 working two Thompson B1 Locomotive Trust specials from Loughborough to Leicester North and back, to mark its return to steam. 45231 was employed on normal workings. The West Somerset Railway held a Western, Warship and Hymek' weekend, between the 16th and 18th of May. Locomotives used on passenger trains were: D821, D832, D1010, D1041, D7017, D7076, D7523, D9951. Other diesel locomotives noted in the sidings and depot were:- D120, D417, D449, D2119, D2133, D2205, D2271, D3462, D4018, D6566, D7015, D9526. Steam locomotives noted were:- (GWR) 3205, 3850, 4160, 4561, 4920, 6042, 6412, 7820, (LMR) 53808, (SR) 34046, 34053.

Many thanks to Andy Barclay, Tony Caddick, Ian Shenton and Paul Slater for their contributions.

#### **Notice Board**

#### **Pennine Meetings**

Forthcoming meetings at the Taps (20.00 start) are as follows:

Wednesday 2 July 1997

Paul Micklethwaite *The Passions of Paul*

Wednesday 16 July 1997      *To be confirmed*

Wednesday 6 August 1997      John Sanderson *"The Treasurer's Trove*

Wednesday 20 August 1997      Andy Dalby *Ambling with Andy*

Wednesday 3 September 1997      Peter Marsh *Peter goes Perambulating*

Wednesday 17 September 1997      Stephen Gay *The GC East of Sheffield*

Wednesday 1 October 1997      The Annual Pennine Slide Contest *Chris Theaker is Judge Dread – enter or else!*

Steve Payne has details of a brake-van trip around BSC's Scunthorpe works, on July 23rd. Anyone who would like further information can contact Steve on 01522 884833.

**Provisional dates for the Pennine Shield are as follows:**

Wednesday 12 November 1997, Commercial Hotel, Carbrook - GCRS

Wednesday 19 November 1997, Corporation Brewery Taps, Doncaster - Pennine

Thursday 27 November 1997, Commercial Hotel, Carbrook - DLG

Wednesday 3 December 1997, Club 197, Sheffield – SYPRC.

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