

TRANS PENNINE

**THE MAGAZINE OF THE PENNINE RAILWAY
SOCIETY**



WINTER 1997

Season's Greetings!

COMMITTEE BRIEFS

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 1997.

MEMBERSHIP FEES UNCHANGED

With this magazine you will find a renewal of membership form. We are pleased to say that due to good housekeeping and in line with the Government's anti-inflationary policy, membership fees remain unchanged at £4.50.

We hope you will rejoin the society in 1998 by simply completing the renewal of membership form and sending your fee, made payable to the PENNINE RAILWAY SOCIETY, to Tony Caddick or you can rejoin at our social evenings at the Corporation Brewery Taps. We look forward to your support in 1998.

ANNUAL GENERAL MEETING

The Society's AGM will be held on Sunday 11 January 1998 at the Corporation Brewery Taps, Doncaster. The AGM will start at 12 noon, or as soon as everyone has been served at the bar. This is the opportunity for you, the members, to have a say in the running of the society.

It is also a chance to socialise with friends you may not have seen for some time.

FREE 1998 DIARIES

All members rejoining in 1998 will again receive free a much sought after Pennine Railway Society diary. Another good reason to renew your membership.

DAVID BLADEN - MAGAZINE EDITOR

David has indicated to the Committee that he would like to hand over the control of the Trans Pennine Magazine after this issue.

The Committee would like publicly to thank David for the hard work he has put in to make the magazine the quality product it undoubtedly is. He will be a hard act to follow.

It is rumoured that he is being head-hunted by Doncaster Rovers football club to plan for its entry into non-league football in the 1998/99 season.

WHAT A SHOWER

We are reliably informed by our mole in Doncaster Plant Works that a clerk, when asked to order a power unit requested "Shower Unit" on the order. The order was also sent to the wrong supplier.

QUICKER TO BRUSSELS

With the opening of a high speed line in Belgium, journey time from Waterloo to Brussels was reduced by half an hour to two and a half hours from 14 December 1997.

Meanwhile the Eurostars continue to totter through Kent to the coast. There is also still no sign of Eurostars running up the East Coast Main Line. Not surprisingly Eurostar, part owned by ace balloonist Richard Branson, is concentrating operating a service to Manchester, over the WCML, owned by Branson's Virgin.

BANK STUPIDITY

GNER have issued a 12-page code of practice for taxi drivers who use their stations. Drivers should wear ties and "Dress shoes" whenever on duty. And, the annual cost of a rank permit is going up by 30% to £500, which presumably will come out of the pockets of rail passengers.

GNER which has more than one train in 10 running late as well as chronic overcrowding has some pretty rum priorities.

STAGECOACH PROFIT

Rail and bus giant Stagecoach saw pre-tax profits for the 6 months ending October 1997 leap to £70.6m compared with £47m a year earlier. Most of this came from the Porterbrook train leasing arm which made operating profits of £62.7m. Incidentally Stagecoach receives £60m in subsidies for running South West Trains, and £2m for the tiny Isle of Wight rail network.

Stagecoach is, incidentally, the preferred buyer for South Yorkshire Supertram, having bid £20m more than any other interested party.

OFF, WITH THE MOBILES

The Chiltern Railway Company has ordered four coaches which are completely insulated against mobile phones. Carriages are made from aluminium which mobile telephone signals cannot penetrate and windows are coated with a thin film of metal will come into service in May.

EDITOR'S NOTES

Welcome to the Winter 1997 edition of Trans Pennine.

I wrote in the last edition about the problems with the station information board and platform clock at Doncaster. As these notes are written in late November, nothing has been done about the board, but the clock has been fixed, however, the problem seems to be spreading, as the photograph below, which originally appeared in Private Eye shows!



This will be my last edition of Trans Pennine as editor. Spare time to produce the magazine has been at a premium lately, and I feel it is time to hand over the reins to someone else. I would like to say a big thank you to everyone who has contributed in whatever way to the magazine, and I hope that my successor, whoever he (or she!) may be, will enjoy the same level of support.

It just remains for me to wish all members and their families the very best for the festive season.

David Bladen

THE 1997 PENNINE SLIDE COMPETITION.

The 1997 Pennine Slide Contest was held at the Taps on the 1st of October. Pete Wesley stepped into the breach at short notice to act as judge after work commitments prevented Chris Theaker from doing the honours.

Winner was Derek Porter, with a slide of a Cravens unit taken at Norwich in the early 1980's, second was Chris Nicholson, with a shot of a class 103, and Stephen Gay claimed third prize with a picture of an HST at Reading. Well done gentlemen, and thanks again to Pete for judging.

Steam Train in the Fog

by Paul Slater

On a foggy Saturday morning in December 1996, Chris and I set off from Gainsborough to see a special train which was running to Lincoln in connection with the Christmas Market. The train started at Stafford, and 2-6-0 no. 2968 of the Severn Valley Railway would be hauling it onwards from Dorridge, just outside Birmingham; we had decided that the best place to see it would be the village station at Collingham.

Visibility was very poor during the drive down the Newark road, and I thought this was a far from ideal day on which to go out looking at trains. We parked in the lay-by against Collingham station, facing the level crossing so that Chris could see the train from the car. I got out and joined a few other hardy souls on the platform.

We had arrived in good time, but the train was late. A Sprinter on a regular service from Lincoln arrived and departed. We waited. The cold was penetrating, the scene dismal in the extreme. At last we heard a distant whistle, and after a few more minutes the noise of the locomotive was audible. The sound of the whistle came again, and soon the train was approaching, the engine working hard. The fog still hid the train from sight, and the level crossing was still open to the road; it was strange to hear the as yet unseen locomotive pounding towards us. Then the bell at the crossing rang, the barriers came down, the engine sounded louder, and then no. 2968 came looming out of the fog, an unnamed goods locomotive, painted black, erupting clouds of steam into the murky air. It was many years since I had seen a steam locomotive in such conditions, and the brief glimpse of it as it passed us and disappeared into the fog once more was well worth the cold wait on the platform. It was a long train and seemed very well filled with people going to enjoy the Christmas sights in Lincoln; I hoped the weather did not spoil their day out. The engine's steam still lingered around the station after the last carriage had vanished from view.

We had lunch, then headed down the A1 for a few miles before turning off on to the narrow, winding roads where I drove very cautiously. At last I parked against Barnby Lane crossing at Claypole, a favourite place of ours for watching trains on the East Coast Main Line in the winter months. The flashing lights at the crossing gave ample warning of the approach of trains, but conditions were very bad for taking photographs, and identifying the names and numbers of the locomotives was very difficult as the expresses materialised suddenly out of the fog and rushed past us in the gloom. We had to keep running the engine of the car in order not to get too cold. I walked back down the lane for a few yards beyond the crossing; the afternoon was bleak, eerie and forbidding, and already it was growing dark. We had hoped to see another special train to Lincoln, diesel-hauled, on the mainline, but we were unsuccessful. We agreed that we were not just eccentric to spend a Saturday like this, we must be totally mad.

We made our way cautiously back to Collingham as the early darkness came down. The steam train was due to leave Lincoln at half-past four, and we had decided that to see it a second time would complete our excursions. As before, Chris stayed in the car facing the level crossing while I went on to the platform. One or two other men were doing the same, but in the darkness the station appeared more desolate than ever, and the fog appeared to be, if anything, growing thicker. The signal by the crossing sent a beam of green light into the murk, but there was no sight or sound of a train. I walked along to the far end of the platform, and then, quite close, I heard a whistle-blast. The bells at the crossing rang, and as I hurried back to the wider part of the platform to get a better view of the train, a headlamp approached out the darkness, I heard the noise of a steam locomotive, and then no. 2968 was visible in the station lights. It went loudly past me, the orange glare of its fire lighting up the interior of the cab and the underside of the billowing smoke and steam. Chris saw it go over the crossing, and we both commented on what a rare and nostalgic sight it was, a long-distance train steaming through a foggy winter night.

We drove slowly back to Gainsborough. It seemed to be very late, but in fact it was hardly tea-time. It had been a peculiar trip to do, and not the sort of thing we would undertake very often; but we had enjoyed our outing, and we were very glad we had made the effort to go and see the steam train in the fog.

The Bodmin Diesel Gala

by Chris Tyas

Friday 19th September

I catch Leon Motors' Leyland Lynx 135 to town, where I have about an hour to spare, so it's into the Corner Pin to try some of the latest brew from Glentworth Brewery. A couple of pints of the 'Henpecked Ale', and a four-pint carryout to take to my friend Steve in Cornwall, then it's time to catch the 21.27 to Manchester, formed by 158770. On arrival at Piccadilly, I find the stock for the 23.30 Fridays-only to Penzance is already in the platform, but the engine has not arrived from Longsight. After about ten minutes, 47817 arrives and is coupled on to the stock. At the third attempt I manage to find a comfortable seat for the night, (the first two attempts producing a very cold coach and a very loud screaming child). 47814 pulls away on time and I soon doze off to sleep.

Saturday 20th September

47817 departs Birmingham New Street on time, having run round its train, heading for the next stop at Bristol Temple Meads, (During the 15-minute booked stop, the 23.30 Leeds to Newquay arrives in the adjacent platform, so I take the opportunity to see what the two power cars are, as I will be travelling on this train later). and I doze off to sleep again. Arrival at Par is a few minutes late, thanks to a late train crew delaying the departure from Plymouth. At 06.29, 43121 pokes its nose under the bridge at the north end of the station, just in time for a 06.30 departure to Newquay. I already know the rear power car is 43160 so on arrival at Newquay, there is no need to walk down the platform - it's straight off the train and head for the station cafe. Oh, no! Horror of horrors! It's shut! (As are all the other local cafes at 07.30 on a summer Saturday morning) I call in at a newsagent's to place my £1 lucky-dip on the Lottery and purchase a newspaper to read about the previous day's train crash at Southall. I manage to find a bakers preparing to open and having armed myself with a ham butty, return to the station to wait for Steve, who is due to pick me up in about half-an hour. When I get to the station, I discover the cafe has now opened, so in we go for a bacon butty and coffee.

Steve is on time, and about 30 minutes of driving gets us to Bodmin, where we park in the station car park. 50042 and 20166 are waiting in the platforms for their first trains of the day. We both purchase Day Rover tickets, mine being cheap because I am a member of the Bodmin Railway. 31273 arrives light-engine from Bodmin Parkway (Bodmin Road) and all the locos are ready for the start of the day's services. 50042 works the 09.15 to Bodmin Road and return to Bodmin General, where 20166 drops on to the other end for a round trip to Boscarne Junction and back. On arrival back at 'General, it is the turn of 31273 to take over for a run to Bodmin Road and back. D3559 (08444), ex-Doncaster Works' pilot, is booked to work the 12.00 to Boscarne Junction and return, this train being allowed a little bit longer for the journey, owing to the slower progress of the 08 shunter.

The next trip is to Bodmin Road, behind 20166 and 31273, with the 31 leading on the return journey to General. After that, 50042 heads the 13.55 service to Bodmin Road, before returning to General, where 20166 takes over for the 14.50 departure to Boscarne Junction and return. The 31 works the 15.40 Bodmin Road service and return, before the 20 takes over for the 16.35 Boscarne Junction train. The final loco-hauled run of the day sees 50042 and 31273 paired on a train from Bodmin General to Bodmin Road and back.

There is one more working, the 18.30 to Boscarne Junction, a 'pub train' operated by a class 108 DMU, but as it does not return until 21.00, we decide to head back to Steve's, where I am staying for the weekend.

Saturday night is spent trying out some of Steve's local pubs. The first is the Treguth Inn at Holywell Bay, where I try some Courage 'Old Chopper', quite apt considering the traction we had during the day! Our next port of call is the Smuggler's Den at Trebellan, where I try a pint of Nethergate 'Golden Gate'. The final hostelry of the night is the Old Albion at Crantock, only a few minute's walk from Steve's, where we return to drink the four pints of 'Henpecked' I had brought with me, plus some Skinners 'Cornish Knocker', which we had assisted in brewing a few weeks earlier.

Sunday 21st September

I awake around 08.00, feeling none the worse for the previous evening's imbibing. We set off for Bodmin around 09.00 as we do not need to find a parking space or ticket, today being spent photographing and videoing the trains. Our first location is at Charlie's Gate, which is close to Bodmin Road. 31273 is in charge of the 09.45 departure from General and we photograph it on both the outward and return trips. We then spend a lot of time trying to find a spot on the Boscarne branch, so that we can photograph 20166 but, alas, we cannot find anywhere suitable apart from the road bridge at Bodmin General station. The only advantage of this is that we manage to get some shots of the class 10 shunter, D3452, on the driver experience shuttles. 50042 and 31273 are also photographed shunting to form the 11.30 departure to Bodmin Road. We then hurry off to a field just north of the Walker Lines industrial estate to photograph the 50 and 31, before returning to Charlie's Gate to capture them on the return run.

We decide that as there are no suitable locations on the Boscastle branch, we will adjourn for lunch at the Lanlivet Inn in Lanlivet, then onto the Masons Arms at Bodmin, on the way to Bodmin Parkway station. It is now time for me to head for home on the 13.50 to Plymouth, but not before we get one final shot of 31273 on the 13.50 service to Bodmin General. 43186 and 43031 are the power cars on the 12.35 Penzance to Reading service for the journey to Plymouth, where I have half-an-hour's wait before catching the 14.57 Plymouth to Newcastle train with power cars 43092 and 43084. This train runs via Gloucester, and as the train turns round there, 43084 is the leading vehicle for the remainder of the journey to Doncaster, where I arrive just after 20.30.

I head for the Corner Pin, and come across a few drunken Pennine/CAMRA members. I also have an opportunity to sample the latest brew from the Dark Tribe Brewery, 'Galleon'. All in all, not a bad weekend!

The Grand Pennine Christmas Quiz

by Malcolm Bell

Telephone rings. "Hello, is that the police? I'd like to report the theft of a year. It must have been stolen because I can't believe it's been twelve months since I last typed the Christmas quiz!" Entries should be received by February 28th. Send them either to the new editor or me and I will pass them on.

- 1) Which Deltic carried the same name as an LMS "Royal Scot" and an LNER D40 ?
- 2) Which loco was the first to be built at Swindon under BR ownership, being delivered to traffic in January 1948 ?
- 3) In the TOPS renumbering, what did D111 become ?
- 4) It was originally called Longhedge Works - by what name is it better known now ?
- 5) Jim Swan, Bill Stevenson, Bill Nairn and Tommy Smith were Top Link steam/diesel drivers at which depot ?
- 6) Complete the title of this Agatha Christie murder mystery "The 4.50 from"
- 7) Who is the present Assistant Editor of '**The Railway Magazine**'?
- 8) Which class 59 has gone to Germany ?
- 9) On what date did A H Peppercorn become CME for the LNER ?
- 10) In which year did Bradford Interchange station open ?
- 11) Which former GWR terminus station never had any track ?)
- 12) Name LMS loco 45501.

- 13) Windsor Hill Tunnel was situated between which two stations ?
- 14) Who designed Hull Paragon station ?
- 15) Which class 50 was painted in GWR green livery in 1985 ?
- 16) What do the initials S.L.O.A. stand for ?
- 17) Between which two places did 'The Irishman' run ?
- 18) What is the distance from Leeds station to Carlisle Citadel station, via the Settle - Carlisle line ?
- 19) David Sheppard is a noted railway artist, but which animal does he also specialise in painting ?
- 20) What number was carried by the GWR gas turbine loco delivered in 1950, from Brown Boveri in Switzerland ?
- 21) Crimble Viaduct, near Pannal station on the Leeds to Knaresborough line, has how many arches ?
- 22) In 1973, which maintenance/fuelling depot had the code PA ?
- 23) Which loco has the pool code IECB ?
- 24) Which railway company had the initials NSR ?
- 25) What is the wheel diameter of the class 90 locos ?
- 26) Name Isle of Wight 02 steam loco No. 34.
- 27) In which year was Boothferry Park station in Hull last used for football excursions ?
- 28) Which city does the Nene Valley Railway run into ?
- 29) What was the pre-TOPS number of 02001 ?
- 30) Which loco works was found by leaving the station via the approach road, turning right into West High Street, then right into Constitution Street, before continuing along Harlaw Road to the entrance ?
- 31) Excluding D200140122, which was repainted in green, which was the last class 40 to retain green livery ?
- 32) What was the date of the Shrivenharn disaster involving 'King' class 6007 ?
- 33) What was the distance between Carlisle Citadel and Edinburgh Waverley via the Waverley route ?
- 34) Which Deltic was used on 'The Hadrian Flyer` on June 17, 1967 ?
- 35) Which class of 0-6-0 steam shunters was the last to be built for service on BR ?
- 36) When was the last day of passenger service on the York - Market Weighton - Beverley - Hull line ?
- 37) Who owns Virgin Railways ?
- 38) Which railway company had the initials CK&PR ?
- 39) Name LNER class M2 69077.
- 40) At which depot were the three Pile brothers Top Link steam drivers ?
- 41) How much was the January 1918 edition of **'The Railway Magazine'**?
- 42) Name 58044.
- 43) Who was the Locomotive Superintendent of the Maryport and Carlisle Railway from 1870 to 1878 ?
- 44) What was the original Hull terminus of the Hull and Barnsley Railway called ?
- 45) In which city would you find Lime Street station ?
- 46) Between which two stations did 'The Merchant Venturer` run ?
- 47) Which Deltic took part in the 1980 Rainhill Cavalcade ?
- 48) Who wrote the poems **'Midnight on the Great Western'** and **'Faintheart in a Railway Train'** ?
- 49) What was the wheelbase of the GWR 1500 class 06-0 tanks ?
- 50) Name SR B4 class 30086.

Pennine Quiz No.91 - The Answers

- 1) Yorkshire Evening Post
- 2) 6998
- 3) Both named Leeds United
- 4) Between Walsden and Littleborough
- 5) Restaurant

- 6) Between Goole and Thorne
- 7) Holmfirth - Huddersfield
- 8) Stanley and Methley Joint (more than one station in Methley)
- 9) Van hire
- 10) 37405
- 11) 8 May 1868
- 12) - Ossett and Earlsheaton **or** Chickenley Heath
- 13) 99
- 14) 14 September 1959
- 15) 108
- 16) 1 January 1964
- 17) 2223
- 18) 22 November 1970
- 19) 3 October 1987
- 20) Station Master, Leeds Area Passenger Manager
- 21) 1 August 1849
- 22) 2 March 1953
- 23) Lofthouse
- 24) Barnsley
- 25) 3369 yards

Winner overall was John Dewing, (which should make up for 'Sir Geoffrey' abandoning Yorkshire!) with Ken King gaining second place and Malcolm Bell in third. Well done gentlemen, and thanks again to Ian Shenton for setting the quiz.

WHAT THE PAPERS SAY!

We turn our attention to continental matters for a change. The following article is by 'Independent on Sunday' correspondent Imre Karacs.

Fine the managers, and the trains won't be late.

It may be premature to talk of national decline, but some downward trends are becoming discernible. Germans, it emerges from the latest statistics, are eating less than half the sauerkraut of their forebears, saving fewer pfennigs than their grandmothers, and shamefully - working fewer hours than Italians. Now we hear that German trains no longer run on time. Whether any of these are related, no one can tell, but the rail crisis is grave. "We have an unacceptably high level of unpunctuality," thundered Johannes Ludewig, the chairman of Deutsche Bahn, the privatised monopoly. The saying 'punctual as the railway' must again become the trademark of Deutsche Bahn."

The company gives no figures - some things don't change - but matters are getting worse. They talk of a "Domino effect": late arrivals delaying connecting services, and so on. Before you know it, everyone is late for work, the dentist and dinner parties. That would really be the end.

Fortunately, it has not come to that yet. German trains are slower than their French - and even British counterparts. But they're clean, the connections are good, the food edible and cancellations virtually unheard of. "We are not saying we are worse than others, but we are not good enough," says a spokeswoman. She sees slackness everywhere. Old rolling stock and work on main routes do cause unavoidable delays, but attitudes are not what they used to be. Some employees prepare the trains too slowly. Drivers mess about. "We are late because colleagues do not start in time."

Don't even mention leaves or snow of any kind. "It is the duty of all staff to carry out their task precisely," she declares. How, precisely? How late can the train be from Bonn to Berlin, a distance of 400 miles, before it is "unpunctual"? Ten minutes? Five? In Britain, trains are "on time" if they are more than ten minutes late at their destination.

The spokeswoman is ruthless: "A train is unpunctual if it arrives at or leaves any station en route one minute later than scheduled." So the Berlin train 10 minutes late at Hanover but back on time later is an offender.

Disgrace for the driver, and worse for the bosses. Deutsche Bahn has declared war on delays with a "punctuality offensive" that will hit managers in their pockets. Unless "unpunctuality" is halved by next year, all foremen and managers will lose part of their end-of-year bonuses, which in happier times amounted to 15 per cent of their salaries.

The company is sure this will work. Whatever else is changing, preoccupation with money remains reassuringly - an enduring national trait.

Still with articles from 'The Independent', this one is by Simon Calder.

If you find yourself in west London between 1am and 4am, you could well see a ghost train speed past. Heathrow Express is testing the new Spanish-built trains for its nonstop link from Paddington station to the airport. But the habit of running trains with no passengers is spreading to the rest of the network.

Rumours have abounded that Eurostar is to scrap its planned services from Edinburgh and Manchester direct to Paris - three years after they were due to begin. The company denies the story, and says regional services will start in the New Year. Earlier this year Eurostar cancelled connecting trains from various parts of Britain to Waterloo, ostensibly in preparation for the direct services. To fill the void, one of the new train operating companies, Wales and West, launched a new Manchester to Waterloo train. But the National Rail Enquiry service (0345 484950) is doing its best to make sure that no one ever travels on it.

Each time the rail enquiry service is found to be failing to meet its targets, and is fined by the rail regulator, promises are made about future performance. But these vows seem to be as empty as the 07.59 from Manchester Piccadilly. Six separate calls to try to find out the fare all resulted in the blunt assertion: "There is no train from Manchester to Waterloo." You begin to wonder whether the new service is a work of fiction in the great tradition of British Rail timetables. If you ask for a number for Wales and West, you are told to ring 01222 430090. This phone line - which has a human being answering for only three hours a day refers you back to the number you first thought of. By now, the search for someone to (a) acknowledge the existence of the 07.59 from Manchester and (b) sell you a ticket for it, has taken considerably longer than the time it takes to fly between the two cities. The lowest fare on Air UK's Manchester to London City route is £65 return. Book instantly on 0990 074074.

Airlines and railways do not always compete, particularly when you are Richard Branson. If you want to travel from London to Los Angeles, or from Oxford to Edinburgh, the Virgin brand can get you there. But, writes Sara Baker of Oxford, it may not be able to get you back. "I wanted to go from Oxford to Edinburgh on Friday, returning on Sunday." The appropriate ticket is a SuperAdvance, which requires you to book a train in both directions. I could reserve the northbound journey ... but after speaking to Great Western Trains, Thames Trains, ScotRail and Virgin trains, I realised that although a train departed at 10.30am, changing at Birmingham, it was impossible to book it". Eventually, in all seriousness, a ScotRail official suggested she returned on Monday instead - and an exasperated Miss Barker agreed. Her ticket, when it arrived, bore the cryptic message, "Unspecified restrictions apply".

The timetable describes the service she had wanted: "Expected to be very busy. Seat reservations are therefore recommended." Since reservations are impossible, I suspect it will be as busy as those ghostly Heathrow Expresses.

Manchester has always been one of my favourite cities. As you wander the streets, there is a reassuring feel about the imposing grandeur of the Victorian buildings. (That's when somebody isn't trying to blow them up!) My stomach is also rather fond of the place! The Chinatown district has some superb restaurants, and there are smashing little Indian cafes tucked away in the side streets, serving cheap and delicious curries. Connoisseurs of that uniquely Lancastrian feast of steak pudding, chips, mushy peas, gravy, tea, bread-and-butter, will have a field-day, and the city centre is blessed with many unspoilt pubs serving some of the cheapest real ale to be found in a major city. (There are other reasons of course why I like Manchester, but I promised in the last article not to mention them in this article!)

Much of my exploration of the city centre was done in the mid to-late seventies, as I travelled home to Blackpool from RAF bases at Cranwell and Finningley. At that time, trains to Blackpool left from Victoria station, which meant a trip across the city from Piccadilly, if I had made my way via Sheffield. The timetable was such that I usually had an hour to get from one station to the other, which could be easily accomplished if walking, even with a refreshment stop en-route! On one memorable journey, however, the train from Sheffield had been severely delayed and we ended up, for some reason, routed via Woodhead. A very late arrival in Piccadilly meant I had about ten minutes to get across to Victoria before the fast train to Blackpool departed. There was not a taxi to be seen at the station rank, and in desperation I mistakenly flagged down a passing police car. The policeman was very good about it! Seeing my RAF kitbag (it turned out he was ex-RAF), he offered me a ride to Victoria and we set off with blue lights flashing and siren wailing. Sadly for me his efforts were in vain, and the last train had just gone. The policeman did, however, have a friend who was a railman at the station and he arranged for me to spend the night in the waiting room on platform 13, where I was awoken the following morning in time for the first Blackpool train, by the railman bearing an enamelled mug of scalding hot tea and a slice of toast. I just cannot imagine that happening today! Enough nostalgia! Four of my favourite watering holes are located within 10 minutes walk from Piccadilly station, and it is possible to sample beers from two of Manchester's independent brewers.

If you are looking for smart furnishings, loud music and designer beers, then the Jolly Angler on Ducie Street is definitely not for you! This is a small, basic pub, where the furnishings owe more to Steptoe than Habitat, the loudest noise is liable to be lively conversation, and the nearest thing to alcopops is probably bottled-shandy. Two rooms are served by a corner bar, and the friendly staff dispense beers from Hyde's Anvil Brewery. Anvil Bitter and Anvil Light are normally on sale, although during my last visit in October, the Light had been temporarily replaced by Dark Mild, in my view, a bit of a bonus as this beer is quite rare and, at £1.34, good value. A pool table dominates one of the two rooms although the size of the room means players need to be supple! Catering is limited to nuts and crisps, and there are often impromptu music sessions in the evening. The pub has been under threat in recent years - had Manchester been successful in its bid for the Olympics, the pub and surrounding buildings would have been demolished to make way for a stadium. Happily, common sense has prevailed and the "JA" survives as an oasis amongst the wine bars and warehouse conversions springing up in the area.

The next three pubs are, by welcome coincidence, more or less next door to each other on Portland Street. Let's start at the Old Monkey, on the corner of Portland Street and Princess Street. A newish establishment (opened in 1993) with an open-plan bar area, the place can be noisy and busy, but don't let that put you off. On sale are Holt's Mild and Bitter, with the price of a pint of bitter in October being £1.04 you would pay that for a half in London! Holt's have a policy of low prices and such is the demand for their cheap beers, that they are often delivered in 'hogsheads', casks holding 54 gallons, three times the size of a normal cask. A word of warning about the Bitter - believe me, it is bitter and can be an acquired taste, however, at least it's a taste that is cheap to acquire! Food is served at lunchtime and the pub is open all day.

Next door but one to the Old Monkey is a throwback to a different age, the Circus Tavern. To use a well-worn cliché, it's a gem. As you squeeze in through the front door, what hits you is how

small the place is. There is a tiny, quadrant shaped bar, just two handpumps wide, and two tiny wood panelled rooms off to the side. The place has a capacity of about 40 people at most, and according to local legend, the landlady has a novel way of controlling numbers - she puts out 40 glasses and when they are all in use, the front door is locked! Seasoned veterans use the back door in Reyner Street when this happens!

The two handpumps dispense only Tetley Bitter - no keg beer is sold. Anyone requesting lager is liable to end up with a dusty bottle of Carlsberg, kept for just such unforeseen emergencies, and spirits drinkers will have the choice of only four options, whisky, gin, brandy and vodka. The Tetley's on my last visit was £1.43 a pint - which I think is reasonable for Tetley Bitter - and very drinkable it was too. A word of warning for the ladies - I don't think there are any Ladies. I've never seen any and it's not the sort of thing a gentleman enquires about! The one drawback with the place is that opening times can be a moveable feast. Official hours are 12-11 during the week and 12-4 on Sundays, however, I've known it to be shut when it's supposed to be open during the week and open on a Sunday evening when it's supposed to be shut! You make a long journey at your own risk! I don't know how the Circus Tavern survives in this day and age, but I am glad that it does.

Last, but by no means least of the trio, is the Grey Horse. This is a Hyde's house, consisting of one small lounge which has the feel of somebody's front room and cosy is probably the best word to describe it. After a period of turmoil following the retirement of long serving tenants, the Grey Horse is now back to its best, and the new licensees have managed to recreate the friendly and relaxed atmosphere of the past. They're no slouches when it comes to looking after beer, either. An excellent pint of Anvil Light was £1.34, and they even serve lager, so our Treasurer will be alright in here, particularly as horse racing seems to be the particular passion of the regulars. Catering is limited to snacks, but then; at the back of the pub is the Chinatown area.

So that's it, a very brief guide to decent beer in Manchester City Centre. (and I didn't mention aircraft once.) Now, anyone for a couple of pints followed by crispy duck with chilli sauce !!!

Pennine Observers Notes

Eastern Region

We start back in August, where on the 26th at Melton Ross, 56029/038, 60054/064/095 were noted heading oil trains, 60006/092 worked iron- ore trains, 56011/134 were in charge of coal trains, 56126 headed a Cargowaggon train and 37146, 56039 passed through light-engine.

On the 30th at Duffield, 60022 hauled a stone train and 37704 was at the head of a freight working. Later in the day at Ambergate, 37607+37608 were noted double-heading a freight train.

Into September, now. The 2nd saw 47829 arriving at York on a service from Birmingham, before returning southbound at the head of a Poole-bound train. Later in the day at Doncaster, 89001 passed through with the 13.40 KX - Bradford FS train, and 37607+37608 were again noted double-heading a freight train.

The following day, 47853 did the honours on the Birmingham-York-Poole diagram, as 47829 was employed on a Poole-York train, returning on a York-Bristol. Other 47s to be used on these services during the month were 47634 (5th), 47814 (10th) 47841 (12th), 47853 (13th), 47818 (16th), 47849 (28th), 47827 (30th).

Your intrepid Membership Secretary was re-introduced to the joys of mainline Deltic-haulage after a long 15-year wait, on Hertfordshire Railtours "Deltic Scotsman" railtour on the 6th of September. D9000 put in a truly spectacular performance (*Oh Lord! He's off again!*) with the added poignancy of a two-minute silence at Marshal Meadows, on the English/Scottish border, in respect for Princess Diana's funeral taking place that day. The tour was returned from Edinburgh by a slightly less spectacular, but nonetheless large "beast", in the shape of 87101.

(Your editor must also own up to feeling a slight *frisson* of excitement on the 7th of October, as he stepped off a DMU at Doncaster to be greeted by the sight and sound of D9000 and supporting coach thundering majestically southbound through the station *Oh Lord!, Tony's got me at it now!*)

The 7th of September was not a good day to be travelling on the northern sections of the ECML. A major power failure at Berwick caused severe disruption to services. An example of this was the 09.40 Inverness - KX, due in Doncaster at 16.23, which was running some 170 minutes late. Many other trains were delayed for periods of up to 3 hours.

ShIPLEY is not a place which features frequently in these columns, however, on the 11th of September, 56093 was noted hauling a train of scrap iron through the station. Next to Lincoln, where on the 16th of the month, 60006 and 60023 passed through at the head of oil trains.

Ipswich was the location for the following sightings on the 20th of September :- 08745/865, 47212/303, 56006/083/116, 86221/606/615/627/632/633/639, 90141. Later in the day, 37140, 58001 and 60032 were noted at March, and 31110/306, 37380, 56066, 58012/040, 60085 were at Peterborough.

On the 21st Heaton allocated 142020 worked into Hull Paragon attached to a class 156 unit, which had formed the 14.14 Sheffield - Hull.

47772 worked ECS into Hull Paragon on the 27th, in preparation for a steam railtour on the 28th, when 60007 'Sir Nigel Gresley' headed the tour from Hull to KX. 47774 worked the return service.

On the 29th, Eaton Lane crossing was visited by one of our members, who noted 47725 on an ECS working, 47784 hauling a single container wagon, and 90019 at the head of a parcels train.

Finally for September, 89001 continued to make regular runs on the ECML, principally on services between KX and West Yorkshire. The loco was noted on such duties on the 2nd, 5th, 10th, and 16th.

Gainsborough Central is another location which doesn't often feature in these columns. On the 4th of October, 20902+20903 were noted operating on a weedkilling train. The 4th also featured a few railtours. 'Gresley' was in action again, this time on a KX Edinburgh steam special, with 47768 bringing up the rear, and 86424 hauled a Hertfordshire Railtours' charter from KX to York, where 47764 took over for the onward journey to Keighley and Skipton.

On the 11th of October, 47981 was noted passing through Brough with a freight train for Saltend, and 56088 was in charge of a coal train bound for Hull docks.

Back to Lincoln, where on the 13th, 60051 and 60064 were noted on oil trains. The following day, 60026 headed an oil train and 37698, 56135+37293 and 60045 worked through light-engine.

Gainsborough Central featured again on the 18th, when 60091 was observed heading an oil train and 60020 passed through light-engine

A "new venture to combat leaves" was observed near York on the 25th of October. 37042+37698 'topped and tailed' a Sandite train, consisting of two tanks and a parcels van. The idea behind the new venture is to reduce the incidence of wheels slipping on greasy rails, a condition to which the newer DMUs, particularly the class 158s, are very prone. The Sandite train was also noted at Neville Hill on the 28th, with 37097+37054 doing the honours and again on the 30th, this time with 37097+37293.

The 25th was also a day when railtours were prominent. 86246 (or 86426, depending on the correspondent!) worked Hertfordshire Railtours' "Sally Forth" tour from KX to Edinburgh, where 37401+37430 took over to 'top and tail' the tour over several branch lines in the area. Another railtour in Edinburgh that day was the "Tamil Tiger", which had been organised by an Asian community group in Bradford. 86430 was the loco allocated for the return trip.

Moorthorpe on the 25th produced 47733 on the "Royal Scotsman", 47323 on a Freightliner, and 56112 on a freight train.

The 26th saw 47817 working Derby-Newcastle-Poole trains, and 37684 on ballast trains in the Hull and Driffild areas.

Stabled at Peterborough on the 27th, were:08529/714, 31166/233/466, 58008/011/027/029 while 56129 passed through on a freight working. A few miles away, 31434 was sighted in the sidings at Conington, while at Finsbury Park, 37686 was in charge of a cement train.

A member at Barnetby on the 28th noted:- 47474, 56035/066/080/091/101/107/125/134, 60003/006/020/021/026/067/095/097. 56125 failed at the east end of the station while working on Immingham - Scunthorpe MGR's. 60006, which was following on the Immingham - Santon iron- ore service, was detached from its train and dragged the failed MGR, complete with loco, into the sidings alongside Barnetby station. The 60 then returned to its own train.

On the 30th, class 155 DMU 155347 worked the 09.18 Hull - Manchester in place of the usual 1561158. This was the first time our correspondent had noted a 155 at Hull. He travelled on the train as far as Leeds, where arrival was some 40 minutes late due to signalling problems, a regular occurrence when our correspondent travels! Later in the day, 37042+37698 headed a Tilcon train through Leeds, bound for Hull, 37158 was noted on a freight train at Wakefield Westgate and 37608/611 were at Doncaster.

In the Knottingley area on the 30th were:- Milford South Junction 56003 and 60061 on steel trains, 56079, 59203, 60046 on coal trains; Hallam Gates 37408 and 47492 light engine, 56117 and 59206 on coal trains; Knottingley 60082 on a coal train; Knottingley Depot 08499/706/776, 09014, 60079.

At Melton Ross on the 31st were 56019/099 on coal trains, 37709 and 60026 on freight trains, 60054/095 on oil trains, 60064/079 on iron- ore trains and 56110 on a steel train. Gainsborough Central gets yet another mention, as 56101 was noted passing through light-engine on November 1st. Later that day, 56040 was sighted at Eaton Lane crossing at the head of a freight train

Midland Region

Saturday 13th of September saw the WCML closed at Warrington. Diversions via Bolton and Manchester were in operation, necessitating "dragging" of electric locos. Combinations noted at Preston were:

47775+87014 09.25 Euston – Glasgow, 47792+87027 10.40 Glasgow – Euston, 47734+87026 11.50 Glasgow – Euston, 47745+87020 10.25 Euston – Glasgow. Other workings sighted were 86227 on the 10.40 Edinburgh - Brighton, taken forward by 47849 and 86259 on the 12.30 Glasgow - Poole, taken forward by 47840.

A member out and about on the 20th of September, on the "Marching Cat" railtour noted the following -- Crewe 37419/603/605, 47839, 86225/229, 87011; Rugby 31530, 37031, 47207/492, 56064; Willesden 08872/913, 31207, 33021 (red livery), 47330/332/764/789, 58032, 86425, 90011/015/016/024/028/032/033/0361/037, 92010; Leicester 60040/088. The tour ran from Crewe to Felixstowe and Ipswich and haulage came in the shape of 86608 (Crewe - Rugby), 58018 (Rugby - Wembley No.34 signal), 56062 (Wembley Ipswich), 56006+47212 (Top and tail,

Ipswich-Felixstowe-Ipswich), 47212 (Ipswich - Peterborough), 60085 (Peterborough - Crewe). Arrival back in Crewe was some 15 minutes early!

The following day, 37425 was noted at Crewe, whilst Birmingham-Crewe-Holyhead services were in the hands of 37414/415/422/426/427. Stabled at Chester were 374/814/9.

Another railtour to grace Midland Region metals was the "Current Orbiter" on the 11th of October, which ran from Preston to Southend. Motive power on this one was provided by 90017 (Preston - Northampton), 86636 (Northampton - Southend), 90138 (Southend - Liverpool St), 73131+73128 (Liverpool St - Victoria), 47306 (Victoria - Tonbridge), 92015 (Tonbridge - Willesden No.41 signal), 87101 (Willesden - Crewe), 47572 (Crewe - Piccadilly). Locos sighted during the trip were :- Rugby 31434/514, 47475, 58023/035; Willesden 08454/482/913, 47051/144/145/150/213/229/312/365/379, 86416, 90020/023/031/132/135/137, 92031.

Pathfinder's "Blackpool Illuminator" railtour ran from Cardiff to Preston on the 1st of November, behind 37140+37079. Passengers for Blackpool were conveyed forward from Preston in Atlanteans and VR's (buses for the uninitiated) provided by Fishwicks. The stock and locomotives were then used to form the "Nor-west Thunderbolt" railtour. This used the 37s to Liverpool Lime St, 56134 via Warrington Central, Piccadilly, Stockport, Knutsford and the recently reopened Hartford West Junction curve to Warrington Bank Quay. After the "thrash" with the 56, a rather subdued 60009 took the tour forward to Blackpool North, from where the 37s returned to Cardiff.

The group of Pennine punters had only just reached the joys of Blackpool, when they were witness to a slight collision between trams 647 and 726 at Talbot Square. The latter double-deck tram had its driver's door pulled off in the shunt. Thankfully, this did not cause too much disruption to the tramway on one of the busiest nights of the year, in the last weekend of the lights.

Southern Region

On the 15th of August, 37719, 73104/105 were noted at Woking.

47854 was used on a Poole - York service on the 20th of August. A member who travelled on the train from Winchester to Leeds reports that Virgin Trains had to hand out free cold drinks to the passengers after the air conditioning in the first three coaches failed, on what was a very hot day! Earlier in the day he had noted 08480/993 47330 at Eastleigh.

Noted at Wandsworth Road on the 21st of October, between 11.15 and 12.45 were: - 47146/186/205/313/316, 73106+73107/207, 92015/042.

Eurostars sighted at Vauxhall on October 27th were
3205+3206 11.43 Paris - Waterloo
3103+3104 13.57 Waterloo - Paris
3209+3210 12.19 Paris-Waterloo
3205+3206 15.23 Waterloo - Paris

Clapham Junction, the same day, saw 73205/208/210/213 operating through on Gatwick Expresses.

Western Region

47817 was noted at Reading on the 20th of August working a Piccadilly - Brighton service, and 37688 was sighted at Didcot.

Acton yard had 47519 and 58005 in residence on the 27th of October.

Preserved Railways

A visitor to the Isle of Wight Steam Railway on the 19th of August noted 0-6-0ST WD No 198 'Royal Engineer' operating on the line.

On the 4th of October, the K&WVR held a "Wheels in Motion". Locomotives working during the day were 1054, 47279, 48431, 75078 and 78022 along with 41708 which was visiting from Swanage. 51218 was also employed shunting in the yard at Ingrow.

The following day saw the NYMR "Steam Gala". Locos working were 901, 2253, 3472, 30926, 34101, 45428, 65894 (on freight services) and 42765 which was visiting from Bury.

Many thanks to Tony Caddick, John Dewing, Ken King and Paul Slater for their contributions.

Notice Board

Pennine Meetings

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

Wednesday 7 January 1998	Members Slide Night
Sunday 11 January 1998	Annual General Meeting - 12. 00 start
Wednesday 21 January 1998	Rhys Jones
Wednesday 4 February 1998	Brian Mennie
Wednesday 18 February 1998	Derek Porter
Wednesday 4 March 1998	Members Slide Contest
Wednesday 18 March 1998	Graham Wade

The next edition of Trans Pennine will hopefully be produced in March. Until the new editor is confirmed, please continue to send any contributions to me, to reach me by 14 February, and I will pass them on. Thank you!