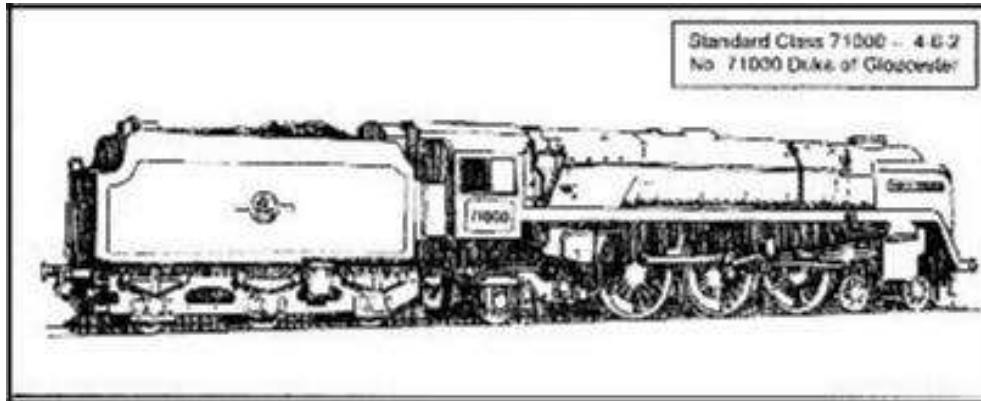


# TRANS PENNINE

## THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



No.108 - Summer 1999

### Committee Briefs

### Social Evenings

Due to a major refurbishment at the Corporation Brewery Taps we are no longer, after many years, able to use this venue for our social evenings (the breweries can't leave anything alone).

We have since used private rooms at both The Railway and The Salutation. Both are eminently suitable rooms, and the committee will meet shortly to debate this issue and decide on our "new home" - Members will be notified as soon as a decision has been made. (STOP PRESS - SEE PAGE 17).

### 25th Anniversary

We are pleased to announce that our celebration lunch on the Midland Railway, Butterley on Saturday 9th October 1999 is almost a sell out.

Those who have booked will be receiving further details in due course.

Anyone not booked on the lunch is welcome to join us on the day at the Midland Railway Centre.

Other celebrations will include:

A Silver Jubilee Slide night on Wednesday October 20th 1999. A display at Doncaster Library from 1st to 6th November 1999. A commemorative issue of TRANS PENNINE magazine during the autumn. Sale of 25th Anniversary Mugs/Pens/Paperweights. etc.

### Holy Grail

The nameplate of the Coronation Class steam locomotive No. 46227 "Duchess of Devonshire" was due to be sold at the Sheffield Railwayana Auction at Myers Grove School. The Holy Grail of nameplates was expected to fetch a record £30,000.

### Army Ship Out Trains

Armoured trains have been shipped out to Kosovo to transport troops, tanks and supplies; the first armoured trains used by the military since the Boer War. Four locomotives left Marchwood Military Port near Southampton bound for the Greek port of Thessalonica.

The trains will be armed with heavy machine guns. However, due to the recent changing circumstances, it is unclear whether they will now be required.

### Millennium Bug

The Channel Tunnel will close on New Year's Eve because of fears that the Millennium Bug could leave passengers stranded beneath the seabed. Eurotunnel cannot give an absolute guarantee of safety.

Eurostar, le Shuttle and freight services will be suspended from 10.00 pm on December 31st until 6.00 am on January 1st, affecting more than 20 trains.

### Trains too Wide and too Wet !!!

Stepping boards on the new Class 375 Connex trains are too wide, necessitating shaving the platform edges of up to 50 stations in Kent, Surrey and Hampshire at a cost of up to £6m. Turbostar 170 units on the Midland Main Line have received modifications due to water leaking through the roofs in wet weather. You would have thought this would have been noticed during the extensive pre acceptance trials.

### Railtrack Profits

Railtrack have announced record profits of £1.2 million per day. This has come mainly via the public subsidy of £1.3 billion given to the 25 private train operators to pay Railtrack for use of the track and signalling. Latest reports (Daily Mail 22 June) suggest that Railtrack directors are in line for bonuses of around 4 times their basic salaries.

### Cut Price Virgin Rival Axed

First Group, owner of North Western Trains, has abandoned the cut price from Manchester Airport to Euston. Virgin's monopoly on the Inter City route has been restored. First Group charged £25 return for the journey. A faster "turn up and go" service with Virgin cost up to £108 return. The NWT fare was not marked effectively.

Buffoon spokesman James Shelley said "Each train has a window of opportunity when it has to get in and if it misses that window thousands of passengers can be delayed through the knock on effects".

The company has been condemned for announcing it could not justify spending more money to relieve overcrowding on its trains.

### Railtrack Promises Improvements

Among improvements promised by Railtrack include:

£1 billion upgrade on ECML.

£150 million to improve the London - Stansted Airport Express service, doubling trains to four per hour.

A link between Staines and Heathrow's Terminal 5 (if the terminal ever gets the go ahead).

A commitment to carry all forecast freight for at least the next five years and the opening up of more freight services in Scotland.

### New Class 66's for Freightliner

Freightliner has ordered five new Class 66 locomotives and a further six re-engined Class 57's.

The Class 66's will enable Freightliner to haul the heaviest container trains with only one locomotive. They are being built in Canada by General Motors and will be delivered in August 1999.

They will be classified as Class 6615 to distinguish them from the original 250 EWS locomotive order.

The company aims to increase its freight volume by 50% in the next five years. The locomotives displaced by the new fleet will be retained initially for increased services.

The order has been financed by Stagecoach subsidiary Porterbrook Leasing.

### Train Checking Power Lines Brings Them Down

On May 19th services north of Darlington on the ECML were severely disrupted after overhead wiring was brought down in an incident involving the Meteor Test Train used for checking the power lines.

### Ticket Confusion

On the London to Glasgow route there are 25 return prices, ranging from £225 First Class Open valid on Virgin and GNER, to £29.00 Virgin Value.

Between London and Gatwick three privatised operators provide 19 options ranging from, £8.30 to £30.00. This situation is repeated across the UK.

### Non Stop All Stations

On the day French owned Connex South Eastern pledged all services would arrive on time, passengers watched in amazement as the 06.20 Ramsgate - Charing Cross sailed through Sturry, Wye, Chilham and Chartham without making its scheduled stops.

The company had ordered staff to ensure that all trains into the capital must meet punctuality targets. It has one of the worst punctuality records of the 25 operators.

### Loco Reserves

EWS plans to create a reserve of high power Type 5 locomotives in case it runs short during the forecast rapid growth in freight traffic. The company is seeking a secure site to store large numbers of Class 56 and 58 locomotives which if needed, could be overhauled and put back into traffic.

EWS is not keen to see its locomotives sold to preservationists only for them to find their way back into mainline use by its competitors, but it is keen to support genuine preservation.

### DONEGAL WEDDING TRAIN

by Paul Slater

Leaving the seaside village in County Sligo where we were staying, Chris and I headed north into Donegal. Beyond Ballyshannon it was new territory for both of us. At the county town we took the coast road westwards, passing between Donegal Bay to the south and the Blue Stack mountains to the north, then turned off on to a lesser road through the hills. Donegal is Ireland's most northerly county, although it is part of the Irish Republic, not Northern Ireland; already we had decided that we liked it very much.

We were looking for a reconstructed section of the Former County Donegal Railways system, which I understood, was being re-opened between Fintown and Glenties. We arrived at Glenties, but there was no sign of a railway, so we continued on the road towards Fintown. The road climbed into upland country, with mountains visible ahead. To the right of the road, and running parallel with it, we saw the trackbed of an old railway; in places it was obscured by vegetation or incorporated into people's gardens, elsewhere it showed clearly as a low embankment. One or two bridges were still standing.

Soon the road was running above a lake. Beyond the opposite shore were the mountains we had seen in the distance earlier, and on our side of the water was a narrow gauge railway. Road and railway led to Fintown, where we followed a signpost to a station and turned down a gravelled track. A notice on a gate said that the railway was closed, but the gate was open, and there were signs of activity, so we drove into the ballasted yard and parked by the track.

It was a beautiful spot, with the mountains rising beyond the lake. A small green locomotive stood at the platform with two red and white carriages and a dark blue one, and in siding was a little red and white engine. Our arrival had been noticed, and a woman came to speak to me. I was welcome to look round the site, she said, and she introduced me to another, younger, woman, who was Anne-Marie, the manager of the railway.

We got talking. Anne-Marie told me that the railway had been forced to suspend operations because of a reorganisation in the government department on which it depended for manpower. The other woman, Isabella, said that she was the public relations person for the line, and told me that her father had been stationmaster at Fintown when the line closed over forty years ago. I was invited to look at the selection of books and magazines in the sales cabin. Anne-Marie said that the railway was open at present only for special bookings; a wedding party was booked for a ride on the train that afternoon, and in view of our interest in the railway, and the long distance we had come, we were welcome to join them.

I bought some literature and glanced through it. Later, I would read it thoroughly, and would learn that the County Donegal Railways ran from Londonderry to Donegal town, with branches to Letterkenny, Glenties, Killybegs and Ballyshannon. In its latter years the system had used red and white railbuses and railcars for passenger trains and red steam locomotives for goods trains and specials. I had seen one of the red locomotives in a museum in Belfast during one of my first holidays in Ireland, and one of the railcars on the Isle of Man. The County Donegal Railways had suffered during the "Troubles" of the early nineteen twenties, the trains and stations being attacked by groups of masked and armed men.

We watched as the green locomotive was fuelled and started. The three carriages - they were actually Belgian tramcars - were shunted and carefully coupled together. Caterers arrived, and then the wedding party invaded the yard. We were surrounded as car after car drove in, bedecked with ribbons and pennants. Soon there was a throng of people making their way to the train; everyone was in their best clothes, and we felt very much out of place. The bride in her white dress and the bridesmaids in their purple outfits stepped carefully over the ballast in their high heels. When the wedding party was on board, Isabella found us room on the front seat of the second carriage; she explained to our neighbours in the vehicle who we were, then she closed the door, and the train departed.

Chris and I talked to Isabella and admired the landscape, as the little train, crowded with the wedding party, moved slowly along by the lake. I enjoyed the novelty of the situation, and thought that this line must be one of the most scenic and most remote that I had ever visited.

At the far end of the track, the train stopped. Isabella opened the door so that I could get down and take a photograph. Anne-Marie, who had travelled in the first carriage with the bride and groom, had also got down, and was making her way to the rear of the train; she asked me to be quick, so as not to delay the wedding party. Soon I had clambered back into the second carriage, and the train was on the move again. There was no run-around loop, so the locomotive had to reverse to Fintown, pushing the carriages. Ann-Marie rode in what had been the rear carriage, but was now the front of the train.

There were more views of the lake and the mountains during the return journey. We were travelling on the course of the Glenties branch of the County Donegal Railways. Tomorrow we would see a painting of one of the system's red steam locomotives hauling a train at Barnesmore Gap, where the line from Donegal town to Londonderry climbed to a summit on the far side of the Blue Stack Mountains, and during a rainy excursion in a few days time we would visit Barnesmore Gap and see that the course of the railway there was clearly visible. The section through Barnesmore Gap had been the original choice for reconstruction, not the lakeside stretch at Fintown.

When we arrived back at Fintown, a buffet had been set out in the station garden. There was a delay while one of the wedding guests moved her car so that we could leave. By the time I had backed my car up to the top of the yard and gone back to the station garden, Anne-Marie was busy serving food. I thanked her for our train ride, we shook hands, and then - hesitating a little, for I did not wish to intrude - I spoke to the bride. I told her how it was that we had joined her party, and I offered her and the groom our congratulations and best wishes for the future. They acknowledged my words; I wonder what they thought of these strangers from another country who had taken part in their celebration. Finally, I said goodbye to Isabella, and we drove out of the yard. As we followed the road back to Glenties, we looked down at the railway by the lake. The train at Fintown has a Gaelic nickname which means "the black pig", a reference to an ancient legend; but I would remember today as the day we rode on the Donegal Wedding Train.

Luxembourg's rail system, also known as the CFL, is one of the smallest systems in Europe. There is less than 200 miles of railway line, most of it electrified at 25Kv AC. Although a small system, Luxembourg can be one of the only countries that have motive power from three other countries using its system. During the day locos and units from Belgium, France and Germany can be found in Luxembourg station as well as their own locos and units.

Access to Luxembourg can be made several ways, by rail the service from Brussels being hourly, these trains being formed of Belgian Railways EMUs. This route also has several loco hauled trains intermixed, all international services heading to places like Milan in Italy. A more scenic route from Belgium is from Liege to Luxembourg. This service is diesel hauled at present and departs Liege at, on average, 2 hourly intervals. The diesel locos on this service are normally ETH fitted Belgian Railways class 55's but steam heat locos of the same class have appeared over the last couple of years. On rare occasions a CFL class 18 loco, identical to the Belgian Railways class 55's can make an appearance normally from the Luxembourg end of the line.

Access from Germany can be made from Trier, a town in the Moselle Valley. Motive power for these trains usually involves German DMUs but there are a select number of loco hauled trains, powered by dual voltage class 181 German locos. There used to be a CFL class 18 diesel diagram on the Trier services, but this may now have finished.

Access from France can be made from Metz and Thionville on both local and international trains, locals being formed of push/pull stock with a French class 16500 electric locos, the international trains being formed of standard 5NC17 stock hauled by a French class 15000 loco or sometimes a class 26000 loco.

The Luxembourg overhead line voltage is the same as the voltage in northern France, so allowing electric locos and EMUs easy access. Luxembourg's own fleet ranges from ex-SNCF electric units to EMUs bought for the CFL in the early 1990's. Its loco fleet ranges from 1954 built American style "switcher" type diesel locos through to medium powered diesel locos virtually identical to the Belgian Railways Class 55's. The electric locos, nicknamed "Flat irons", are a 1958 built mono-cabin loco, producing about 3500 hp. All Luxembourg's locos are painted in what can best be described as EWS livery. New arrivals to the fleet are in the form of class 3000 electrics, this probably spelling the end of the flat irons. The new locos are currently being tested on internal services, but their full introduction cannot be far away. Time is limited if you want to sample one of the flat irons. The main CFL services work during rush hour periods but moves can be done in the middle of the day.

One thing to watch for is that any of the services which should be electrically hauled can be swapped, diesel locos appearing on any service at any time.

The easiest way to buy tickets for internal travel is to buy one-day network tickets. These are valid from time of validation until 08:00 the following day. Price is about 150 Luxembourg francs (or Belgian francs, both currencies being used) or a block of 5 tickets can be bought for the price of 4. Cost about 540 - 600 francs. These tickets are valid to the last station in Luxembourg BUT NOT to the borders.

One other useful bit of information, entry can be made to Luxembourg shed on a Sunday afternoon at no cost, just sign the book, saying it's your own fault if anything happens to you during your visit. The shed will be virtually full of class 1800 diesel locos with the class 3600 "flat irons" outside.

Hotel accommodation can be easily found but most rail fans use the Hotel Carlton, 9 rue de Strasbourg, L-2561 Luxembourg (tel. 484802-481745). Walking time from the station of about 5 minutes. The manager is known for his attitude to rail fans, he has even announced to other hotel guests at breakfast your reason for being in Luxembourg. He has referred to me as "A RICH ENGLISHMAN", where he got that idea from I don't know. Times are changing, as the saying goes, so try Luxembourg before its too late.

The West Somerset Diesel Gala 1998

by Chris Tyas

My trip to last year's gala was to take me via London and, having caught the 0536 train from Doncaster to Kings Cross behind 91023, I had 20 minutes to get the tube to Paddington for the 0845 service to Taunton. Owing to delays on the tube however, I missed it by a couple of minutes, so I had plenty of time for breakfast in the staff canteen before catching the 09.03 to Taunton with 43181 and 43188.

On arrival at Taunton, I had a short while to wait for a bus to Bishops Lydeard, where I purchased a three-day rover for the weekend. My first trip of the day was to be D9019 to Norton Fitzwarren, where D1010 took over for the return run to Crowcombe Heathfield. From here I travelled behind 50015 back to Norton Fitzwarren, where D9019 took over for a run to Minehead which brought some inspiring running from the Deltic. From Minehead D1010 took us back to Bishops Lydeard, where we had a few minutes to cross platforms for 50117 back to Minehead. Geoff Broadhead had left his car there earlier in the day so we could drive back to Williton where we, together with Martin Hall, had booked rooms at the Foresters Arms for the weekend. There was a good selection of ales available from the local breweries of Cotleigh, Exmoor and Ash Vine.

Saturday morning dawned with the sun shining brightly and a bad hangover! Straight after breakfast it was down the road to Williton station for the first train of the day with D444 to Minehead. D9019 was to take us through to Norton Fitzwarren, where D7017 would return us to Crowcombe, then 33048 back to Norton Fitzwarren for D9019 back to Minehead. D444 and 50015 were our next locos from Minehead to Blue Anchor, where we changed platforms to catch 33048 back to Minehead. D7017 was to take us to Crowcombe for 50117 and 50015 back to Williton, where we retired back to the Foresters Arms.

Sunday dawned with the sun shining once again and, after breakfast we drove to Bishops Lydeard for the first train of the day with 50031 to Minehead from there we caught 50117 to Blue Anchor for D444 back to Minehead for a fast run of the weekend with D9019 to Bishops Lydeard. From there we had D7017 back to Minehead, where D444 and 50031 were waiting to take us on our last run of the weekend back to Bishops Lydeard. This was to be the best run of the weekend, with some good running and lots of thrash from the two locos. Now all that remained was to negotiate the endless traffic jams on the M5 and the M1, and another enjoyable weekend was over.

### Obituary

We regret (not really) to report the death of the "**Microwave Cheese Burger**" which has been served on GNER trains for far too long. These have now 'ceased to be', the final burger is now displayed in a glass cabinet at the NRM York. This was reported on BBC Breakfast News at 08.40 hrs on Thursday June 3rd 1999 by Sir Bernard Ingham (Former Tory Press Supremo).

### Pennine Observers Notes

#### Eastern Region:

Noted at Heaton on 2nd March were 86210 86401 47771 47774 47848.

On April 3rd the following locos were used for dragging duties between York and Newcastle via Sunderland - 47575 47635 47781 47765 47774 47780 47777. 56046 56060 56051 were also noted at Northallerton on Ballast trains.

Noted at Peterborough on April 5th were 37519 37767 37220 37707 31519 37174 56044 47362 47294 58023 58038 58032 47362 56054 56097 56111 56118 and 66058.

Severe delays on Friday Evening and all day Saturday May 8th due to major signal problems. The 08.10 KX/Leeds arrived at Leeds at 12.15 pm (125 mins late). Many cancellations saw the use of bus services between Leeds and Wakefield and no through services between Hull and Manchester.

On May 11th 43100 failed on the 07.36 Birmingham/Newcastle and was brought into Newcastle by 47851. 47851 together with 43087 then took out the 12.08 Newcastle/Plymouth with 43100 still not working.

On May 16th the 06.45 Beverley/Hull was cancelled. Northern spirit organised a taxi from Cottingham to Brough to allow our intrepid reporter John Dewing to catch the Hull/London train. (This man uses more taxis than trains !!).

Light engines on the Gainsborough - Barnetby line before Saturday passenger workings

March 6	37384
March 13	56039
March 20	60052

March 27 66027  
April 10 66033  
April 17 66048  
April 24 56057  
May 15 37203  
May 29 56069  
June 5 56101

Sightings at Lincoln:-

March 29 60089 Oil. 66045 Cargowaggons  
April 9 56101+56011 Oil  
April 13 60033 60051 Oil  
April 14 60012 60051 Oil  
April 15 60024 60027 Oil  
April 21 66049 Cargowaggons  
April 22 60020 60078 Oil  
April 23 66038+66037+56034+60083 Light Engines  
May 5 56129+56116 Oil  
May 7 37800 60050 Oil  
May 10 60045 60049 Oil  
May 24 60013 60070 Oil  
May 25 60030 60065 Oil  
May 26 60030 60056 Oil  
May 27 56057+56060 Oil

Sightings at Eaton Lane Crossing:-

May 16 47295 Freightliner and 60021 Stone  
June 1 47270 Freightliner, 56083 on freight and 89001 on 19.05 Leeds/Kings X.

Sightings at Melton Ross:-

March 27 60004 60024 Iron ore 60070 60093 Oil Steam Loco 45407 on "Lancs Lincs" special with 37412 attached to rear.

Sightings at Immingham Depot on May 1:

08401 37101 37340 37371 37717 37800 56027 56067 56082 56101 60045 60061 60070 60078 60082

Sightings at Peak Forest Depot on May 3

08915 08925 56110 56113 60001 60002 60004 60007 60020 60033 60044 60084

Sightings at Scunthorpe:

June 5th. 56041 and 56115 on coal train, 0-6-0ST 3138 on Steelworks Tour Train, 0-4-0ST 1439 on Steelworks Brake-van Tour. No 74 on Steelworks train banked by No 78. No 75 on train of Steelworks torpedo wagons. Also No's 44 55 71 80 90 and 92 on various Steelworks duties.

On April 9 47234 was noted passing southbound through Doncaster at speed with the rear wheels of the rear bogie "white hot" due to a sticking brake. Nothing was seen in the rail press about this so it was no doubt noticed before a mishap.

Noted at Stratford on May 11 were 66020 37694 37509 47193 (green) 58029 59103 and 57001.

A visit to Milford Junction on the morning of April 22 produced 56036 56087 56090 58008 58041 59203 59204 59205 59206 60007 60027 60038 60055 60060 60083 60097 66031 66006 66050 66074.

At the same venue on May 5 the following were noted: 09201 37518 47765 56018 56064 56086 56100 58019 58046 59203 59205 59206 60036 60042 60064 60071 60090 66045 66072 66077 66094.

Midland Region:

On May 22 47854 was noted on the 06.36 Poole/Liverpool and 87013 was on the 11.45 Liverpool/Euston. March 19 saw 66065 60033 47712 47839 at Saltley Depot.

On March 17 37109 37719 37692 37713 37229 56090 60044 and 60054 were noted at Warrington.

Following locos were noted on Birmingham/Holyhead services:

May 24 - 37402 37178 37413 37203 37429

May 25 - 37203 37429 37216 37413 37402 37411

May 28 - 37058 37298 37413 37429 37250

Noted in the Willesden/Wembley area on May 11 were 08617 08711 08918 08934 37509 37694 47217 47348 47757 66040 66104 87019 87020 87028 90011 90012 90019 90021 90131 90138 92018 92027.

On a visit to Stafford on April 29 the following were noted:

Derby - 08956 47334 170101 170105 170106 170108 170112. Stafford - 37408/415/420/426/693/892 47209/234/289/3021/757/762/782/805/807/818 /827/828/829/840/843/847/848/854 56129 57002/003/005 58026 60027/084 66053 86207/212/214/240/248/258/260/261/430/605/639 87001/003 /005/007/013/ 015/017/020/021/027/028/034 90001/003/006/007/010/011/014/015/130/134/136/137/138/142/148.

Noted at Toton on May 22 were: 08528 37073 37100 37196 37683 37686 37697 47285 56081 56094 56118 58004 58013 58017 58018 58022 58029 58046 60021 60066.

On the same day Saltley hosted 08844 37077 37899 47194 47217 47234 47296 47474 47640 47703 47709 47711 47736 47949 58032 58038 60090 66099 D9000.

A visit to Warrington on June 10 produced 08849 31146 31201 31554 37131 37370 37668 37796 37797 37885 47851 47853 56022 56033 56058 66021 66098 66115 86222 86634 86639 87001 87004 87027 90003 90008 90144 92008 92012. On the same day at Crewe the following were noted: 0886/939 37250/798, 47305/513/525/575/703/722/744/750/769/831/843/858/210/242/258/401 87005/08/10/11/013/018/20/24/31/35 90002/004/013/014/039/140

### Western/Southern Region:

A member out and about in the West Country in March noted the following:

14th - 47816 on Night Riviera to Penzance. 47811, 47709, 47832 (Sleeper Empty Stock) at Paddington.

15th - 09008 and 37521 at Plymouth. 66080 at Exeter.

16th - 47828 47738 47721 47826 47845 47918 66055 37402 37043 37264 08792 at Exeter. 37402 37800 59001 59004 59005 59102 66066 at Westbury.

17th - 37513 37686 37694 37895 37897 at Newport. 60035 59202 47207 47052 47095 37406 37417 at Cardiff.

18th - 37708 47843 at Exeter. 47817 37414 37407 37896 47722 47764 47812 47806 at Bristol. 37518+37671 on China Clay at Dawlish.

Noted at Acton on March 30th were 60023 58047 60037 60012 59101 66025 66020 66071 60017 58003 31203 31308. Noted in Old Oak Common area on April 6th were 73118 47830 47816 47825 with Acton hosting 58047 60037 60044 60048 66041.

The afternoon service from Weymouth on 1st May was a 150 unit deputising for a failed 37. The 3rd May morning service also suffered the same fate.

Noted at Acton on May 11 were 37601 37605 58004 58044 60021 60023 60031 66022 66054 66102 66103.

### Railtours:

April 5 - 37154 37178 37375 37071 on the "The Syphon Symphony". April 14 - 47635 on the "Settle & Carlisle Circular". April 17 - 47758 37152+37165 on the "Settle Excursioner" May 1 - 58010 on the "Spalding & Lincoln Excursioner". May 2 - 73106 73138 37250 on "The Wayfarer" Yeovil to Weymouth Quay (2 trains). May 3 59001 and 59103 on the "Torbay Mendipman"



## Preserved Railways:

Great Central Railway 1960s Gala - April 24 D1705 D5579 25365 and steam loco 92212

Midland Railway Centre Spring Diesel Weekend - 28 March D8001 20306 20314 D9009 D5580 50007 D9019

Nene Valley Railway - Peterborough - May 1 34081 and Swedish 101 (working).

Avon Valley Railway, near Bath - May 2 Working - 41708 (steam) and D2994 until mid afternoon when heat buckled part of the track.

Gloucester & Warwickshire Railway - May 3 Working - Steam locos 6960 and 92203.

Keighley and Worth Valley Railway - May 8 Visiting B1 No. 1264 working throughout most of May.

## Pennine Quiz No. 97 by John Dewing

1. Between which Underground stations are Clerkwel No. 1 & Clerkwel No.2 tunnels
2. What was the BR number of the 2000th engine built at Crewe?
3. On which date was the Great Western Hotel at Paddington opened?
4. Which railway station was featured in the ITV advert for "Ambrosia"?
5. Between which two stations is Kippenross tunnel?
6. Where was V2 No. 60809 named?
7. On which date did Deltic D9003 enter service?
8. In which year did the "Ports to Ports Express" start?
9. Which electric loco visited Leeds on a Charter Train on 10 February 1989?
10. Malton Depot closed in 1963. Where was its allocation of locos transferred to?
11. Pargate Junction is near which main line station?
12. What nickname did the Manchester, Sheffield and Lincolnshire Railway have?
13. What is the height of the highest railway summit in Great Britain?
14. How long is Berwyn Tunnel?
15. What is the length of Arten Gill viaduct?
16. What was the overall length of the Class 23 diesel electric locomotives?
17. Where was Brush loco HS4000 Kestrel sold to at the end of its BR service?
18. On which date was the Hawes Branch closed to ALL traffic?
19. On which date was Second Class re-designated as Standard Class?
20. Which two locos hauled the "Six Five Special" railtour on Sept 13th 1997?
21. On what date was Telford Central station opened?
22. Which preserved railway was used for "Explosive Action" in the TV series London's Burning on Feb 20th 1997?
23. What is the number of the Class 08 painted in Midland Mainline livery?
24. Which loco was involved in the freight train crash at Wrexham Station on April 20th 1997?
25. Who opened the new "Station Lodge" at Tulloch on June 3rd 1998?
26. How many people died in the 1913 accident at Ais Gill?
27. What was the name of LNER B17 No. 61601?
28. How many seats were there in the "sets" of Electric Multiple Units Class 307 introduced in 1956?
29. How long was Drewton tunnel?
30. What was the original name of LNER A4 pacific No. 60004?

## Pennine Quiz No. 96 The Answers

1. 19.83 metres
2. 98
3. Doctor's Surgery
4. Macclesfield
5. Ernest Lemon
6. George
7. 2 feet 6 inches

8. Norwich - Sheringham
9. Wakefield Kirkgate
10. Fairload
11. Ferrybridge Power Station
12. Millway
13. 15th October, 1994
14. Marks Tey - Sudbury
15. Seven
16. 90144 and 90148
17. Gatwick Luggage Van
18. Steve Chalk and Kez (Police Dog)
19. 92030
20. £15.78
21. The Pirate
22. Festiniog Railway
23. Royal Scot
24. Best Impressions
25. 11th July, 1997
26. Cheltenham
27. E3173
28. Gorton
29. Eight
30. Charles Sacre

The Winners

1st - Ian Shenton 2nd - Malcolm Bell 3rd - John Dewing

Many congratulations Gentlemen!!

#### What the Papers Say!

*A Pot Pourri of magazine and newspaper articles relating to the rail scene.*

#### Hard up boss's roll out museum locos.

Rail firms are hiring vintage locos from MUSEUMS to meet soaring passenger demand. They claim they can't afford the "rip-off" prices for new trains charged by the three rolling stock leasing companies. Now Railtrack may ban the old locos - three dating back to the 1960's - in case they are unsafe. The practice was slammed by leading labour MP's and passenger watchdogs.

Philip Wilks, of the Central Rail User's Consultative Committee, said: "We don't want anything that's unsafe. The privatisation process was supposed to have been about extra investment."

The locos involved are:

A Royal Scots Grey 1960s "Deltic" diesel - on hire to Anglia and Richard Branson's Virgin.

A Hastings mainline diesel unit built around 1960, on hire to Anglia.

A Hood 1968 mainline diesel - on hire to Cardiff Railways.

*Railway museums or groups of enthusiasts own all three.*

A fourth, a prototype 1980's electric loco originally in the Midland Railway Centre Museum, is now owned by GNER and used on the King's Cross to Bradford line.

The four firms involved claim some of the museum pieces are NEWER than other trains for hire and they warn that they won't be able to meet demand for events like the Rugby World Cup unless they can break the leasing "Monopoly".

GNER started the trend and Anglia Rail and Virgin have been sharing the Royal Scots Grey Deltic. In the summer it hauls Virgin trains from Birmingham to Ramsgate and in winter it has powered Anglia's London - Norwich expresses, several times rescuing broken down electric trains.

Cardiff Railways have also had to hire the Hood to pull commuter trains. Railtrack is worried that "heritage" trains could increase safety risks.

It will decide later this year whether to ban their use, except on "trainspotter specials".

Gwyneth Dunwoody, head of the Commons transport select committee, blamed the train shortage on "six of one and half a dozen of the other". *She said the operators hadn't lived up to their promises - and the leasing firms had been privatised without proper regulation.*

### Right Sort of Excuse

Those embarrassing announcements will be scrapped, say rail firms Daily Mail, Thursday, 13 May 1999.

Train companies have signalled an end to infuriating excuses that only serve to make passengers hit by delays even more irate. After years of telling weary travellers about the wrong sort of leaves on the line, the industry has conceded that it needs to get its act together. A report today by the Railway Forum - the umbrella group representing the train operators and Railtrack - calls for standardised announcements that let the public know what is happening without leaving the industry open to ridicule.

The scale of the problem was underlined by a list of the ten most lamentable excuses offered to passengers left waiting at stations or on trains.

Reasons for delays ranged from mosquito infestation to nude trespassers on the line.

Travellers also had to contend with too much jargon, including a cancellation caused by 'wheel rotational difficulties'. The Railway Forum said there was a real need for standard announcements to tie in with the £39 million investment by the rail operating companies to improve the information provided to travellers.

A survey of passengers showed that people wanted more information but were annoyed by jargon or contradictory announcements.

The problem has been highlighted by the declining punctuality of trains. The latest figures show that average delays were longer on 45 rail routes in 1998 than the year before. Only 29 routes showed an improvement.

Daniel Hodges, the Forum's communications co-ordinator said that while some of the excuses offered were amusing, a number of passengers said they had been distressed.

The quality of announcements was too patchy. In future staff should offer simpler explanations.

Nude trespassers on the track for instance would be explained as 'an incident on the line' and passengers would be told there was a technical problem with the train rather than being asked if 'anyone had a hammer'. In terms of the amount of information made available to passengers, things have changed out of all recognition, Mr Hodges said.

In the past many commuters found it was easier to get information out of Marcel Marceau than out of the rail industry.

However, passenger groups questioned whether the public would be any better off.

Jonathan Bray, the campaign co-ordinator for Save Our Railways said the most important thing for passengers was to be kept fully informed about any delays.

The danger with generic announcements was that people could end up with less information.

'The top priority must be to reduce the root cause of the problem - the delays themselves - rather than worrying excessively about how you tell people about them,' he said.

*Top Ten Excuses (plus 1 Pennine Original)*

1. Ladies and Gentlemen, we apologise for the delay. This is due to the driver's cab being inverse to the direction of travel.
2. We regret the slow movement of this service. This is as a result of a delay in the train behind.
3. The train has been cancelled due to wheel rotational difficulties.
4. There will be a short delay because London Bridge is full.
5. The train has been cancelled because of mosquito infestation.
6. Services have been delayed due to nude passengers on the line.
7. There will be a short delay as your driver is in a taxi near Watford.
8. Are there any passengers who possess a hammer?
9. This train has terminated due to the fact the engine is about to blow up.
10. The service has been delayed because of the wrong kind of leaves on the line.
11. This train will not move until the ashtrays have been returned to the buffet car (not heard since Mr Skinner was promoted).

Morton no Muggins

Daily Mail Commentary 26 Feb 1999.

In an early episode of Yes Minister, the Prime Minister tries to make Jim Hacker the Government's 'Transport Supremo'. Sir Humphrey points out to him that a more accurate title would be 'Transport Muggins' - no politician has ever succeeded in helping Britons travel around their country. Hacker is able to avoid the job. John Prescott has not been so lucky and yesterday's 'rail summit' was his latest attempt to tackle the most intractable part of his unenviable remit: the privatised railways.

Rail's problems have a political origin. In the dying days of the last Tory administration, rail privatisation - so long part of the Thatcherite blueprint for a new Britain - was rushed through, in the teeth of vigorous Labour opposition.

Labour threats to renationalise the network depressed the price but the Conservatives went ahead anyway. Their city advisers did a very poor job in pricing some parts of the old British Rail, in particular, the leasing companies which own most of the trains, were wildly undervalued.

They have since been sold off, making a few managers and shareholders multi-millionaires.

Although these vast windfall profits have cast a shadow over the transfer of the railways to the private sector, they are now largely irrelevant. What matters is performance, and the 25 train operating companies which run services in different parts of the country have a dismal record. In 1997-8, the not-so-long-suffering public made more than a million complaints about their performance. Behind the increase in griping is a decrease in punctuality.

When the rail watchdog graded the companies recently, only the Isle of Wight line responsible for eight and a half miles of track was awarded the top mark for timekeeping. Across the rest of the network, reliability has declined since privatisation.

The picture is not all gloom. There has been a rise of 20 per cent in the number of passengers carried since privatisation, and the companies claim that it is this increase that has led to late running trains. More services and more people, they say, mean more bottlenecks and more breakdowns.

The crucial problem is investment. Successive governments starved the old British Rail of new money, and once the great sell-off was on the agenda, John Major's Tories were even more tight-fisted.

Nor has privatisation improved matters much. Railtrack claims to have an ambitious £17 billion investment programme, but only a fraction of this has so far left its bulging bank account.

Last year, Railtrack made £388 million, and this year, its profits are expected to rise to at least £400 million. Meanwhile not enough is being invested in new track. Nor have the operating companies invested much themselves. They claim that in many cases their franchises are too short - seven years - for them to get back their investment on new trains.

If they lost the franchise, and had to sell their 'trains' at a loss to the new operator, then their shareholders would be out of pocket.

They have a point, which was another thing the Tories failed to consider in their rush to thrust the railways into the private sector.

So what should the Transport Muggins do? First he should abandon the comforting but inaccurate idea that the old British Rail was any better than the current mess. At least now we have someone to complain to when the trains don't run on time, and the chance of a refund.

It is in the commercial interests of men such as Richard Branson to improve the service they offer the public or their valuable brand names will continue to be dragged along the track by irate commuters.

Mr Prescott knows that, were the railways still in the public sector, he would not be able to find the £17 billion that Railtrack alone needs to invest, even on its own presumably conservative estimates, over the next few years.

The money to rebuild rail will come from the private sector. The Government must work out how.

Mr Prescott plans to set up a Strategic Rail Authority, with Sir Alastair Morton in charge. Were it not for Sir Alastair, this might appear to be another useless quango. But the former chairman of Eurotunnel is a good example of poacher turned gamekeeper. While in charge of Eurotunnel, he ran rings round governments on both sides of the Channel - as well as various construction firms - and presided over a vast and ultimately successful investment programme.

He knows what government must do to persuade the private sector to come up with the cash. He could be just the man to take over Mr Prescott's job as Transport Muggins - and perhaps, as he is not a politician, even make a success of it as well.

### The Technical Touch

(Extract from GNER Magazine)

It's good to know that all over the GNER network Technical Riding Inspectors or "train doctors" are on hand should a technical problem arise. Simon Brooke meets the man who ensures the trains keep moving.

Almost exactly ten years ago Roger Senior applied for a new job. The management at what was then British Rail's InterCity East Coast division, had been considering the perennial problem of what to do when a train breaks down mid-journey. If a fault appears when the engine is at the depot it can easily be mended, but what happens when something goes wrong at a station or even in the middle of the countryside? The title of the job that Roger Senior applied for, and was given, is Technical Riding Inspector although he and what has now become a team of six, are commonly known as "train doctors". "Our job is to keep the trains moving when they fail en route and get them back into service as soon as possible," he explains over a cup of tea in his office at Doncaster station.

A lot of our work is preventative - picking up on faults before they become serious - and most of it is on the run. The engineers and fitters at the depots only get the trains at night when they are not working. We work on them when they are on the track travelling at 125 mph". Roger's shift will start at either am, noon, pm or 2.30 pm and he immediately reports to the GNER Control Centre at York, where he will be given details of any problems that have arisen. It might be something reported from the previous day, or something that has been discovered that morning when the service starts up. It might even be a call from a driver who is experiencing technical problems as the train is moving. "We ride up and down the system moving from train to train or station to station," says Roger. "You might be working on a train when you get a call to go to another which is in trouble. We travel by train - the driver will stop alongside the failed train and we'll get off, run along the track, get on and start work. Occasionally, you might get a taxi if the train is miles from anywhere."

The six "train doctors" are stationed along the GNER system and, in theory, each covers a certain stretch of track but, in practice, Roger finds himself working from London to Edinburgh. One difference since privatisation is an increase in passengers, which means greater pressure on the "train doctors" to keep the trains going, but this has to be balanced against other factors, as safety is paramount.

Having left his office, we find ourselves, half an hour later, sitting among the dials and controls of the disabled rear-end cab of a train hurtling up to Darlington, where there might be a problem with the service. I ask how many different things can actually go wrong with a train? Roger smiles: "How long's a piece of string? Basically there are more things can stop a train than keep it going. Everything fails safe - in other words the train won't move if there is a serious technical hitch. When we get to a train we usually have a rough idea what the initial problem is from what the driver has already told us. Then there are also what we call 'rogue trains' - you fix one thing and something else goes." Not surprisingly, when he arrives at a failed train, Roger usually finds the driver and Customer Services Manager very glad to see him. "Often they know what the fault is but can't work on it, because it's not their responsibility and they're not trained to do so." But how often does he have to give up? "Rarely. If it's something like the main fuse blowing we can't mend that on the track, so we have to get a rescue engine or another train to push it to the next station." Although Roger started as an electrician, Technical Riding Managers are relatively new and there are few of them. "The whole train is our responsibility, from buffer ends: the air conditioning, catering equipment, brakes, lights, and we just have to keep the thing going with whatever - rubber bands, bits of string," he jokes. "Obviously we have to travel light and move fast carrying just a tool kit, so improvisation becomes second nature." One common problem is "flats", where, because of sharp braking, a wheel has become ground down on one side so that it is not perfectly round and therefore makes a bumping sound in the carriage above. The day before we met, Roger's recent cases included an overheated axle and a boiler. Surely only steam engines have boilers? "The boiler is in the train's catering car," he explains. "So if something goes wrong with it, there's no tea and coffee - now that is serious."

### Focus on Railtrack - 1998

RAILTRACK's corporate policy for 1998 - being a bastard to its own customers - appears to have backfired.

Of course the customers in question - the operators of passenger and freight trains - are powerless to trouble Railtrack and have no choice but to pay vast sums (much of it from the public purse) to use a network that hardly justifies its premium fees.

Aware of its customers' impotence, Railtrack took to slagging them off in public in a bizarre attempt to influence the rail regulator's review of Railtrack charges. As if this act itself were not outrageous enough, the criticisms levelled at the operators actually applied first and foremost to Railtrack. When Railtrack finance director Norman Broadhurst moaned that operators are incentivised to 'cut costs and fill trains to maximise revenue', he forgot to mention that Railtrack's policy is to, er, cut costs, fill tracks and maximise revenue.

Following the same tack chief executive Gerald Corbett publicly accused operators of causing too many delays and failing to invest. He seriously suggested they cut the number of trains to improve punctuality, when the obvious need is for Railtrack to invest some of its own money in creating more track. Corbett's allegations fly in the face of statistics showing that Railtrack's mismanagement of the network has been responsible for up to 80 percent of minutes of delay on some routes.

Corbett knows most operators were given only seven years to reap the benefits of any investments, which could in any case be undermined by recession or competition. In complete contrast, Railtrack is here to stay and its income from train operators is effectively guaranteed by the state - yet Railtrack's investments are few and far between. (Even for the west-coast line upgrade Railtrack demanded, and will get, a slice of Virgin's profits.) This did not stop Railtrack chairman Bob Horton claiming his company had "made good headway on our £17bn 10-year investment programme". Where?

Railtrack is painting stations and renewing some worn-out bits of the network, but this comes out of the housekeeping budget. And Railtrack is slacking, even here. Its original replacement rate for rails indicated each rail must last 128 years; but a recent recruitment advert headed "Help us to stop spending money" explained that Railtrack aims to refocus its spending "towards enhancing the life of our current assets and away from renewals".

A rare example where Railtrack genuinely invested money (£13m of its £2.5bn annual income) was in Buckinghamshire, where Chiltern Trains desperately needed more slots for services. But Railtrack botched even this modest upgrade and Chiltern is considering cutting a tenth of rush-hour trains because Railtrack is not providing enough capacity.

The new regulator, Chris Bolt, was unimpressed with Railtrack's subterfuge. He has announced that Railtrack is making far too much money on routine maintenance expenditure that involves no commercial risk. He wants Railtrack's assets revalued at little more than their original sale price in the great Tory give-away - a third of their current market value.

What effect this has on Railtrack's notorious reluctance to grow its own business remains to be seen (the new charging methods start in 2001). But the regulator's lashing was worthwhile just for the enjoyable reaction from Railtrack's normally smug boardroom. Corbett said the review was "disappointing" and petulantly predicted that the new methods could prevent Railtrack completing the fast line to the Channel tunnel. The regulator was not fooled and said Railtrack should only have embarked on such a project as a self-standing undertaking. Railtrack had already used that project as an excuse to demand money up front for creating more slots on the cramped London to Edinburgh line on the ground that the Chunnel line had taken Railtrack to its borrowing limit. In other words, the more Railtrack spreads its wings the remoter becomes the prospect of any serious investment in the lines Railtrack was formed to manage and upgrade. Surely another good reason Railtrack should not be allowed to muscle in on London Underground's semi-privatisation?

### Millennium Steam Cavalcade gets Green Light

(from The Record - Shildon Community Paper -9 April)

Plans to hold another Steam Cavalcade in Shildon were confirmed recently at the British Travel Trade Fair in Birmingham.

Dubbed as "The Great Millennium Cavalcade of Steam", the prestigious event will be held on August 26th, 27th and 28th next year and is set to attract over a million people to the town.

The Cavalcade will be the culmination of a four-month North Eastern festival running from May to September celebrating railway heritage in the area, the birthplace of steam travel. It will also celebrate the 175th anniversary of Timothy Hackworth riding Locomotion on the Shildon railway line in 1825. When the last cavalcade was held in 1975 to celebrate the 150th Anniversary more than 350,000 people watched the trains pass in a single day.

Up to now 40 famous locomotives including the Flying Scotsman, Mallard, Green Arrow, Locomotion and The Rocket have been invited to take part.

Plans for the Cavalcade nearly ground to a halt when it failed to win a National Lottery award last year but it has now been taken up by a private company, Rail 2000 Management Services Limited, with support from local authorities and the Federation Brewery in Gateshead. The event is being spearheaded by David Champion, Chairman of the A1 Tornado Trust which is building Britain's first steam locomotive since the 1960's at Darlington.

David told the Record "Losing Lottery support was obviously a big disappointment, but Geordies like George Stephenson don't like to be beaten, so we've raised the cash to put on this spectacular event anyway. This will be Britain's biggest railway event for the Millennium".

60,000 grandstand seats, 50,000 other seats, 1,000 first aid marshals, 35,000 vehicle parking spots to date, a radio station, 5 hours satellite TV time, 1,000 hand portable radios and a mile and a half of fibre optics are amongst the staggering statistics that form part of the provisional plans for the Great Millennium Steam Cavalcade to take part in Shildon and district at the end of August year.

Because of the sheer size of the event, organisers have setup Rail 2000 Management Services Ltd. to organise the Cavalcade which is described as "likely to be the biggest event in the country after the Millennium Dome".

Plans are now well advanced to bring upwards of forty "icons of the railway era" to travel between Shildon and Darlington in what must be the very last working Steam Cavalcade due to the advanced age and deteriorating operating conditions of many of the famous locos.

Mallard, the record-breaking locomotive will definitely be coming to the event but sadly will probably have to be helped along in the parade due to her age.

She will be joined by The Flying Scotsman, the Rocket, Green Arrow and many others, including the most famous children's loco of all time "Thomas" the Tank Engine.

A spokesman for Rail 2000 spoke of the provisional plans in an exclusive interview with The Record.

### Coming by Rail

It is likely that most of the locomotives will be brought up to the area by rail, some on the back of Steam Specials running from all over the country.

They will then be stored at secret locations around the district until the event, when they will slip onto the Bishop Auckland - Darlington line in reverse order and steam backwards to the starting point at Shildon. The actual cavalcade will take over two hours to pass by and will extend the whole length of the line from Shildon almost to North Road Station in Darlington.

Four immense grandstands will be constructed at Shildon, Heighington, Whiley Hill and Darlington.

Unlike the 1975 cavalcade there will be no free viewing areas as the whole line will be fenced off well away from the line and will be well patrolled to stop people sneaking in.

### Ticket Price

Although not fixed yet, the organisers anticipate admission charges being around £15 plus parking charges and they are keen to stress that tickets must be bought in advance. "Anyone turning up without a ticket, whether local or from a distance will be refused admission" said a spokesman. "There will be no facilities for paying on the day".

Plans for distributing the tickets have yet to be finalised but it is likely that they will be available from travel agents, main line stations and direct through the media and the internet.

Organisers are expecting the event to be a complete sell out but conservatively say that they hope to sell 200,000 tickets. In reality the Cavalcade will attract over a million people to an area where "There is a significant shortage of accommodation" and "Land will be money". In order to carry out the festival of steam, Rail 2000 will have to negotiate a four day "possession order" on the Bishop Auckland - Darlington Line which will mean that normal service trains will be unable to run.

### Other Events



Apart from the actual Cavalcade there will be lots of other events going on in the cordoned off area which may extend as far away from the line as the Recreation Ground. Marquees, Fairgrounds, Exhibitions and Children's events are only a few of the ancillary attractions now being planned by the management company. Such is the degree of planning that "It will be very difficult for anyone outside of the organised event to come here and make a fast buck" said a spokesman.

Before the actual Millennium Cavalcade on August 26th, 27th and 28th 2000 there will be a series of theme events which organisers hope will include, amongst others, a scouting day and a day for the disabled.

### Clashes as strikers clog Eurotunnel

By Gary Finn

THOUSANDS of British holidaymakers suffered a chaotic end to their bank holiday yesterday after French strikers blockaded the Eurotunnel rail link.

French rail and check-in staff protesting over pay and conditions caused long delays when they sealed off entry lanes to Eurotunnel's Calais departure terminal with private cars.

More than 3,000 cars and 200 coaches, mainly British families returning from a weekend break on the Continent, were stranded for almost eight hours.

The strikers sealed off access by driving about a dozen of their own cars across toll booth lanes at Coquelles, near Calais. In bad-tempered scenes, some determined British drivers managed to break the blockade by pushing through an alternative entry-point to the check-in area. At one point, two buses and a handful of cars forced their way through the barricades, prompting altercations between workers and waiting motorists. One man was taken to hospital in Calais.

The blockade started shortly after am yesterday and was in place for about five hours before the first handful of cars was allowed to board a limited service to Dover on the cross Channel rail link.

Eurotunnel said clearing the backlog of passengers through a reduced check-in and a partial Le Shuttle service added another three or four hours to the journey times of those held up by the blockade.

With queues stretching at least 4 km on to motorways, tired families had to endure another few hours creeping towards Calais- some took about eight hours to get through.

Travellers hoping to find assistance from French authorities were told the problem was of their own making.

A spokesman for the Calais border police said: "Although the problems have arisen from an internal dispute at Eurotunnel, the traffic jams are being made worse by the fact that British passengers are choosing to stay in the road queues rather than finding alternative ways home. "They fear the ferries are all booked up and are determined to stick it out in the queues until things are moving again."

At the Cheriton Eurotunnel terminal near Folkestone in Kent, hundreds of travellers to France were delayed because fewer Le Shuttle trains were running.

Problems in France were compounded because ferries and hovercraft alternative cross-Channel routes, were heavily booked over the bank holiday.

Meanwhile, motoring organisations said British roads were "quieter than usual", with damp and cool weather given as the reason for lighter May bank holiday traffic.

### EWS threatens to shunt £400M trains to sidings

by Joanna Walters -Sunday May 16, 1999

Britain's leading rail freight operator claims it will be forced to postpone accepting delivery of new trains worth £400 million or sell some abroad if it is not given more space on the railways.

English, Welsh and Scottish Railway (EWS) has sparked a furious row by complaining it is in danger of being squeezed off the network. EWS chairman Ed Burkhardt accused Railtrack, the privatised company that owns all track and signalling in the UK of failing to commit investment to accommodate the huge growth in rail freight forecast for the next decade

EWS expects to double freight traffic, now 21 billion gross tonne miles a year, in the next five years, and triple it in 10 projections that have been endorsed by the Government.

But Burkhardt said unless Railtrack expanded the already overcrowded network, EWS would be flooded with deliveries of new wagons, already on order, that it would have nowhere to operate. He said he would either have to hold back delivery or take them and flog them in Europe.

The company has ordered 250 locomotives from Canada, worth £250m, and 2,500 wagons from the ex-British Rail Thrall Europa works in York, worth £150m, to be delivered over the next five years.

The new equipment is designed to modernise and expand EWS's fleet and help it diversify into areas of freight traditionally carried by lorries.

But Burkhardt pointed out that although Railtrack has said it will accommodate freight needs, it has neither produced the plans nor committed the necessary investment to show it will do so.

Robin Gisby, freight director of Railtrack, admitted that the vast bulk of the £600m investment his company planned for freight was still 'under discussion' with EWS and the Government, which is expected to provide grants to support big freight projects. We think we can fit all known passenger and freight demand on the network over the next five years,' Gisby said.

### Train Passengers' Complaints Hit Record Levels

#### From the Press Association

Tuesday June 1, 1999 7:07 pm

Complaints about train services on the busiest commuter routes rose to record levels last year, passenger watchdogs have revealed.

The main cause of complaint was "thousands upon thousands of late trains", said the Southern England Rail Users' Committee. There was also an increase in complaints about dirty trains and about toilets being locked and out of service.

The committee said it received 1,996 complaints in the 12 months up to March 1999, compared with 1,752 in 1997-98, 1,024 in 1996-97, and just 655 in 1995-96. As many as 77% were about three train companies - South West Trains, Connex South Central and Connex South Eastern.

South West Trains, which operates to south of England destinations out of London's Waterloo station, was the subject of the highest number of complaints - 627.

Separate figures from the Central Rail Users' Consultative Committee (CRUCC) showed that 65,000 of SWT's trains were 5-30 minutes late in 1998-99 and 3,825 were more than 30 minutes late.

Connex South Central had 51,679 trains which were between five and 30 minutes late and 1,831 more than 30 minutes late. On Connex South Eastern, 55,304 were 5-30 minutes late and 1,872 more than 30 minutes late.

"We are obviously very concerned about these figures," said CRUCC research manager Andy Burns.

"These figures reflect the statistics we are seeing nationally and also show the massive deterioration in performance over all". Last week, Railtrack announced £428 million annual pre-tax profits but admitted that it had reduced annual delays for which it was responsible by only 2% last year rather than the target figure of 7.5%.

"Malta? Not exactly renowned for its trains, is it?"

Well you would be surprised, as I was when I read an article on the Malta Railway in Air Malta's in-flight magazine, at the start of a recent holiday. The article was a little short on hard facts, but I found an excellent, locally produced book, 'The Malta Railway', which provides a fascinating account of a railway with just one line, and which lasted barely 48 years.

The story begins in 1870, when a railway was first proposed for the island. Contemporary wisdom held that a railway could not survive on an island which is just over 17 miles long, however, Malta's importance as a strategic location, and a strong local desire not to be left behind in the age of the railway, played a significant part in bringing "Il Vapur ta' l'art" (literally, "The Land Steamer") to the island. After a protracted and, at times, acrimonious gestation, construction work finally began in 1880, with services commencing between Valetta and Notabile in 1883.

The railway struggled to survive right from the start. Bankruptcy, political meddling, unsafe viaducts, poorly-sited stations and the introduction of a tramway were just some of the things which plagued the system, but it was the widespread introduction of the motor-bus in the late 1920's which finally sounded the death-knell, and the railway closed down in April 1931. Surprisingly, quite a bit of the railway infrastructure still remains, however, searching for unusual railway architecture did not come too high up on Linda and Alex's list of holiday priorities. I can't think why!

"Right, so that's the history lesson, what about the real ale?"

Well, I have to admit I couldn't find any! A lot of places serve bottled English beers and various keg brews for the benefit of tourists who prefer the comforts of home and don't want to try anything different. The main (only?) brewery on the island is Simonds Farsons Cisk at Merhia, which produces Cisk Lager and two pale ales, confusingly called Red Leaf and Hop Leaf. Lowenbrau is also brewed under licence for the benefit of the considerable number of German visitors to Malta. Now I know the fundamentalists amongst you will pull a face, and demand I be thrown out of the Beer Buffs Club, but I have to say that I developed rather a liking for Cisk Lager. (And before you ask, no, I am not standing for Treasurer at the next AGM!). It is very drinkable, not too fizzy in either draught or bottled versions, and has a nutty taste that goes very well with the local spicy sausages.

"So, no decent pubs, then?"

Quite the opposite. Avoid the "Genuine English Pub" type of establishment and the hotel/disco bars and you will find that on the whole, Maltese bars are welcoming and civilised. We visited quite a few in our travels around the island - all served a nice drop of Cisk, decent food (often pasta - a popular dish is spaghetti with rabbit sauce) and, most importantly, Alex was made very welcome. Wearing a Doncaster Rovers sweatshirt is also recommended, as the Maltese are daft about football - we got into many conversations with locals about the team and why we supported one that isn't in the Premier League! Now if Sky did a few broadcasts from Belle Vue, everyone on the island would know about Rovers!

Anyway, back to the bars. Two in particular received the Bladen family vote. In runner-up position was Sicilia Bar on St John Street in Valetta, a small but busy cafe-bar, perched high above Valetta's magnificent Grand Harbour. The cafe, as may be gathered from the name, is popular with expatriate and visiting Italians. The menu featured many Italian dishes, and the outdoor dining area was ideal for a lazy sun-soaked lunch, whilst watching ships going in and out of the harbour. The clear winner in our limited poll, though, was Tony's Bar on the Strand in Sliema.

Valetta may be the capital of Malta, but Sliema is the main commercial and shopping area on the island, and was the first place we ventured to, having caught one of Malta's peerless veteran buses from our hotel in Qawra. In need of some soothing liquid refreshment after a spirited demonstration of Maltese driving, we made a beeline for the nearest bar, Tony's, and ended up visiting the place practically every day.

So what made it our favourite? Well, many things. The friendliness of the staff comes well up the list. No complaints about the food or drink, either - the Cisk was cold and cheap, the cappuccino was hot and frothy, and the ice cream sundaes were huge. But most of all, it has to be the location - situated on Sliema's palm-tree-lined promenade with views of old Valetta across Marsamxetto harbour, as Britain shivered in the cold it was the ideal place to sit in the sun, and watch the world (and ancient Maltese buses) go by! But, enough of my holiday stories!

In an earlier, 'Rail Ale' article, I covered some of the pubs near to Manchester's Piccadilly Station. An overnight stay in the city in late February for a computer course, gave me an opportunity to sample some of the better pubs near Victoria, but as I left my hotel and trudged through Manchester's legendary pouring rain on a cold and blustery evening, my enthusiasm for research very nearly waned! (No pun intended!)

The first port of call was the Beer House on Angel Street, just off Rochdale Road. This basic, no-nonsense ale house was formerly a Tetley pub, the Weavers Arms, which was sold off into the free trade in the late 80's, and has been a frequent entrant in the GBG ever since - I think it is fair to say that the number of people crowding in on a wet Monday night is testament to its popularity. The beers on sale were many and various, and included a large range of Belgian and German beers, both bottled and draught, with alcohol by volumes that owed more to rocket fuel than brewing - I settled for a very drinkable pint of Moorhouse's Black Cat Mild - some of us had to get up early the following morning!

From the Beer House it was out into the back streets for the short walk to the Pot of Beer on New Mount Street. This is a recently refurbished pub and, like the Beer House, has been sold into the free trade by a major brewer, in this case Marston's. Now boasting bare floorboards and exposed brickwork, the Pot specialises in serving beers from the ever growing number of Britain's micro-breweries.

Dispensing methods are also novel in that as well as many handpumps on the bar, there is a stillage set into the wall behind the bar from which beers can be served by gravity. Sadly for me, there were no beers available straight from the barrel - the barmaid explained that they had had a very busy weekend and run out of supplies! As it was, I had absolutely no complaints about the Bateman's XB dispensed from the hand pump. Another unusual feature of the Pot is that it specialises in Polish (as in Poland, not Mr Sheen) cuisine. The list of dishes on the menu looked very tempting but, again sadly for me, they had stopped serving food at pm. (Looks like chips for tea!) One final, and completely useless fact about the pub - the gents are reputed to be the smallest in the city!

Once more into the wet night and back onto Rochdale Road for another short walk to the Marble Arch, home of the Marble Brewery. There is a great deal of history to this pub. Built in 1888 by the long-gone McKenna's brewery, it eventually passed to Wilsons, who covered up the magnificent glazed brick walls, ornamental fireplace and barrel-vaulted ceiling. After years of neglect, the pub passed into the free trade where it established itself as a Mecca for those who like a good pint, and a great deal of effort has gone into restoring the superb interior. Brewing started in December 1997, in the back-concert room and at the time of my visit, four of the eight beers brewed were on sale- Halves of Chorlton Bitter, IPA and McKenna's Revenge, a porter, were tried and very much enjoyed. A word of warning about the pub- as well as impressive internal fittings, there is also a mosaic floor, which slopes down from the door towards the bar, and can be slippery if you are wearing wet shoes. The barmaid told me a rather dubious tale about one inebriated customer stepping through the door from the wet street and sliding right past the bar before ending up in a heap in the back room. How true this is I don't know, but I kept an expectant eye on the door as people came in, just in case there was a repeat performance!

It was time to head back to the hotel, but by now the rain had stopped, so I headed off for a night-cap at the Hare and Hounds on Shudehill. This pub is a traditional mixture of wood panelling, linoleum floors, leaded-glass windows and tiled walls, and is favoured by an older clientele. There is one main bar with two rooms off - be careful if you go in the front snug as most of the seats are claimed by regulars. There is no worse sound in the world than, "Oy, you'll cop it. That's Bert's seat, and has been for fifty years!" It doesn't matter that Bert popped his clogs some time back, it's still his seat! Seriously, though, the place is friendly and comfortable, if a little smoky. Beers on sale were Tetley Bitter, Tetley Dark Mild, and Holts Bitter and as I sat with my pint, I wondered how the pubs I had just been in, situated as they are in a largely non-residential area undergoing major transformation, survive, but survive they do, thanks to a loyal following who appreciate good beer, and I for one hope they continue to survive,

One final recommendation in the area is not a pub, but a curry cafe, one of the few still remaining in the area, and an ideal place for lunch. The AJ Faisal tandoori is situated on Thomas Street. Welcoming and unpretentious, the cafe is open from 11am to pm and is very popular, both with the area's Asian community and workers from nearby office buildings. A piping-hot bowl of chicken curry set me back just £2.70 and a naan bread the size of a small county was 40p, excellent value, and certainly beats having to put up with soulless hotel food!

And so to Melton Mowbray. Again not a place that is frequented by railway enthusiasts but, you never know, you might just end up on a railtour there, so it's as well to be prepared. Why was I there? Well, EWS offered me the chance to spend a week on a management course at Scalford Hall, some three miles north of the town. The course consisted mainly of teams attempting to move themselves and several large objects over obstacle courses (just like being back in the air force), with the odd lecture thrown in, however, it was a lot of fun and certainly made a pleasant change from wrestling with the obstacle course that is managing the EWS wagon fleet. The timetable for the course was such that training didn't finish until early evening, and by the time you had showered, changed and had dinner, there was little time or inclination and certainly no public transport available for an evening in the flesh-pots of Melton, so it was into the hotel bar (all keg, enough said!) for a couple of pints and some serious winding down.

On the last evening, and in a collective decision-making process that would have astounded the training staff, the thirteen of us on the course decided to forego dinner in favour of hiring a small fleet of taxis in which to escape in search of Melton's highlife. In a place which is awash with pubs, (as is befitting a small market town), Melton has three entries in the GBG, along with two "try also's", so I was quite hopeful of finding some decent ale. One place in the town I would not recommend is the Kings Arms on Nottingham Street.

One of the hotel staff had said this would be the ideal place for us to meet up in the town, but their idea of an ideal place did not match mine. Basically a kids pub, with an overwhelming sound system, it did offer Mansfield Bitter on hand pump, and my half was quite drinkable, however, it soon became apparent that a number of us did not want to linger there too long and we decided to go our separate ways, arranging to meet later at the Bricklayers Arms, a long-standing GBG entry.

I headed first to the Mash Tub, also on Nottingham Street. This is a single bar pub, with a split-level drinking area and a mixed clientele. Although the guide states Banks's Bitter and Mild are served on hand pump, only the bitter is now available, the staff blaming lack of demand for the demise of the mild. The bitter was good, but rather expensive at £1.74 a pint. I left the pub and after peering at a faded tourist guide map in the Market Square, got my bearings for Burton Street on which another two GBG-listed pubs are situated. Incidentally, if you do go to Melton by train, the station is situated off Burton Street.

The Boat is very much a local's pub. You could tell that by the way everyone stopped talking when I went in, ooh, I really hate that! However, the Doncaster Rovers sweatshirt again saved the day, and when I sat down with my pint of Burtonwood Bitter, a couple of men at the next table started talking to me about football. (There are no doubt some of you out there who would say that as a Rovers supporter, I am not qualified to talk about the subject!) The beer was alright, but then I've never really rated Burtonwood, so it was soon time to bid farewell to my new acquaintances and pop up the road to the Crown.

The Crown turned out to be a bustling, lively place, probably made more so by the presence of both hen and stag parties in a courtyard at the back of the pub. Throughout my stay, there was a procession of strangely-dressed people wandering into the bar for drinks, and a great deal of cheeky banter, but this only added to the lively atmosphere. The beers on sale were again not amongst my favourites, being Everards Tiger and Beacon, but my pint of Tiger was pleasant enough, if not spectacular, and I enjoyed the watching the antics of the revellers. Back to the tourist map for the location of my next destination, the White Hart on Sherrard Street. This pub turned out to be a Marston's house, decorated in "Brewers Tudor" fashion, inside and out. The internal decor must have been done some time ago, because it looked very tatty and, combined with a shortage of customers, contributed to giving the pub a rather decrepit feel. No qualms about the beer, though. The Pedigree was in absolutely tip-top condition, but even so, I decided to head off-to the final rendezvous to meet the others.

And here in lies the culmination of a not very successful evening! I could not find the Bricklayers Arms! Believe me, this had nothing to do with the amount of beer consumed - honest! The tourist map did not show Timber Hill, on which the pub is situated, and there was no-one around to ask for directions. Had I thought

about it, I could have asked someone in the White Hart before I left - I knew the pub was near the Safeways supermarket, but that's not much help if you don't know where Safeways is in the first place! After twenty minutes wandering around, I headed off back to the taxi rank and went back to Scalford Hall on my own.

Three things really "ground it in" the following morning. Firstly, the others found the Bricklayers! Secondly, closing time there was definitely a "movable feast" with last orders finally called somewhere around midnight. Thirdly, in the taxi on the way into the station, we passed Safeways. Had I turned right out of the White Hart, instead of left, I would have found the supermarket about 150 yards on, just round a bend.

I'll know next time!

Poets Corner From Conception to Millennium September 1825 - September 2000  
an apt poem by C. Matthews

This is the story of Stephenson and Hackworth,  
Midwives in attendance at Railways birth,  
Locomotion and Rocket enshrouded in steam.  
Darlington to Stockton, the "Ultimate Dream".  
Crowds cheered, a man with a red flag in the lead,  
The first Iron Horse, 8 miles and hour the average speed.

The track rampant, sweeping far, world wide,  
Bridging rivers, valleys, through mountain side.  
Small trains carrying Victorians to the coast,  
For cream teas, and dainty triangles of toast,  
Huge engines, wheels shouting, clickety clack  
Glowing fires, trailing smoke from their stack.

Diesel Electric, fast, sleek and clean  
Replaced the dirty, noisy, but romantic steam.  
Tilting trains that hum, no clickety clack  
Stephenson and Hackworth, benevolently sigh,  
Look down, chests out, proud heads held high.

CURRENT NEWS

IT'S "SHILDON 175"

David Champion, Operations Director of Rail 2000, the Company putting on the Millennium Steam Cavalcade in Shildon was at the Shildon Civic Hall last week when he presented the up to date plans for the prestigious Millennium event to the Town's residents.

The main Hall had been transformed into a cinema for the evening by Shildon's Millennium Committee and a promotional video was shown showing the plans for the August Bank Holiday steam spectacular.

Answering a question from the audience, Mr. Champion said "The last Cavalcade become commonly known as the 'Shildon 150'. Already these exciting plans are becoming known as the "Shildon 175' ".

Mr. Champion revealed that over forty locomotives were already negotiating to steam in the cavalcade which will take over three hours to pass from Shildon to Darlington North Road.

In answer to a query from the floor, the clearly enthusiastic Mr. Champion revealed that there was to be a limit on the numbers allowed to attend the event, but there would be discounts for local residents on the admission prices.

At the last Cavalcade members of the public were allowed to stand on the lines next to the powerful locomotives. New health and safety regulations mean that at the 175 celebrations members of the public will have to be kept away from the lines.

Councillor Walter Nunn welcomed Mr. Champion to the presentation in his role as Chairman of the Shildon Millennium Committee.

Virtually all the available seats in the auditorium were taken up.

Mr. Champion revealed that all the details for the Steam Cavalcade were being tidied up at the moment and complete plans are to be revealed in a spectacular launch during June of this year.

*"If you thought the last Carnival was impressive, then wait until the Shildon 175 "* he said.

(from "The Record". Shildon Community Newspaper April 9 1999),

### Internet Corner

No doubt several members are now computerised and are ardent Web Searchers.

There are literally thousands of rail oriented sites throughout the world and the UK is not at the back of the queue when it comes to quality sites.

A few which may interest readers are:

Deltic Preservation Society [www.dps.mcmail.com](http://www.dps.mcmail.com)

GNER [www.gner.co.uk](http://www.gner.co.uk)

Unofficial GB Rail Enthusiasts [www.gbrail.org.uk/](http://www.gbrail.org.uk/)

Railtrack [www.railtrack.co.uk/](http://www.railtrack.co.uk/)

Coaching stock/loco sightings [www.users.zetnet.co.uk/railpages](http://www.users.zetnet.co.uk/railpages)

General Railway Issues [www.rail.co.uk](http://www.rail.co.uk)

Most of the above sites have "link" pages where you can log into more and more and more sites.

Two sites which may be of interest to our Treasurer are: [www.sportinglife.co.uk](http://www.sportinglife.co.uk) and [www.racefonn.co.uk](http://www.racefonn.co.uk).

If any member knows of any other interesting sites please let me know and I will circulate the information to other members. Would any members on the net please let me have their email addresses and I can compile a register of these for further information. I am currently working on a Web Site for the Society, so if there are any experts out there please make contact with me at [tonyb@pennine54.freemove.co.uk](mailto:tonyb@pennine54.freemove.co.uk)

### Robin's Review No. 5 The Railway Magazine

Railway Magazine is probably the most famous Railway publication ever in Britain even today in a sea of railway publications available it is a market leader, in fact the Motto on the front of the May edition says "Britain's Best Selling All Round Rail Title - Now Bigger and Better Than Ever ".

Quite how that claim is justified I don't know, presumably they know the circulation figures.

The May 1999 edition is No 1177 Volume 145 a far cry from the first edition published in July 1897, 102 years ago as you read this! The current edition is priced at £2.70 per issue (Subscriptions are 1 year - £32.40, 2 years - £64.80, years £88-20) and includes 104 pages plus free maps.

The Magazine is divided up into sections:- NEWS, FEATURES and REGULARS.

NEWS which includes 40 pages has 11 pages of Headline News, 10 pages of Steam News, 6 pages of Operation News and pages on Metro News Narrow Gauge, Traction and Stock, Network News and Classic Traction. Which is a comprehensive coverage of Railways Today.

FEATURES includes "Practice and Performance" which is the longest running railway series in the world and first appeared in 1901, covering locomotive performances with stop watch timings. In its 98 year history it has only had six people writing it including two people who in history are probably the two most famous railway authors to have lived, CJ Allen and OS Nock. Peter Semmens is the current writer of the column. Also included in features are the following articles "25 years of West Coast Wires", "One of Heinz's Black Fives", "The Flying Scot the world forgot", "FUJI Atmospheric Railways Competition The Winners", "Welcome to Freemarket Central". Six articles in all. REGULARS includes amongst many other headings Railway Answers (originally called "Why and Wherefore" running for over 100 years before its name was changed). Readers Forum, Timetable News, All Change, Traction Update, Rails In Parliament, Coming Events, Reviews and Classified Ads.

"100 Years Ago" is also a column that appears in the Regulars section. This is short looks into the past divided up into 100 years ago, 50 years ago and 20 years ago. This article is written by John Slater, Editor of the Magazine in the 1970's and 80's and who is now an editorial consultant for railway magazine.

Pennine members who have been around since the early days will remember that we used to advertise Pennine Events in the "Trips and Meetings" column, particularly in the period 1975-1984. However for a short time in this period The Pennine was barred from publicising its events in these column by Mr Slater because he had received a letter of complaint from a non-member who could not get on a trip because it

was fully booked. The rules (RULES) stated that to advertise free of charge in Railway Magazine our trips had to be open to non members, which indeed they were. Some months later we convinced Mr Slater that our visits were open to non-members, however regardless of the status of the applicant once we had received the required number on the Permit i.e. 20, 25 or 30 we exceeded that at our peril. The Railway authorities at that time could do far more damage to the activities of the Pennine than Railway Magazine, therefore if the trip was fully booked it was fully booked.

VERDICT:

Anyway back to the plot, Railway magazine is today I believe still one of the best if not the best on the market covering every aspect of railways, except Modelling. I have many volumes of Railway Magazine on my bookshelf both bound and in binders, and hundreds more waiting to be bound cash permitting. In fact I did not miss an issue until about 8 years ago (What - Since 1897. Ed.) when I got side- tracked onto other railway publications. But having studied Railway Magazine in depth for the purpose of this article, I now subscribe again to this most famous of publications, seriously wondering again for how long the Railway Enthusiast can enjoy such an abundance of publications on the market.

In *Robins Review* we often refer to the claims and slogans of individual magazines, but have been unable to back that up with circulation figures.

The following figures were printed recently in their respective publications:

STEAM WORLD in 1998 exceeded 21,000 sales per month. RAIL currently in June 1999 sells 33,368 copies fortnightly.

If anybody has details of other circulation figures please send them to Robin as it would be interesting to build up a picture, oh and please include details of the source of the figures.

In the next issue of *TRANS PENNINE* I'll be looking at another publication that's been around a long time but not as long as Railway Magazine, and its the first review from the Ian Allen stable, its title is RAILWAY WORLD.

### ROBIN'S RAMBLE

In previous editions of Trans-Pennine, we have looked at Pennine Trips on a particular theme well this month we've had a letter, yes a letter! Its from one of our Lincoln members Steve Payne and it lists what was seen on Pennine Trips mentioned in this article to Doncaster Works on the 23rd September and 14th October 1979. He writes as follows:



Robin,

Following our discussion at a recent Pennine meeting, I have found the details for the 23rd September and 14th October 1979 trips around Doncaster Works and shed. Deltics, 31s, DMUs were unfortunately not recorded. The lists are as follows:

23/09/79.

Class 03-017,034,047,371. Class 08-114,115,128,131,146,166,184,331,401,444,459,745.  
Class 37-052,088,089,108,138,141,144,202,210,218,259,284,303.  
Class 40-058,066.  
Class 47-212,217.  
Class 50-006,017,019,025,027,028,049,050.  
Class 56-004,008,021,029,030,039,064,065,066,067,068, 069, 070,071,072, 073,074,075,076.  
Class 71-004,011,013.(On Scrap road 004,011 seen at Hither Green earlier in year).  
Class 74-010.  
Class 501(DNBS) 61184,61185,61189(Conversion to battery locos)  
Class 122-(13MBS) TDB9753 10 (Route Learner)  
Class 08-ADB 968011(08119) (Non Powered Snowplough).

14/10/79

Class 03-017,029,034,047,129,371.  
Class 08-114,128,131,133,146,166,184,331,401,420,444,459,745,876.  
Class 37-024,051,052,088,089,095,101,108,138,139,141,144,153,169,170,218,252,259,298,299,303.  
Class 47-047,224.  
Class 50-002,003,006,017,019,027,028,049,050.  
Class 56-029,030,039,064-078(New Build).  
Class 501-(DMBS) 61184,61185,61189,97703(61182), Battery Locos.  
Class 122 (DMBS)-TDB975309,TDB9753 10 (Route Learning Cars).  
Class 08-ADB 968011(08119) Non Powered Snow Plough.  
HST 254027,254032

SUMMARY:- September Total 68. October Total 73.

03,08 and 37s more in evidence in October, but the 40s had disappeared, presumably to scrap. The 50s were still rotating through the plant, and two more new 56s had been laid down 077 and 078. 56077 appeared at the 1980 Rainhill trials, the 71 and 74s were lined up for the scrap yard! Hoping this is of interest.

STEVE PAYNE.

Thanks Steve that's exactly what we want so if any other members would like to tell us what was seen on club trips send your letter to Robin or the Editor. CHEERS.

#### Pennine Anniversary Lunch - 09/10/99

Would participants please note that the balance of the meal cost (£7.95) is due for payment by Wednesday August 4th 1999.

Please make out cheques to Pennine Railway Society and send to Chris Tyas at either his home address, or at the Wednesday meeting. Chris will also accept cash at the meeting.

Donations to cover fuel for the preserved bus will be collected on the journey. Thanks to all members for their response.

#### Robin's Meetings

All meetings are now held at The Salutation Hotel, South Parade, Doncaster and commence at 19.45 hrs.

Wednesday 7 July 1999 TONY CADDICK, Entertainment at its best!

Wednesday 21 July 1999 ROBIN SKINNER, Another of the old ones(it'll be Geoff Bambrough next).

Wednesday 4 August 1999 JOHN SANDERSON. (Well yes, the one and only).

Wednesday 18 August 1999 STEVE PAYNE. (From Lincoln with slides).

Wednesday 1 September 1999 ROBIN HAVENHAND, (The man to entertain us Tonight).

Wednesday 15 September 1999 MORRIS OCKLEFORD. Title to be announced.

Wednesday 6 October 1999 PENNINE RAILWAY SOCIETY SLIDE COMPETITION 1999. Bring your best slides along. One of the best nights of the Year!

Wednesday 20 October 1999 PENNINE RAILWAY SOCIETY SILVER JUBILEE MEMBERS SLIDE NIGHT. Bring along your best slides taken on Pennine Trips and of Pennine members over the last 25 years

### **STOP PRESS !!!!!**

At a Special Committee Meeting on Tuesday June 29th it was agreed to hold further meetings at THE SALUTATION HOTEL, SOUTH PARADE, DONCASTER.

The committee is aware that the new venue is not as near to the railway station as we would have liked but at the end of the day it came down to financial considerations.

The room at the "Sal" is excellent for our style of meeting and another bonus is secure free storage for our equipment.

We hope that all members will continue to support our meetings and look forward to you at the "Sal".

You will notice that we have changed the start time to 7.45pm. This slightly earlier start should benefit members who have to return to the Station (Approx. 10/15 mins walk) at the end of the meetings. Several bus services come and go from outside the Salutation to Duke Street bus area (2 minutes from station).

### Editors Acknowledgements

I would like to thank the following for their contributions to this issue::

Andy Dalby, Paul Slater, David Bladen, John Dewing, John Sanderson, Robin Skinner, Steve Payne & Chris Tyas.

The Autumn Edition of Trans Pennine is due for publication by Monday 4th October 1999, Contributions should be in the Editor's possession by Friday September 24th at the latest.

Up to the time of publication I have received NOTHING from members relating to the promised "Anniversary Issue". If I do not receive information such as trips lists, memories, anecdotes, etc. from years gone by then I cannot publish them !!! If members want an "Anniversary Issue" they must be prepared to contribute.

### Walking Route from Doncaster Station.

Left outside station, under subway and straight through Frenchgate Shopping Centre. Straight ahead up Printing Office St. and then left and right into Wood Street Left at top of Wood Street. Turn right after the Civic Theatre into South Parade- Salutation is 100 yards on right. Go upstairs to Function Room.

Bus Service No. 170 - Cantley, runs from the bottom of Duke Street (just up from McDonalds) at 19.00 19.15 19.30 19.45 20.00 20.15 and stops at Regent Square (opposite Salutation). Return from outside Salutation approx. every 15 minutes.