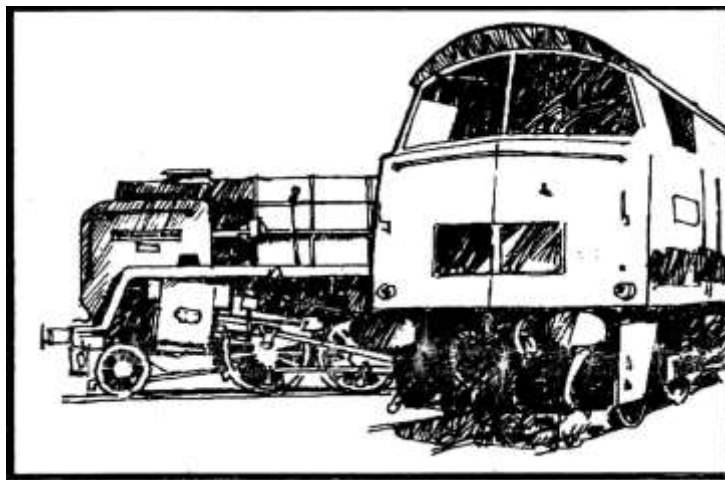


TRANS PENNINE
THE MAGAZINE
OF THE
PENNINE RAILWAY SOCIETY



No.109 - Autumn 1999

1974 - 1999

SILVER JUBILEE YEAR

Committee Briefs

Social Evenings

Members are reminded that all our social evenings are now held at "The Salutation", South Parade, Doncaster. We meet on the first and third Wednesdays of each month in a very comfortable, private upstairs function room at the pub. This venue has proved very successful - if you have not yet been, come and give it a visit. Meetings commence at 19.45 hrs.

If walking from Doncaster Station, go through the Frenchgate Centre and then straight ahead up Printing Office Street. Turn left and then right into Wood Street. Turn left and then right into Wood Street. Turn left at the top of Wood Street, pass the Civic Theatre and then left into South Parade. The Salutation is 150 yards on the right.

Buses 170 (Cantley) leave Duke Street (just up from McDonalds) on the hour and at 15-min intervals. Alight at Regent Square and The Salutation is on the opposite side of the road. Return buses from outside the Salutation at 15-min, intervals.

25th Anniversary Celebrations

We are pleased to announce that over 50 members and guests have booked on our Celebration Lunch on the Midland Railway, Butterley, on Saturday October 9th 1999. Those who have booked will be receiving further details in due course. Our friends from Sheffield Transport Group will be providing transport from Doncaster, Mexborough and Sheffield using a preserved double decker for those who wish to avail themselves of the facility.

Our train, departing at lunchtime, should be Class 31 hauled. Anyone not booked on the lunch is welcome to join us on the day at the Midland Railway Centre.

Other Silver Jubilee celebrations include:

- A Silver Jubilee Slide Night on Wednesday October 20th 1999 at The Salutation.
- A display in Doncaster Central Library in the town centre from November 1st to 6th 1999.
- Sale of 25th Anniversary Mugs, Pens, Paperweights, etc.

175's on SVR

A new First North Western 3 car Class 175 DMU has been undergoing tests on the Severn Valley Railway. The train, part of a fleet of 27 three and two car units built by Alstom in Birmingham, is destined for the Manchester - North Wales Express services to replace loco hauled stock.

Midlands Bottleneck

Railtrack is "looking seriously" at the proposals to expand the Coventry - Birmingham line from two to four tracks. Virgin Trains has warned that its 140 mph tilting trains due to enter service in 2002 could be delayed up to 20 minutes between Birmingham and Rugby because of the bottleneck. This will not, however, be part of the first phase of the West Coast upgrade.

Metrolink Extensions

Plans have been drawn up to extend Manchester's Metrolink tram system northwards to Oldham and Rochdale, south to Manchester Airport and Wythenshawe, and east to Ashton under Lyne by 2004. The Ashton line to be opened as far as a new stadium in East Manchester ready for the 2002 Commonwealth Games. The line to Oldham and Rochdale will involve converting Railtrack's Oldham loop with the addition

of street sections in the town centre. A 3 mile extension to Eccles and the redeveloped Salford Quays is already due to open in 2000.

Station renamed

Dunrobin Station on the Far North Line to the Highlands has been renamed Dunrobin Castle. The station is still owned by the Dukes of Sutherland family.

Also in the new timetable are calls by Edinburgh - Dunblane and Edinburgh - Bathgate trains at Edinburgh Park, a new station. A second build of 6 Turbostars a Edinburgh - Aberdeen services in the New Year

Faster to the Far North

Class 158's will replace class 156 units on the Inverness - Wick/Thurso line from May 2000. The 90 mph diesel units, with better acceleration than 156s, will cover the route to Thurso in 3hrs 22mins, shaving 15 minutes off the existing schedules.

Turbostar Delays

ScotRail's plans to introduce the full fleet of 100 mph Class 170 Turbostars for its new 15 minute interval Glasgow - Edinburgh service from 26th September 1999 have suffered a setback as only 2 of the 9 units ordered are expected to be ready because of production difficulties at the AdTranz works in Derby. Remaining services will be operated by Class 158's which will be able to cover the timings. Trains between the two cities will be routed via Falkirk High. Falkirk Grahamston will be served by extension of the Glasgow - Cumbernauld service, the first regular service north of Cumbernauld since 1966, while Croy will get its first direct link with Edinburgh since 1971.

Also in the new timetable are calls by Edinburgh-Dunblane and Edinburgh-Bathgate trains at Edinburgh Park, a new station.

A second build of 6 Turbostars are expected to take over the Edinburgh-Aberdeen services in the New Year.

New Look Sleepers

New look ScotRail sleeper cars are emerging from Inverness Depot following complete refurbishment. They are in a distinctive new blue and purple livery. Elsewhere work is under way on converting 11 coaches to club Cars with reclining seats. (Sounds like a good venue for Pennine Committee meetings!).

Alstom Junipers

The new electric units will start replacing the Gatwick Express' Class 73 locos and Mk2 coaches from November 1999. South West Trains have ordered some for its Reading and Alton lines, while ScotRail has ordered 40 three car units in Carmine and Cream livery for use on Strathclyde services in Glasgow. Front ends may vary in style according to design orders placed by the different companies

Couplings Checked

Connex has carried out checks on its Networkers after over 20 reported incidents of couplings failing and trains splitting. Nine incidents involved trains with passengers on board.

New way out West

First Great Western has launched a Motorail service between London and Penzance. Transporters will be attached to the "Night Riviera" sleeper service. Other transporters will be attached to day trains during peak holiday periods. It is the first time that cars have been carried by a Motorail service on Great Western tracks

since the mid 1970's. First Great Western was committed to launching the service as part of its franchise agreement.

Cash boost for Settle Line

Railtrack is to spend £20m on the Settle and Carlisle line, mainly on track renewals. The line is used by more than 60 freight trains a week in both directions, plus regular passenger services and specials. During the upgrading of the WCML it will serve as a diversionary route.

Eurostars on the ECML

Eurostar trains are set to go into service with GNER on the East Coast route. If a deal is struck they will work between Kings Cross and York from next spring to help the company cope with a boom in passenger numbers. GNER is planning to operate two of the regional Eurostar sets which are 4 coaches shorter than the main fleet which runs from Waterloo International, providing up to 9 extra trains per day.

Leeds Link to Glasgow

Northern Spirit is to launch a service between Leeds and Glasgow via Motherwell on 11th October 1999, restoring a link lost 17 years ago. Class 158 trains will cover the 213 miles in 4 hours.

Ripon wants to rejoin network

A steering group is studying the feasibility of reopening the line from Harrogate to Ripon, closed by BR in 1967. It will even reconsider reopening all of the closed route, which continued northbound to the ECML at Thirsk and Northallerton,

Virgin's New Fleets

Virgin Trains has announced that the 53 tilting trains for the WCML on order from Alstom and Fiat Ferroviaria will be known as "Pendolinos" (how original!). The Cross Country fleet of 44 tilting trains will be known as "Super Voyagers" with the 34 non tilting trains as "Virgin Voyagers". Bombardier is building both of these.

Loco Crazy

One of the worlds most sought after locomotive nameplates has sold for a record price at a Sheffield auction. The nameplate from the LMS Coronation Class Pacific 46227 "Duchess of Devonshire" sold at Myersgrove School for a world record breaking £34,200 to a collector from the south of England. The 85" long brass plate accompanied by its original British Railways receipt was put up for sale by a private collector. The previous world record for a locomotive nameplate was £25,600, paid in March 1999 for "Glasgow Highlander". A total of 528 lots was auctioned, from posters and clocks to more affordable nameplates, raising £297,000.

Social Highlights

Highlights for your diary during Autumn include:-

- Pennine Slide competition - Wednesday October 6th 1999 at "The Sal". Bring along four of your railway slides, which you think can win the competition. Cash prizes and trophies for the winners.
- Pennine Shield Quiz competition. Can the Pennine regain the shield in our Silver Jubilee Year? Robin is arranging the dates and venues,

Ma'am lets the Train take the Strain

The cost to the taxpayers (there are even some in the Pennine) of the Royal Train in 1998 amounted to a total of £799,000. The journey taken by the Princess Royal from Euston-Perth: Aberdeen - Euston cost £21,451. First Class single tickets would have cost £245. (This means that almost 89 people could have gone with the Princess on a service train. The Royal Train will remain in service at least until the end of 2002

The Misery Network

For the 12 month period April 1998- March 1999, 437,590 trains were late (i.e. more than 5 minutes on shorter commuter routes or 10 minutes on long distance lines). 8.8% of the total train journeys across the network. In addition, 61,692 were cancelled. The figures do not include Great Eastern, which were not collated in time. Chiltern Railways, whose trains go from Marylebone to Birmingham, was highlighted as the worst offender. The number of late trains on its lines soared by 87%. Black mark to Virgin Cross Country where over 20% of trains were late, a rise of 67%.

The London, Tilbury and Southend line was praised for its 14% fewer late trains while Midland Main Line cancelled only 54 trains.

Capital Goods

A new overnight weekday freight service from Doncaster and Rotherham to Brent Cross has been added to EWSR's nationwide wagonload network. The service leaves Belmont Yard, Doncaster at 21.40, Masborough Freight Depot at 23.30, arriving at Brent Cross Distribution Centre at 04.00. The return working departs at 05.10 arriving Doncaster at 11.30.

Editors Note

ANNIVERSARY ISSUE

With the exception of 2 members (who have my personal thanks) NO ONE has bothered to send any information relating to the past 25 years of the PENNINE RAILWAY SOCIETY.

It would appear therefore that there is no interest in an ANNIVERSARY ISSUE and therefore I regret that this issue will not be published.

As I have stated before, this magazine does not depend upon the editor (my job is relatively easy). Future issues depend on the membership submitting material for publication.

Out of a membership exceeding sixty I have less than a dozen who are prepared to help with articles and information - To them go my profound thanks for their dedication.

A Steam Train Past Our Garden

by Paul Slater

Chris had sometimes said that if she ever became a millionaire, she would buy me a house beside a railway, so that I could watch trains without the need to leave my home. This fanciful idea came truer sooner than we expected, as when we had to leave our first married home because of the 'regeneration' of the Park Springs estate, the house we moved to had a garden which backed on to the Barnetby – Gainsborough line not far from Gainsborough Central Station.

I soon came to appreciate being able to watch trains from my garden. There were not many trains; the line was often disused from Sunday to Friday, but there was an occasional light engine or repair train, and on Saturdays there were passenger trains, three in each direction, and before them, between eight and nine o'clock in the morning a locomotive would run past our garden, presumably checking the line after six days of disuse, returning in the other direction ten or fifteen minutes later. Waiting for the locomotive while I

made tea for Chris and coffee for myself on a Saturday morning, and photographing it (if conditions were suitable) when it returned, became part of my routine at the new house. Sometimes the line would be used as a diversionary route at weekends and there would be the sound of heavy goods trains passing day and night, and the chance of seeing many more locomotives than usual.

Chris, who during her childhood in the fifties had lived in a house beside the East Coast Main Line in north London, said how marvellous it would be if a steam train came past us to remind her of all the ones she had watched from her garden, and heard from her bedroom as a girl. I replied that it was most unlikely, the Gainsborough - Barnetby line never, as far as I knew, having been traversed by a preserved steam locomotive.

When we had been in our new house for about eighteen months, I learned that a special train was indeed to run past our garden one Saturday in the near future. The train was originally planned to run to Barton on Humber via Scunthorpe and Barnetby, with steam haulage, and then to return via Gainsborough with a diesel in charge. We decided that we would go out and photograph the steam train at a suitable location, then return home so that we could see it, diesel hauled, pass our garden. The night before, I checked details on the telephone and got timings for the train; I learned that it was called "The Lancs Lincs" and would reverse at New Holland without going on to Barton on Humber- The steam locomotive would be "Black Five" 4-6-0 No. 45407; the train would wait at Cleethorpes before returning, and would stop for over half an hour at Northorpe, where there is a loop midway along a single track section of the Gainsborough - Barnetby line. The train was due to leave Northorpe at a quarter past seven, so should be passing our house about twenty minutes later. There was no mention of the steam locomotive being replaced by a diesel for any part of the journey.

On the day of the "Lancs Lincs" I was out in garden to see the Saturday morning engine- Usually it was a 37 or a 56, occasionally a 31, 47 or 60, but today I had a treat, the locomotive that passed our house was 66027, the first 66 I had seen on the Gainsborough - Barnetby line. I photographed it on its return, my first picture of a class 66 on the move.

We saw the "Lancs Lincs" at Melton Ross, a favourite train watching location of ours, where a bridge spans the three tracks of the line to Grimsby and Immingham, a mile east of of the Lincolnshire Wolds. We arrived early. Soon other photographers turned up; one said that the "Lancs Lincs" had been on time into Scunthorpe, then someone arrived in a hurry and said that the train had passed Elsham. The signal light turned green a few minutes before the "Lancs Lincs" was due, but I guessed that this would be for one of the "Trans Pennine Express" on the hourly from Manchester Airport to Cleethorpes, and the steam train would be waiting at Barnetby ready to follow it. I was right and soon after the signal had changed again to green, we heard the "Lancs Lincs" restart from Barnetby, the engine slipping, then gradually increasing speed. The train came into sight round the curve, the spotless "Black Five" working hard on the gentle gradient through the low hills and making a fine picture in the rural setting. Class 37 No. 37412 "Driver John Elliott" was attached at the rear of the train, but was not under power.

We drove on and joined a crowd of other spectators at the little station at Thornton Abbey, where the "Lancs Lincs" was due to stop for a few minutes. This was country that I associated with going to watch ships on the Humber rather than with trains, and the tower blocks of Kingston on Hull were visible in the distance.

The "Lancs Lincs" was now on its way back from New Holland, hauled by 37412, with 45407 in light steam bringing up the rear. There was a chance for more photography as the train arrived, waited, then moved slowly off towards Cleethorpes; the gleaming "Black Five" looked especially attractive in close up, and made an interesting composition with the old station nameboard.

We returned to Gainsborough. Two passenger trains passed our house, also, gleaming in the late afternoon sunshine, 60075 on a coal train. It got dark and we had tea. I heard the last passenger train of the day go by at ten past seven, and I guessed that the "Lancs Lincs" would soon be leaving Northorpe. I went out into the garden once or twice before I had finished eating, thinking that I could hear a train, but the sounds I heard were caused by other things - cars, lorries and a fairground a few streets away.

It was nearly a quarter to eight when the "Lancs Lincs" finally passed our garden- We were outside and heard it some distance off, sounding very like an approaching goods train until it was very close, when we could hear the pistons of a steam locomotive working. The "Black Five" ran slowly over the bridge above a pedestrian subway that borders our property, the glare from the firebox lighting up the interior of the cab and making a very nostalgic sight in the darkness; then the long string of lighted carriages passed our garden, with 37412 throbbing under power at the rear.

The sound of the "Lancs Lincs" faded away and we went back indoors. It had lasted only a few minutes, and we did not know if we would ever enjoy a similar experience again, but we were very pleased that we had been able to see a steam train go past our garden.

A Weekend in Devon

by Chris Tyas

Friday 25/6/99. Caught the 06.35 THE ARMADA from Doncaster to Newton Abbot. Seen at Doncaster were 90026, 60084, then en route at Sheffield 43050, 43073, Saltley 60012, 66013, 66055, D9000, Birmingham 86258, 86207, Bristol 47742, 43041, 08896, 43022, 43098, 43014, Exeter 08792,

After checking in at the hotel in Newton Abbot I decided to have a ride to Totnes, while waiting for 43023 + 43026 on the 10.33 Paddington to Plymouth 47854, 43031, & 43152 were noted. At Totnes 47764, was photographed on 5C99 12.18 Bristol - Plymouth empty mail vans- Next I had 43191 + 43028 on the 13-25 Plymouth to Paddington service back to Newton Abbot. At Newton Abbot 43030 + 43003 were noted while waiting for 158871 on the 11.40 Penzance to Cardiff service which I caught to Dawlish. From Dawlish I walked along the sea wall to Dawlish Warren. Noted and photographed were 47790 on 1C91 Plymouth - London via Bristol mail 43133, 43131, 43125, 43192, 43142, 47760 on 1E43 15.09 Plymouth - Low Fell mail, 47811 on the 12.52 Penzance to Paddington, 43103, 43084, 43154, 43088, 43148, & 43002. From Dawlish Warren I caught 150221 back to Newton Abbot on the 15.54 Exmouth to Paignton service.

Saturday 26/6/99 was to be spent photographing along the Devon coast between Newton Abbot & Starcross. A full list of all sightings for the day will be included at the end of this article. My first train of the day was 43098 + 43014 on the 0814 Paignton to Newcastle which I caught from Newton Abbot to Teignmouth where I spent the next few hours photographing along the sea wall. Then I caught 47812 from Teignmouth to Dawlish on the 13.00 Paignton to Manchester service. Next I travelled to Starcross with 150232 on the 14-10 Plymouth to Exeter service. On arrival at Starcross I set off to walk to Cockwood Harbour but about half way there it started raining just long enough for me to get soaked. After an hour or so photographing and a pint in the pub I got the bus back to Dawlish for some more photographs. After the light had gone I had a ride up to Exeter on 153370 on the 19.15 Plymouth to Exeter service where I caught 43171 + 43182 back to Newton Abbot on the 1810 Paddington to Penzance service. 43171 had received fitter's attention at Exeter & was still having problems on arrival at Newton Abbot having an engine shut down on arrival at Newton Abbot.

Sunday 27/6/99. Caught 158838 to Plymouth on the 07.40 Bristol to Penzance. Bought a £5 Dartmoor Sunday Rover at Plymouth station then had a ride on service 25 Plymouth Circular. This basically follows the route of the Plymouth City Tour and drops you off back at the station where I had a few minutes to wait for my friend to arrive from Truro on the 09.15 Penzance – Paddington with 43191 + 43016. Next we caught Service 82 Transmoor link to Moretonhampstead where we retired to the White Hart for Sunday lunch. Next we took service 174 with Carmel Coach's 1950 Albion Victor to Okehampton. Next we travelled to Exeter on a Western National Volvo coach on Service X9. We then caught the 17.18 Exeter to Okehampton with 150249. From Okehampton to Plymouth we caught Service 118, which was operated by Western National's 1960 Bristol Lowdeka. On arrival at Plymouth we had a few minutes to wait for my friend's train back to Truro. I had a ride to Exeter with 47843 on the 20.15 Plymouth to Bristol. From Exeter I caught the 14.32 Newcastle to Plymouth with 43078 + 43062 back to Newton Abbot.

Monday 28/6/99 was spent trying to find some new photographic locations using public transport. First port of call was Aller Junction on the outskirts of Newton Abbot. From Newton Abbot I caught 150251 to Starcross from where I got the ferry to Exmouth hoping to photograph a Great Western 125, but as it was running late we had got too far across the estuary by the time it came. 37716 also decided to put in an

appearance at exactly the same time. From Exmouth I caught 153362 to Exeter where I got on 150263 to Dawlish. The rest of the day was spent photographing in and around Dawlish.

Tuesday 29/6/99. Caught 43003 + 43030 from Newton Abbot to Paignton then had the same set to Bristol on the 10.00 Paignton to Paddington. From Bristol I took 47853 on the 12.10 Bristol to Newcastle service back to Doncaster.

A SUMMER SATURDAY IN DEVON 26/06/99

UP TRAINS

0740 PLYMOUTH - NEWTON ABBOT	43139 +43138
0814 PAIGNTON - NEWCASTLE	43098 +43014
0615 PENZANCE - MANCHESTER	158XXX
0641 PENZANCE - PADDINGTON	43133 +43131
0858 PAIGNTON - GLASGOW	47806
0720 PENZANCE - GLASGOW	43008 +43070
0940 PAIGNTON - PADDINGTON	43021 +43011
0950 PAIGNTON - WATERLOO	159014 +159010
1001 PAIGNTON - NEWCASTLE	47845
0808 PENZANCE - PADDINGTON	43165 +43027
1023 PLYMOUTH -EXETER CENTRAL	150233
0838 PENZANCE -MANCHESTER	47810
0928 BURNGULLOW- NEWPORT	60013
0858 PENZANCE -PADDINGTON	43142 +43009
0915 NEWQUAY - EDINBURGH	43103 +43084
0935 PENZANCE- PADDINGTON	43125 +43192
1139 PAIGNTON - PADDINGTON	43010 +43163
1147 PAIGNTON -BRIGHTON	159011
1202 PAIGNTON -LIVERPOOL	47817
1030 PENZANCE -PADDINGTON	43031 +43152
1300 PAIGNTON - MANCHESTER	47812
1057 PENZANCE -EDINBURGH	43196 +43198
1122 NEWQUAY -PADDINGTON	43139 + 43138
1327 PAIGNTON - PADDINGTON	43130 +43172
1339 PAIGNTON -CARDIFF	158819
1140 PENZANCE - PADDINGTON	47815
1427 PAIGNTON - NEWCASTLE	43088 +43154
1410 PLYMOUTH - EXETER CENTRAL	150232
1445 PAIGNTON -PADDINGTON	43020 +43124
1500 PAIGNTON - PRESTON	47703
1525 PAIGNTON -WATERLOO	159006 +159019
1325 PENZANCE - PADDINGTON	43129 +43128
1550 PAIGNTON - PADDINGTON	43176 +43174
1408 NEWQUAY - LEEDS	43155 +43093
1605 PAIGNTON - SOUTHAMPTON	159017 +159002
1617 PAIGNTON - MANCHESTER	47476
1655 PAIGNTON - EXMOUTH	150XXX
1505 PENZANCE - PADDINGTON	
1722 PAIGNTON - PADDINGTON	43026 +43023
1710 PLYMOUTH - LEEDS	43123 +43029
1752 PAIGNTON - EXETER S.D.	150XXX
1637 NEWQUAY - PADDINGTON	43004 +43136
1844 PAIGNTON - BIRMINGHAM	47827
1640 PENZANCE - PADDINGTON	
1712 PENZANCE - MANCHESTER	
1915 PLYMOUTH - EXETER S.D.	153370

2015 PAIGNTON - EXETER SD
1810 PENZANCE-BRISTOL
2205 PAIGNTON - EXETER SD 150232

DOWN TRAINS

0700 BRISTOL - PAIGNTON 47845
0834 NEWTON ABBOT - NEWQUAY 43138+43139
0754 EXN4OUTH - PLYMOUTH
0600 SOUTHAMPTON - PAIGNTON 159010+159014
0653 BASINGSTOKE - PAIGNTON 159011
0733 PADDINGTON - PENZANCE 43128+43129
0620 DERBY - PAIGNTON 47817
0715 PADDINGTON - PAIGNTON 43163+43010
0604 LEEDS - NEWQUAY 43093+43155
0833 PADDINGTON - PAIGNTON 43172+43130
0613 PRESTON - PAIGNTON 47812
0903 PADDINGTON - PENZANCE 43030+43003
0915 CARDIFF - PAIGNTON 158819
0644 YORK - PAIGNTON 43154+43088
 LIGHT ENGINE - ST BLAZEY 66123
0933 PADDINGTON - PAIGNTON 43124+43020
1030 PADDINGTON - PENZANCE
0810 LIVERPOOL - PAIGNTON 47703
0645 NEWCASTLE - PENZANCE 43121+43068
1105 PADDINGTON -NEWQUAY 43136+43004
1042 PADDINGTON - PAIGNTON 43174+43176
1135 PADDINGTON - PENZANCE 43148+43170
1035 WATERLOO - PAIGNTON 159006+159019
0917 MANCHESTER - PAIGNTON 47476
1145 PADDINGTON - PAIGNTON 43023+43026
0933 MANCHESTER - PENZANCE 158816+158825
1414 EXETER CENTRAL - PLYMOUTH 153370
1017 MANCHESTER - PENZANCE 47848
1000 BRIGHTON - PAIGNTON 159002+159017
1235 PADDINGTON - PENZANCE 43127+43149
1242 PADDINGTON - PENZANCE 47832
07 10 EDINBURGH - PLYMOUTH 43029+43123
1454 EXN4OUTH - PAIGNTON
0815EDINBURGR-NEWQUAY 43158+43162
1335 PADDINGTON - PENZANCE 43016+43191
1554 EXMOUTH - PAIGNTON
0840 GLASGOW - PAIGNTON 47827
1733 EXETER CENTRAL - PAIGNTON 150251
1535 PADDINGTON - PENZANCE 43028+43190
1204NEWCASTLE - PLYMOUTH 43080+43101
11120 GLASGOW - PENZANCE 43097+43153
1635 PADDINGTON - PLYMOUTH
09 10 ABERDEEN - PLYMOUTH
18 10 PADDINGTON ~ PENZANCE 43171+43182
2050 EXETER CENTRAL - PAIGNTON 150232
1508 NEWCASTLE - PLYMOUTH 43013+43157
1935 PADDINGTON -PLYMOUTH 43131+43133
1550 MANCHESTER - PENZANCE

Firstly Belgium is a country of two languages, French and Flemish, Flemish being derived from the Dutch language. The people are known as Fleming (Dutch) or Walloons (French). To cover the difference in the languages the railway runs under the symbol B.

Access to the system can be made by three main forms of transport:

1. Eurostar services from Waterloo to Brussels- (It is possible to change trains and stations at Lille in Northern France for access into Belgium).
2. By coach and ferry from Hull to Zeebrugge, with a bus connection to Brugge railway station. Euro-Lines running coach services from Victoria Coach Station to various locations in Belgium, these services going forward to the Netherlands. Holyman-Sally fast ferries run from Dover to Oostende (in just over 2 hours).
3. By various airlines to Brussels Airport. EasyJet fly from Luton to Schipol (Amsterdam) from where there is a direct rail service to Antwerpen and Brussels, running hourly.

Belgian Railways run a mixture of diesel and electric traction, both loco's and multiple units, the electric system being run at 3000vDC overhead. There are several classes of dual and treble voltage loco's for the international services that work to Amsterdam (1500V DC), Koln (15kV AC) and Lille/Paris (25kVAC). There are also several classes of locos dating back to 1953 to run internal services at 3000vDC. Diesel loco's are all medium powered (about the size of our type 3) dating from 1954 to 1966. The main form of train heating is steam although there are a few loco's with electric heat working in the Liege area, these being painted yellow and blue instead of the usual yellow and green. No heat loco's carry a dot i.e. .5134 in front of the number, but locos can be dotted one week no dot the next, a bit like having "chicken pox".

The diesel lines are spread about the country, the main areas being Antwerpen to Neerpelt (Northern Belgium) normally worked by class 62 locos, Liege to Luxembourg (Eastern Belgium) worked by class 55 locos (this line is in the process of being electrified), Charleroi to Couvin (Southern Belgium) worked by class 62's, Gent to Ronse, Eeklo and Geraardsbergen (West Belgium) worked by the odd class 51 and normal class 62.

The line from Namur to Dinant (this section is electrified) and on to Bertrix in the Ardennes area is worked by EMU's to Dinant and then diesel loco's or DMU's forward. The loco services normally work in the morning and evening rush hours but on a week-end there are tourist trains, one running from Namur to Houyet, south of Dinant, and a Bertrix to Dinant and return top and tail loco hauled service, these services being worked by re-built GM loco's dating back to 1955.

If you wish to go 'Tourist Mode' Belgium has lots to offer, seaside towns like Blankenberge, De Haan, and Oostende offer the usual seaside attractions. Brugge, Gent, Antwerpen and Brussels offer old buildings, some dating back to the 13th century, country walks round the Ardennes area (this is a good area for tank spotting being the area of WW2's Battle of the Bulge). If you are interested in tram systems, Oostende is in the centre of the coastal tramway between De Panne and Knokke. Towns like Gent, Antwerpen and Brussels have a system but I have little knowledge of their size or operation.

Accommodation is readily available in the major towns and cities, covering the whole price range. Food is normally of reasonable quality, menu's varying in price and content. Fast food outlets are numerous (burger and chips are the same everywhere). One interesting addition to a Mac's is mayonnaise, to dunk chips in. Mr Barclay knows what I'm on about. Another tip, if you like your steak, it will normally be cooked rare (still kicking rare). To get it cooked ask for it "Bien Cuit," well done, or "Trop Cuit" overdone. To wash down your meal there is a vast selection of beers ranging from 4% abv to over 12% abv.

One other item worth a mention is Belgian chocolate, known world wide as some of the finest available.

One last item, Midland Main Line has an offer from Sheffield to Brussels via Eurostar for £99.00. A leaflet explaining this offer is available in the travel centre at Sheffield. The offer runs until January 1st 2000.

As the saying goes, "**Go on, give it a try, you know you want to**".

PENNINE 25th ANNIVERSARY QUIZ

This quiz has been provided by IAN SHENTON to celebrate our Anniversary. Even numbered questions have a year during which the Society has been running for their answer. (Not necessarily in the correct order)

- 1) How many snowploughs were built from class 40 bogies?
- 2) In which year were APTIS ticket machines introduced?
- 3) For what reason was CL 66 No 66064 delayed being placed in traffic?
- 4) What year did the Shackerstone Railway open?
- 5) In which railway is known as The Strawberry Line?
- 6) In which year did the DalesRail service from Leeds start?
- 7) Which shed had the code 50G?
- 8) In which year did The Docklands Light Railway open?
- 9) Who was the only CME of the Hull & Barnsley Railway?
- 10) In which year did Edmondson type tickets finish on BR?
- 11) Between which stations was Cutlers Green Halt?
- 12) What year did CL91's commence running to Edinburgh?
- 13) Complete the station name: _____ & Timberland?
- 14) In which year did the Centenary of the opening of The Settle & Carlisle Railway fall?
- 15) Name D864
- 16) In which year did the CL 52 Westerns cease running on BR?
- 17) Which railway station has a concourse named the Lawn?
- 18) In which year was the first CL58 introduced?
- 19) Which named train was nicknamed "The Porridge Box"?
- 20) In which year was the fastest rim by an EMU made?
- 21) What did a Gladfly wagon carry?
- 22) In which year did the first CL59 arrive in the UK?
- 23) Of which shed was Gowhole a sub shed?
- 24) In what year did the Rainhill Cavalcade take place?
- 25) Of which railway company was H. Smellie a locomotive superintendent?
- 26) In which year did the Channel Tunnel open?
- 27) Between which stations was Bay Horse station?
- 28) In which year did BR sell its last hotel?
- 29) Who designed the GER CL J92 crane tanks?
- 30) In which year did the Centenary of the opening of Forth Rail Bridge fall?
- 31) Which shed had the code 8G?
- 32) In what year was 01001 withdrawn?
- 33) What commodity is carried through Haw Bank Tunnel?
- 34) In which year was the Woodhead route closed to freight?
- 35) What year was the Garret steam loco invented?
- 36) In which year was the track on Ribbleshead Viaduct singled?
- 37) Of which shed was Overseal a sub shed.
- 38) In what year was Holbeck depot closed?
- 39) What is the length of Galston Tunnel?
- 40) In which year were steam cranes last used on BR?
- 41) What was the cost of The Trains Annual for 1949?
- 42) In which year were semaphore signals removed from Worksop?
- 43) Which railway had the initials MW&SJR?
- 44) In which year did the Centenary of The Railway Magazine fall?

- 45) Which BR locos ran with match trucks to operate track circuit equipment?
- 46) In what year were CL 325 EMU's introduced?
- 47) Of which shed was Moat Lane a sub shed?
- 48) What was the last year that CL 50s ran on BR service trains?
- 49) Between which points did the East & West Junction Rly run?
- 50) In which year was electrification completed north of Crewe?
- 51) In what year does the Silver Jubilee of The Pennine Railway Society fall?

PENNINE QUIZ NO. 97

THE ANSWERS

- 1) Kings Cross Thameslink and Farringdon
- 2) 58092.
- 3) 9th June 1854
- 4) London St. Pancras.
- 5) Dunblane and Bridge of Allen.
- 6) Hull Paragon Station.
- 7) 27th March 1961
- 8) 1906,
- 9) 86234.
- 10) York (8) and Goole (1)
- 11) Darlington.
- 12) Money Sunk and Lost
- 13) 1484 ft at Druimuachder.
- 14) 689 yards.
- 15) 220 yards.
- 16) 52 feet 6 inches,
- 17) USSR.
- 18) 16th March 1959.
- 19) 11th May 1986.
- 20) 33030 and 33051.
- 21) 12th May 1986.
- 22) Nene Valley Railway.
- 23) 08899.
- 24) 37 074
- 25) Jimmy McGregor.
- 26) 16
- 27) Holkham.
- 28) 363.
- 29) 1 mile 356 yards.
- 30) Great Snipe

The Winners!!!

1st. Mr Ken King
 Joint 2nd- Mr Malcolm Bell & Mr Ian Shenton

Congratulations Gentlemen - The cheques are in the post

Pennine Observers Notes - Sightings around the regions.

Eastern Region:

Light Engines on Barnetby line before Saturday Passenger Services:

July 3 66023
July 17 56120
July 24 66017
July 31 37695
Aug 7 56071
Aug 28 56095
Sep 4 66031
Sep, 11 66141

Noted at Eaton Lane Crossing on June 29th were:

47258 and 57002 Freightliners
47145 and 56079 Enterprises
60096 Stone
66004 Coal
90039 19.05 Leeds-Kings X

At the same location on July 6 were

47270 and 47303 Freightliners
89001 19.05 Leeds-Kings X

Noted at Lincoln on July 16 were 56022 + 56120 on an oil train and 66122 on coal.

On 4 Sept the 10.34 Leeds/Felixstowe freightliner was hauled by EWS 66 129 through Doncaster, about 40 minutes late.

On Aug 28/29 work on the ECML saw the following locos dragging Class 91's + Mk 4's through Gainsborough LeaRoad - 47565 47725 47742 47764 47765 47787 47788. 47771 light engine and 56120 dragging 86426 on a diverted special.

On an East Anglian visit on Aug 21 the following were noted:

Peterborough - 56010 56061 56067 58006 58008 58012 58037 58042 60061 60066.

Norwich - 08869 08928 47766 50002 60061 86215 86217 86220 86426 86250 86637 plus turbos 170201/2/4.

Ipswich – 66502/3/4.

On Aug 22 90032 on a KingsX/Leeds service was delayed 30 mins at Retford due to "sparks and explosions" as the train entered the station. The train continued after an examination found no damage.

On Aug 1st 47812 on Bristol/Newcastle was delay 30 mins due to passenger being taken ill at Doncaster. The Poole-Newcastle (43080/101) was running 65 late due to 43101 losing power and the service was terminated at Darlington. 153307/153319 were noted during the week working a regular Sheffield/Scarborough service via Doncaster, Hull and Beverley.

Midland Region:

Noted at Swinton on July 3rd were,

47822 10.01 Paignton/Newcastle
56049 Coal
56084 Freightliner
60014 Oil

Noted at Peak Forest on Sep 4 were 60016 and 60017 on stone trains with 08925 56068 59204 60018 60030 and 60099 on the depot.

A visit to Leicester on Jun 19 saw 60028 60083 and 66106 on the depot with turbos 170103/7/8/11/13 working passenger services.

On Jun 25 the Birmingham/Holyhead services were worked by 37415/418/429 while the next day saw 37426 added to the list.

On Jun 25 the following were noted - 37429 47851 87005 87018 87024 90002 90012 90027 90030 90134. Yorkshire Cricket's staunch supporter, John Dewing, noted the following locos at Leicester in between watching Yorkshire bowled out for 52 in another disappointing season.

Jun 29 - 60030 66034

Jun 30 - 37370 60030 60031 60035 66107

Jul 03 - 47711 58009 58024 66036 66085

A visit to Warrington on Jul 17 produced 08460 08485 37198 37216 37796 37895 56040 56060 56102 56129 60006 60039 60038 66074 66091.

On Jul 17 the North Wales Coast Services were worked by 37718 37403 37423 37694 and earlier 37384 until taken out service after vandals threw a brick through a window.

On Aug 7 Saltley Depot was host to 37370 37697 47315 66046 66047 and 66052 while 47845 passed on the Paignton-Preston.

On Aug 14 Rugby was host to 09021 37109 37513 37885 and 47476 while 31452/31602 and 31459/31468 worked the Bedford/Bletchley service until 31459 caught fire and the 37's were substituted with Bubble Cars 55029/31. 33103 33108 31601 were on Bletchley Yard. Seen at Milton Keynes on the same day were 47283 57001 57003 60078 86206 86233 86260 86242 87002 87007 87011 87012 87015 87020 87028 87033 87035 90008 90010 90014 90015 90142 90019 90038.

Ex Waterman Rlys 47705 "Guy Fawkes" has been working for Virgin Trains recently and was on the 11.17 Manchester-Bristol on Aug 7. The same day saw 47412/4/5/26 working the North Wales Coast services. Also assisting Mr Branson on this day was Freightliner 90142 on the 17.58 Man Picc-B'ham NS.

Scottish Region:

On Jul 31 Motherwell Depot was host to 08933 09103 37023 37165 37409 37674 37694 37801 47792 56032 56069 60043 60073 66063

Southern Region:

On July 12 Eastleigh. Depot was host to 33026 37212 58043 58049 73103 73104 73106 73108 73117 73133 73134 73139. On Aug 22 Dollands Moor was 66109 66096 66104 66109 92004 92009 92014 92015 92016 92018 92020 92025 92027 92030 92038 92043 92044 whilst 09019 31203 31420 31466 73105 and 73136 were noted at Hoo Junction. 33021 and 80098 (steam) were also seen at Tonbridge.

Western Region:

A visit to South Wales on Jun 26 produced the following: Newport - 09107 37706 37884 37892 37897 56108 60013 66087. Cardiff- 37407 59202 60041 60091 66017 66054. D172 on a special from Manchester. 37057 worked return. Rugby Specials Cardiff-Rhymney were worked by 37042 37198 37678. Also working between Bristol and Cardiff was the Green Hastings DEMU.

On Aug 16 D6393 (ex 33208) was on a special Cardiff-Crewe working.

At Acton Yard on 18 Aug were 47790 58032 58043 60015 60031 66034 66096 and 66121.

Railtours:

Noted at Hatfield & Stainforth on Sep 4 was steam loco 60800 "Green Arrow" on the "Scarborough Flyer" steam special.

On Jul 10th the "Worksop Midlothian Railtour" was hauled by 58048 + 58016, outward via ECML and return by S & C. 37682 was add to top and tail the Kincardine/Rosyth Dockyard Branch.

On Aug 21 AIA Charter "A Farewell II Arms" Railtour was hauled by 31110 (resplendent in Green livery) and 31154 from KingsX/Cambridge/Norwich. Loadhaul 37513/713 carried on to Lowestoft and the 2 x 31's returned the special from Lowestoft to Liverpool St.

On Aug 28 Pathfinder Tours "The Sandwich Dealer" railtour was hauled by 37040 from Finsbury Park to Sheerness. 37230 then took over to Finsbury Park for the return journey via Ashford and Hastings. Noted at Hoo Junction were 31110 31154 31203 31420 31466 73105 73136 and 09024.

Sep 4 saw "Hoovers" back in our area when 50031 + D444 working Pathfinder Tours "Hunslet Hoover" railtour. 60090 was used to top and tail on the Hunslet Branch

Preserved Railways:

Great Central Railway "Mail by Rail" gala was host to 6990 Witherslack Hall, 7821 - Didcheat Manor, 92212 D5579 and D8098 working passenger and mail trains.

Noted at Barrow Hill Open Day on July 17 were the following: 03066 20096 25067 33207 and D5300 hauling Brake Vans. In steam were 1163 "Whitehead", 41708 and 68846.

On display were 03094 06003 20306 20308 26011 37111 44004 45060 45105 47710 50007 57002 58042 66071 82008 83012 615580 D6700 E3003 E3044 (cab only) 12082 and steam locomotives 2700 27505 45593 "Kolhapur" and several industrial shunters.

At the KWVR Diesel Gala on Jul 31/Aug 1 the following locos were present:- 08266 08788 20031 20902 20903 25059 26004 27001 37604 37612 D5580 and steam 80002

On a visit to Ffestiniog Railway by one of our members on Aug 14 the locos working were "Iarll Merionnyd", "David Lloyd George", "Lynda" and earlier diesel loco "Vale of Pickering". During the day services were delayed by lightning striking signals in severe weather conditions.

On Sept 9 the East Lanes Railway had the following on show: 31110 33202 37351 37906 47306 56006 73129 73133.

What the Papers Say

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

Trains arrive with half their coaches missing by David Norris (Daily Mail - 17 Aug 1999)

In the latest fiasco to hit the ramshackle railways, trains on some of the country's busiest lines have been coming apart in the middle.

Even more unbelievably, carriages have gone missing as drivers have suddenly found that their eight-coach trains have mysteriously turned into four-carriage ones.

On one occasion, a high-speed Eurostar train had to be called in to help find carriages which had disappeared somewhere on the way to London's Victoria Station.

Since January there have been around 20 incidents of commuter trains splitting up on routes operated by French-owned Connex South Eastern. The trains concerned were not ancient slam-door stock but ultra modern Networkers with automatic sliding doors.

A Connex spokesman insisted that no passengers had been in danger. He said the break-ups were due to locomotives not coupling their trains correctly in poor light, or on bends, and had happened mainly in depots or sidings. One lost-carriages debacle happened when a passenger train was approaching the Kent suburb of Nunhead.

It came apart just before it entered the station. The driver took the first half to the platform, where the commuters alighted. Then he walked back to the other half, and drove it from its rear cab into the station.

The Eurostar was called in when another Networker came apart. The morning rush-hour service had been suffering technical problems on its way from Orpington in Kent to Victoria. The driver ordered his passengers off at Shortlands station, near Bromley.

The train continued empty towards London, until the driver realised half the train, or four coaches, had been left behind somewhere.

Rail chiefs radioed the Eurostar, on its way out of London and heading for Brussels, to slow down and help look for the carriages. Eventually they were located and driven into Victoria, again using the rear cab.

The Connex spokesman said coupling procedures had now been changed to avoid any future part-of-our-train-is-missing embarrassment

He stressed that passengers could not walk from one unit of a train to another, and there had therefore been no risk of somebody unwittingly stepping out into space.

Trains - or parts of them - which come to an unscheduled halt should not pose a danger to following traffic. When a train passes a signal it automatically trips the signal on to red for stop. The signal changes to yellow, allowing another train on to that section of line, only when the first train has moved on and passed a second signal, further up the line.

In 1988, however, there was a disaster at Clapham when a faulty signal allowed a high speed train to hurtle through and crash into the rear of another, which had halted between signals further up the line. (Editor's Note - Cannot understand why a 4 car EMU has to be driven from the REAR cab).

British hit by world's highest train fares
Joanna Walters, Transport Business Editor
Guardian Sunday August 8, 1999

Train fares on Britain's privatised railways are now the highest in the world, it emerged this weekend.

Mile for mile, passengers pay more for 'walk-on' tickets in the UK than anywhere else in Europe or in any other countries with extensive networks, such as the USA and Japan.

British rail fares not only eclipse those in other countries, but mile for mile are twice as expensive as flying to New York, The Observer has found. A rush hour fare bought immediately before travelling on Thursday evening from London to Leeds on Great North Eastern Railway would have cost £54.54 single, £109 return, or 30p a mile. A ticket with British Airways to New York, also bought on the spur of the moment on Thursday, would have cost £457 single or £825 return, including £41 airport taxes. At 3,464 miles the higher single fare works out at 13p a mile.

Independent watchdogs this weekend accused Britain's train operators of trying to 'price passengers off the trains', in conflict with the Government's policy of persuading people out of their cars and on to public transport.

A rush hour fare bought immediately before travel on a weekday evening from London to Manchester on Virgin costs £72.50 single or £129 return. For the 250-mile journey the single fare works out at 29p a mile. A ticket from the capital to Exeter with Great Western, at £44.50 single or £89 return, is the equivalent of 29p a mile.

The Office of the Rail Regulator, the official rail watchdog, regulates around half of Britain's rail fares and, when these are taken into account, average fares in the UK are the second highest in the world, after Germany, according to stockbrokers Warburg Dillon Read.

However, research by The Observer last week showed that unrestricted fares in the UK are much higher than similar tickets in Germany.

A single 'walk-on' fare from Frankfurt to Berlin, at £72, is the equivalent of 20p a mile while a journey to Hanover is 23p a mile.

The most expensive of a selection on state-owned Deutsche Bahn was 24p a mile for a ticket from Munich to Hamburg. But this is still a fifth less than the London-Leeds fare. Other open tickets in Germany, such as Cologne to Berlin or Hamburg, or Stuttgart to Dusseldorf work out at 18p a mile or less.

For average fares, Britain is more expensive than Japan, Sweden, the US, Switzerland, Holland, France, Spain, Italy and India, according to the Warburg report, The Global Rail Review. For unrestricted fares it is the most expensive by a substantial margin.

Yet the new figures coincide with a boom in rail travel in the UK. Passenger numbers are at a 40-year high of almost 900 million last year. This is despite soaring fares and deteriorating punctuality on the majority of routes.

The Central Rail Users Consultative Committee has urged the rail regulator to protect more tickets with fare-capping and force operators to stop raising the price of peak-time fares.

Andrew Burns, CRUCC's data research manager, said: 'Passengers who rely on walk-on tickets have suffered big increases. It is a general problem.'

Many Virgin fares to Scotland and the north, plus those of Midland Mainline and Great Western, have been raised by up to twice the rate of inflation since privatisation was completed in 1997.

Virgin points out that pre-booked off-peak tickets can be as low as £29 return from London to Glasgow, the lowest fare since World War II.

Meanwhile, the rest of Europe offers fares to turn travellers in the UK green with envy. In Italy the journey from Milan to Rome on the 140mph tilting trains ordered by Virgin for the UK west coast in 2002 costs just £36, or 9p a mile. The rate per mile between Madrid to Barcelona is also 9p. International rates are generally as low.

The regulator restricts around half of UK rail fares which cannot rise by more than one per cent above inflation. This covers almost all commuter fares into cities and large towns.

But watchdogs say that tickets such as super-savers and many day returns - which are not restricted by the regulator - are over-priced or being phased out.

Last year the industry received around £1.7 billion in Government subsidies. Railtrack made pre-tax profits of £398 million, the 25 passenger train operator's collective profits of £124 m and the train-leasing companies a total of £387m profits.

Jonathan Bray of pressure group Save Our Railways said- 'We need a national fares initiative, national rail cards and other innovations from the Government if its transport policies are going to succeed. Standard rail fares in Britain have become absurd.'

Let your Jaguar take the Strain
By David Hughes and Deborah Collicutt
Daily Mail - 10 August 1999

When John Prescott found himself stranded on a delayed train with dozens of commuters, he decided to take the fast track out - by car.

Running late for a meeting and unwilling simply to sit and wait, the Deputy Premier first ordered an aide to summon a taxi to pick him up from the stranded train, then arranged to have his chauffeur diverted from Euston station to meet him on the M1.

Last night a station worker told how Mr Prescott shielded his face to avoid being recognised as he dashed from the waiting room of Berkhamsted station in Hertfordshire to his taxi.

The man, who declined to be named, said: "He seemed both flustered and embarrassed to be left waiting like dozens of others. Perhaps he thought he'd be lynched if someone recognised him".

The incident on the West Coast main line on Tuesday evening (17/08/99) was yet another setback to Mr Prescott in his crusade to get people out of cars and on to the railways. Ironically, Mr Prescott had spent the

morning eulogising the benefits of public transport at a meeting in Manchester. But when the train failed to take the strain, he waited no longer than 15 minutes before returning to his gas-guzzling car.

He was due at Downing Street for a 7pm meeting with survivors and relatives of the victims of the Marchioness riverboat disaster to explain his decision to order an inquiry into the tragedy.

Fellow commuters were left for more than two hours on Virgin's 14.49 Blackpool North to Euston train.

They were given no information about the delay, which was caused by a 19-year-old man threatening to throw himself onto the railway line between Apsley and Kings Langley, north of Hemel Hempstead. Virgin said as many as 150 trains were affected.

Taxi driver Andy Carrington, said: "The whole area was in chaos and taxis were coming from 20 miles away to pick up people from the trains".

"I did chuckle to myself when we got to the M1 and the traffic was nose to tail".

"It would have been a bit strong to have mentioned the motorway congestion to him - anyway I think he saw for himself what's it's like for thousands of people every day".

When he joined his chauffeur at Scratchwood Services, Mr Prescott's £25.40 fare - plus £2.50 tip - was paid by a woman aide.

One disgruntled commuter, who got home four hours late, last night derided the Transport Secretary.

Anne Thorn, from Watford, said: "The rail network is the bane of my life. How nice for the Transport Secretary to be driven to London when things go wrong to make his meeting on time. When I am late for a meeting I have to re-schedule everything and answer to my boss."

A spokesman for Virgin said power to lines had to be cut and trains halted for the safety of both passengers and police officers. The man was eventually overpowered and removed from the scene at 7.30pm. He appeared before Hemel Hempstead magistrates yesterday in connection with breaches of previous bail conditions.

Losing the Track

Keith Harper Friday August 20, 1999

The Guardian

Following several warnings to Railtrack that it has been under performing, the new rail regulator, Tom Winsor - chosen personally by the Deputy Prime Minister, John Prescott, to put a bomb under the company - has finally chosen where to lay the charge.

The regulator has considerable powers given to him by the Conservatives, but unlike his predecessors, Mr Winsor is enthusiastically using them. The limp approach of the first rail regulator, John Swift, has been replaced by the iron grip of somebody who is determined to knock Railtrack into shape. If it does not offer a better service to passengers and make up ground, as it promised the regulator last year, Railtrack could be facing penalties of up to £40m this time next year. The money would be taken from its profits and so long as the government's much delayed railways bill receives royal assent, would be ploughed back into the industry.

Gerald Corbett, Railtrack's chief executive, could not say that he was surprised by Mr Winsor's pronouncement yesterday. It has been coming for months. But instead of taking it on the chin, and saying that Railtrack accepted the criticisms and had improved its performance over the past three months, the complacent Mr Corbett responded with a mass of meaningless statistics.

Faced with a dissatisfied passenger on the Today programme, whose train had been consistently late for the past week, Mr Corbett replied that 95% of all trains arrived on time. (Trainspeak allows trains to arrive up to 10 minutes late before they are officially deemed to be so.)

Mr Corbett's job is increasingly being called into question as a result of his unsympathetic attitude towards the industry's current problems. Yet he further twisted the Today story by suggesting that there had been a 40% improvement in Railtrack's performance over the past three years.

This is true, but it is a lopsided version of the truth, and one on which Mr Winsor immediately stamped. In the year after privatisation the company achieved a performance target of more than 35%. In the past two years, it has been no more than 1-2% on passenger services.

Mr Winsor's gleaming axe is not likely to be put away now. Although he faces considerable presentational problems, the rail regulator is confronting Railtrack on at least three other fronts.

The most pressing is how he deals with an independent report that suggests that the state of the network is worse than it was under British Rail. He is bound to order Railtrack to clean up its act by investing more in the infrastructure, as it should be doing with almost double the support from the taxpayer which was received under British Rail.

Mr Winsor is also concerned about the delivery of the £2.2bn upgrading of the West Coast main line between London and Scotland, the most important and heavily used rail route in Britain. Railtrack has already agreed that the warning signs are there, and has just appointed a new management team to spur staff on to new efforts.

Railtrack could find itself in a legal battle with Richard Branson's Virgin Trains, the main user of the West Coast route, if it cannot prepare the line in time for Branson's expensive new tilting trains.

Finally, Mr Winsor is certain to produce an early reply to Railtrack's grandiose assertions that it wants to spend an extra £27bn in the next 10 years turning the railways into a "world class industry". He does not believe it and is likely to say that it has to be more realistic and invest practically.

The impact of Mr Winsor's announcement and the deplorable passenger complaints figures earlier this week underline the tougher terrain ahead for Railtrack.

The City has been reasonably well prepared for Mr Winsor's actions and Railtrack's share prices have been hardly affected. But Mr Corbett and his colleagues face a determined public servant who is in a hurry to improve the lot of the passenger. The scale of what is required of Mr Corbett is not enormous. It will cost him only a further £20m to prevent Mr Winsor fining Railtrack the maximum, almost £40m.

Railtrack's interests elsewhere have not been resolved. The company has been portrayed as the inspirational rescuer of London Underground, linking up part of its network with main line routes. But it may not happen.

Talks are still going on with LU on the partial privatisation of the network, and John Prescott has set a deadline of this autumn. Railtrack, however, is beginning to get twinges that it may not be such a commercially viable idea. Indeed, running such an extensive service in one of the world's biggest underground transport businesses may not be profitable.

The plain fact is that Mr Winsor has dared to confront the issue which Labour has so far avoided. Can a private monopoly like Railtrack successfully carry out its duty both to its shareholders and the travelling public? Mr Winsor has at least posed the question that a conflict of interests is inevitable.

He wants any penalties extracted to be ploughed back into the industry. Except that Railtrack should be doing this without being placed under pressure, particularly as it continues to survive by courtesy of the taxpayer.

The partnership between the public and the private sector is difficult. But this government will always be forced to pick up the tab when, as in the case of the heavily subsidised rail industry, the bar starts to dry up.

Off the Rails

The clickety-clack of rail claptrap continues

Derek Brown

Wednesday August 18,1999 The Guardian

British train passengers, traditionally a stoic breed, are learning to moan and wail. The National Rail Users' Committee, one of the toothless watchdogs set up to bark helplessly while the privatised network disintegrates, says this morning that it has taken nearly 19,000 complaints in the past year - up 27 per cent.

The reason is straightforward. The committee reports that nearly nine per cent of trains were seriously delayed last year, up from 7.5 per cent. Cancellations on 22 of the 25 train operating companies rose on average by nine per cent. The Cardiff Railway managed a 362 per cent increase in cancellations.

Some of the most startling figures relate to the Virgin companies headed by that quintessential champion of the private sector, Richard Branson. One in five trains on his Virgin West Coast and Virgin CrossCountry services were significantly delayed. Cancellations on the notorious West Coast service were up 196 per cent. The price of the ludicrously misnamed SuperSaver tickets on the line rose by 15.4 per cent - nearly five times the rate of inflation.

On and on go the dismal figures, like a clapped-out Virgin train, or a Great Western one. Or any of the other dirty, inconvenient, cramped, unreliable and expensive rail monopolies now masquerading as public transport. Maybe we are just getting better at complaining. Much more likely, we are belatedly catching on to a central, glaringly obvious truth: profit is incompatible with public service.

The only public transport that works well is that which is run without a profit motive. Free passes for pensioners, for instance, are a boon to the active elderly marooned by their low incomes. Subsidised school transport and local authority-assisted rural buses are other examples. But when greedy company directors and shareholders get their clammy grip on transport services, all notion of public service is left behind on the crumbling platform.

The rail users' committee squeaks in ineffective protest about Railtrack's investment programme, which lies at the heart of the unholy mess. The biggest and most malevolent rail monopoly (which makes more than £1 million a day) has promised to put £ 27,000 millions into the system over the next ten years, but has yet to spell out where the cash is coming from.

There is not even a pretence of competition in rail services. The only choice travellers have lies between traffic jams and cattle class trains that may or may not turn up. Fares are bewilderingly complicated and disgustingly high. Per passenger mile, it costs far more to travel between British cities, than it does to cross the Atlantic, even on a bog-standard economy ticket.

Transport minister Lord Macdonald insisted this morning that rail traffic is growing steadily, "so we're the victims of success in some ways". What utter claptrap. The simple fact is that more people are being forced on to the railways, because our roads are clogged- They are being cheated, ripped off and tormented by the so-called market forces that dominate and diminish our lives.

Rail Ale

'Plan B' in Eastleigh

by David Bladen

Onwards, ever onwards! Never let it be said that EWS does not send me to exotic locations - Tyne Yard, Thornaby, Melton Mowbray and now the *piece de resistance* – Eastleigh!

The growth in rail-freight traffic in the south of the country over the last couple of years, although very welcome, has led to increasing pressure on EWS's yards and terminals. The Eastleigh area has been particularly affected - as well as being a major pre-assembly point for infrastructure trains and a busy T&RS depot, Eastleigh is also a calling point for a number of 'Enterprise' services. At times, the number of trains needing to use the yard has led to problems with congestion, with a consequent knock-on effect on freight services. EWS Operations had asked for action to be taken to alleviate some of the problems and, as a result, I found myself heading south one Wednesday afternoon to organise the disposal of the large number of redundant wagons that have lain dormant in the yard for many years.

I must admit that I was looking forward to this particular trip. Eastleigh Works had been the destination of my first ever Pennine excursion, way back in the 'Merrymaker' days of 1980.

There are quite a few things that stick in my mind about that day - the lovely sunny weather, our Treasurer oblivious to the railway delights on show as he listened intently to the Grand National on his transistor radio, the entire party heading straight to the nearest pub after the works visit, getting a lift from Mexborough back to Doncaster in Mr Skinner's InterCity Beetle - happy days! It would be nice to see what had changed. The only cloud on the horizon was the complete lack of entries for Eastleigh in the Good Beer Guide, and by complete I mean all the editions dating back to 1977!

GNER delivered me safely and punctually to Kings Cross and then it was across London to Waterloo to catch an onward service. SWT was definitely not having one of its better days. The train I had planned to catch had been cancelled and this, together with the onset of the rush hour, led to severe overcrowding on the following service. I did manage to get a seat but it was a slow, uncomfortable journey, made worse by the lack of any air-conditioning on the train. The last twelve months working for EWS have taught me that running a railway is not an easy task - things can and do go wrong - but as I scanned the grim faces of the luckless commuters around me and gave mental thanks that I didn't have to go through this every day, I could understand why SWT goes by the epithet South Worst Trains. By the time I got to Eastleigh I was hot, tired and definitely ready for a pint. I crossed the road outside the station and headed straight for the pub I had first visited all those years ago, the **Home Tavern**.

I can't really remember what the pub was like 19 years ago, but I am sure it was not like it is today, an open-plan, bare floorboards establishment with a bank of monitors around the bar showing satellite TV sport. To be quite honest, I couldn't have cared less what it was like - I wanted a pint and I wanted it now! The pint in question turned out to be Wadworth's 6X, quite nice but definitely overpriced at £2.08. Having got my breath back and looked at a street map, I decided to walk to my hotel: This would give me a chance to have a look around and see if there was anywhere worth visiting later on.

And was there? No, not really. As I walked down the road towards the Post House I was struck by how little there was in the town centre in the way of pubs and restaurants. I'd seen an 'Oirish' bar but nothing else. By now it was beginning to rain heavily and I decided 'Plan B' might be the best option for tonight. 'Plan B' involves having a meal at the hotel then finding a quiet corner of the hotel bar and going through the paperwork ready for the following day's meeting. Needless to say, it's not a plan I use very often!

I checked in and went straight up to my room for a shower and a change of clothes. When I returned to reception, the receptionist informed me that the hotel bar was closed that evening refurbishment, but a temporary bar had been set up in one of the lounges. This did not bode well for 'Plan B' but, as things turned out, it was 'curry night' in the restaurant so I decided to persevere. One enjoyable Prawn Madras later and I was ready for what the temporary bar had to offer. What I was not ready for was the total absence of draught beer in the temporary bar. Only small bottles of warm Carlsberg were available, but this did not bother a large and voluble group of men in the corner of the room, who seemed hell bent on pouring as many of the bottles down their necks as they could.

I gathered from their conversation that they were a group of sales executives from Guilford who were on a 'bonding experience'. Sailing was one of the activities involved, and they were all wearing boat shoes and calling to each other in phoney nautical language. One or two were even wearing caps with anchors embroidered above the peak (And I bet they would be the first to say that railway enthusiasts were sad!) I came to a quick decision - rain or no rain, I'm out of here! Let's face it - could you spend an evening listening to people shouting "Ahoy, mate" and "Avast, ye lubber" at each other, and making terrible puns on the word sales? No, I didn't think so!

'Plan B' had totally failed and for a moment I considered inventing 'Plan C', namely retiring to my room, watching one of the pay-per-view film channels and emptying the minibar. The prospect of being hauled in front of EWS's beancounters to justify my expenses claim meant 'Plan C' was a definite nonstarter. Thankfully, the rain had eased and I left the hotel, walked back towards the station and turned into High Street, where earlier I'd seen the 'Oirish' bar. This turned out to be a place called **Porter Black's** and seemed very busy, but I wasn't that desperate (yet). Further along the street, set back slightly from the other buildings, were two pubs, the **Litten Tree** and the **Hogshead**. Maybe things were looking up? No, they were not.

The Litten Tree was a modern theme pub, very much in the style of the JJ Moon chain, with a sports bar upstairs and wide screen television downstairs, and definitely attracting a young crowd - so young, in fact, that the manager threw a group out! Beers on offer were Directors, Worthington and a house beer, Litten Bitter. Enquiries about the origin of the latter met with a blank look from the spotty youth behind the bar but throwing caution to the wind, I ordered a pint. It was awful! I pointed out to said spotty youth that the stuff was undrinkable, but got the classic response, "No -one else has complained". Refraining from pointing out that this was because everyone else in the pub was drinking multi-coloured alcopops, I decided against prolonging the agony and instead made my way next door to the **Hogshead**.

Finished in typical 'exposed brickwork and beams' fashion, the Hogshead seemed pleasant enough. The choice of beers was limited though - Boddingtons, on a special offer at £1.25, and two 'guest beers', Gales HSB and Wadworth's 6X, both at £2.08. Posters on the wall proclaimed a special offer on the guest beers of '4 pints for the price of 3' but the brewers could afford to give pints away, the beer was overpriced in the first place. The Boddies was reasonable, but the pub was practically empty and there was no atmosphere at all, so it was once more into the wet and windy Wednesday night and over to Porter Black's. Yes, I was that desperate!

Porter Black's turned out to be a typical theme bar, but it was the only place in the town centre with a bit of life in it. Webster's Green Label was on offer on handpump, but I settled for a pint of Guinness which, surprisingly, was excellent. A duo began playing some folk music, so I decided to stay put for another pint before heading back to the hotel. The Guildford mariners were still bonding away furiously when I returned, but one or two were beginning to look a bit worse for wear and I left them to it and went to bed.

Thursday morning's weather was atrocious, with the cold wind and rain coming straight off the Solent and seemingly straight through my waterproof clothing. Eastleigh Yard was not a pleasant place to be, as the local engineer and I trudged round the lines of rusting wagons deciding which were destined for an early appointment with the cutter's torch. I'd taken my camera in the hope of getting some decent pictures, but the only thing of interest was Freightliner's 57001, which was visiting the depot for fuel. By early afternoon, we had finished our deliberations and with the rain still pouring down, it was with a sense of relief that I headed off for the station to begin the journey home. It had been 19 years since I was last in Eastleigh, and I would be more than happy if it was 19 years before I had to go back!

As I sat on the platform waiting for the train, I had a quiet chuckle at the thought of all those hungover executives bobbing around a stormy Solent in a tiny boat and turning as green as the labels on their Carlsberg bottles. Now that's what I call bonding!

CURRENT NEWS

Cavalcade Plans Revealed

Shildon's Millenium Cavalcade steamed into reality on Tuesday when Locomotive 45407 drew into Darlington North Road Station carrying organisers, guests and the Nation's press aboard an Orient Express Pullman from Kings Cross.

Waiting on the platform was actress Sally Thomsett, star of "The Railway Children", who waved a red petticoat, as in the film, to stop the mighty engine. The Cavalcade, which is to be held on August Bank Holiday next year over the three days from August 26th to August 28th, is expected to be the last of its kind run in this country due to the advancing age of many of the locomotives.

Over 40 of the world's greatest steam trains will run the eight miles from Shildon to Darlington to commemorate the 175th Anniversary of the world's first passenger railway.

David Champion, the Chairman of Rail 2000, the firm set up to organise the event, told the Record, "This will be one of the great national events to be run in the North East in recent years. I must stress that we are not creating an event just for the steam enthusiasts' said David, "This will prove to be a fantastic family day out - one which will be remembered for decades to come".

Unlike the 1975 Cavalcade, there will be nowhere to view the locomotives for free, for all the trackside at Shildon will be given over to three huge grandstands. Tickets are only available through a centralised ticket "Hot Line on **0870 012 2000** or on the Internet at **www.rail2000.com** and are priced between £8.50 and £45.00 per day depending on type of seat and where it is situated.

(Editors Note: Apparently the £45.00 seats are already **SOLD OUT**. The website is excellent for steam enthusiasts.).

Robin's Review.

No 6 Railway World

Railway World is the first publication to be reviewed from the Ian Allen stable, I suppose I could write an article on Ian Allen and its contribution to the British Railway Enthusiast over the years (Food for thought!). Railway World is published monthly and costs £2.60, an annual subscription is £31.20 for one or £62.40 for two years, the special offer at the moment is a free binder for the number of years subscription you take out.

Railway World has its origins in 1939 and was then called Railway Pictorial. A magazine which apparently sold itself for its Photographic content as opposed to its Text content. Pictures were apparently lacking in its competitors. A bit like Picture Post in relation to The Times during the Second World War.

Today, Railway World is different having evolved into the Ian Allen family in the austere years after WW2 and acquiring its current name in 1953. The September 1999 edition is Volume 60 No 712.

I first came across Railway World in 1966 and whilst as a 10 year old I and my friends had fixed in our minds what to expect from Railway Magazine and Modern Railways, we never knew what to expect in Railway World. After messing my parents about not to mention the Newsagents at Low Edges bus terminus near where we lived in Sheffield, I finally settled down to be a Railway Magazine reader. Thinking back I seem to recall somebody on Platform 5 or in the triangle at Dore and Topley had copies of other Magazines. Then over the years I saw RW from time to time and if my mind set has changed it's that the slant towards preservation has increased, but not without covering all the other things.

The magazine today comprises of 80 pages which are divided up into three main sections News, Comment and Features, interspersed with adverts.

The News section is made up of Regular headings; Standard Lines, Narrow Lines, Classic Traction, On Main Lines, NRM Spotlight, National Network 15in gauge World, and European Steam Scene.

The Comment section comprises the following: - RW Comment, Heritage Railway Forum, Ian Allen writes, Letters and Young Isambard, an interesting column. However the letters only take up one page and one column the rest of the second page being Young Isambard:

The features section comprises the main articles for the particular edition, in this case the editor Michael Harris writes an excellent article on The Paignton and Dartmouth Railway "*Letting a hundred flowers blossom*" including some excellent photography. "*Carters Double spread*".

Takes us back to the 50s and 60s with NE Pacifics at Leeds (Black and White) plenty of atmosphere. The Hollycombe steam collection is in there as is The Stevenage Locomotive Society's annual photographic competition, whilst the photos are damn good we see just as good at our competitions. Industrial scene looks at an array of Industrial locomotives. Last but not a comprehensive article on Tramlink South London's new light rail system based on Croydon.

VERDICT - Railway World is still a Multicoloured swap shop of everything to do with railways with a very heavy slant on preservation and light rail. The Photography is particularly good. November is the magazine's 60th birthday, so get the November edition its likely to be very good. I'm looking forward to reading the history of this magazine which appears to have survived against all the odds. The Editorial comment is spot on with regard to Heritage rail and rail's role in integrated transport systems.

Circulation. - 18,000 per month

ROBIN'S RAMBLES

In this edition I thought I would ramble on about trips or a trip to Crewe Works which, since The Pennine Railway Society started running trips in 1975 up to about 1985 were probably second only in frequency to Doncaster Works visits.

Crewe in this period was a massive workshop that could hide behind its gates probably every type of BR locomotive you could expect to see, except generally 31s and 55s which were always at Doncaster and 45s and 46s at Derby, (although I have to say nothing would have surprised me).

The fact that Crewe was the largest locomotive workshop on BR, historically comes as a bit of a surprise when you compare it to the Great Locomotives built at Doncaster and the fact that in LMS days even though Stanier Pacifics were built at Crewe, the Mechanical Engineer's headquarters were at Derby, much to the disgust of Crewe men in 1923 when the Midland component of the LMS seemed to rule all and the LNWR contingent was nowhere to be seen.

The Pennine Railway Society could always obtain permits for BREL's Crewe Locomotive works, which is more than can be said for Crewe Diesel Depot or Crewe Electric Depot, which were always no-no's. However, all was not lost because the station gave a good vantage point for Crewe Diesel and often we would be taken to a point in the works where we could see the Electric Depot next to the Chester lines, thanks to our guide George who was quite a character dressed in a 1950s style uniform complete with Station Master's style cap. George was always very reasonable regarding the number of people in the party which would be reflected in the size of the whip round as the visit ended, using his large hat to collect the contributions.

The visit we are going to examine in this issue is 10th December 1983. The visit had 32 names on the list all having completed the Pennine Railway Society Booking procedure form PR/B and had a supply of green Crewe booking forms. People on the visit included J. Boothroyd, JP Sanderson (paid), M. Turner, T. Booth, J.R Dewing, D&L Whitworth, D.Cawley, D&K Guy, T.A. Dean, I Shenton, M. Bell S. Earl, PA Hall, A&M Beverley, K Welsh, P Warren, M Bloomer, P Lewis and Roger Butcher with a party of three others who are not named. No doubt Mr Sanderson led the party, as I wasn't present.

Roger Butcher has kindly lent me a number of his Spotting books from this period and there now follows the list of locos seen on this visit to Crewe Works

08382/450/598

20003/17/31/55/65/68/76/94/113/129/131.

26026.

37001/088/103/111/175/191/198/221/229/264.

40006/8/12/13/20/23/24/27/30/47/49/56/61/65/73/80/84/88/101/107/115/138/139/145/150/153/168/180/182/
183/188/191

45076/53/168/180/182/183/188/191.

47081/98/118/146/149/160/182/204/241/277/278/282/292/294/328/334/374/404/408/411/447/464/475/480/5
23/532/535/538/539/564/576/599/603/604/708/884/887.

56128/129.

81001/2/16/19.

82002/5

84004/5

85001/3/7/14/27/33/40.

86004/31/34/101/103/205/221/222/257/328

87008/22

Approx. 140 locos and although Roger's book doesn't say, I suspect that about 6-10 electrics were on the electric depot and most of the 40's and 45's were for scrap.

Thanks to Roger for loaning his books, we'll be using them again for future articles. If you have any lists of what was seen on a particular trip or more information about this particular trip then please drop a line to Robin or Tony.

Pennine Meetings

All meetings are now held at The Salutation Hotel, South Parade, Doncaster and **commence at 1945hrs.**

Wednesday, 6th October 1999

Pennine Railway Society Slide Competition 1999.

Judged by that old favourite C. A Nicholson. Bring your four best slides. (I'm sure Mr Nicholson will be kind). One of our best nights of the year.

Wednesday, 20th 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 25yrs.

Wednesday, 3rd November 1999.

Neil Taylor. (Neil's latest)

Wednesday, 17th November 1999.

Peter Barsby. A-round the Regions Early 60s to mid 80's. At long last Pete Barsby makes a welcome return.

Thursday, 25th November 1999.

Pennine Shield Round One. Host- Dore Loco Society. Venue to be announced.

Wednesday, 1st December 1999.

Pennine Shield Round Two. Hosts- South Yorkshire Railway Photographic Circle. Venue - Club 197, Sheffield University.

On the same night Pennine meeting at the Sal.

Chris Tyas Members Slides:

Wednesday, December 15th 1999.

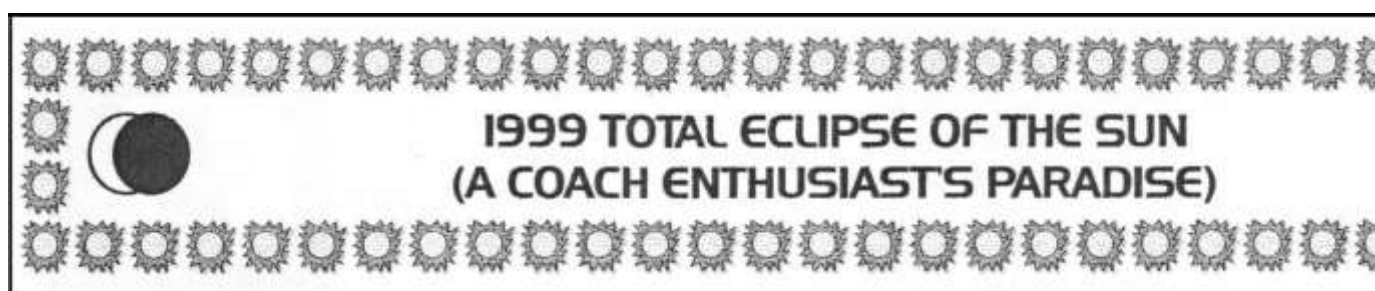
Pennine Shield Final. Venue- Salutation Inn, Doncaster. Hosts Pennine Railway Society.

Robin is now compiling dates for 2000. If you wish to do a slide or film show at the Sal please get in touch- Thank you.

Editors Acknowledgements

I would like to thank the following, for their contributions to this issue: Andy Dalby, Paul Slater, Ian Shenton, John Dewing, John Sanderson, Tony Caddick, David Bladen, Chris Tyas and Robin Skinner.

The Winter 1999 (Xmas) edition of **TRANS PENNINE** is due for publication by **Monday 13th December 1999** to hopefully ensure delivery before Xmas. Contributions for this issue should be in the Editor's possession by **Monday 8th December** at the **LATEST**.



Your Editor had the pleasure, during the second week in August, to visit Devon for the Eclipse and also to view the numerous special trains organised for this major event.

12 Special Trains were viewed at Exeter St. Davids between 17.00 and 20.30 hrs, details of which are shown below:-

ECLIPSE SPECIALS - EXETER - 11 AUGUST 1999

1Z88 22.35 Basingstoke - Truro - 66 034

1Z89 18.55 Truro - Basingstoke - 66 115

Coaching Stock - 3318 3292 35469 3115 3136 3148 1832 4938 4977 4949 13318 13341

(RCCS - Set BNxx + Anglia Coaches 3292 3318 - Assorted Liveries)

1Z37 23.00 Paddington - Penzance - 66 096

1Z40 14. 10 Penzance -Paddington - 66 096

Coaching Stock - 3097 1680 3141 3146 3147 3121 1698 3120 21269 3119 1671 3132

(RCCS - Set BN91 - Carmine and Cream)

1Z38 15-16 Linlithgow - Penzance - 37 405 37 410

1Z92 16.43 Penzance - Linlithgow - 37 405 37 410

SRPS Railtours - The Total Eclipse -

Coaching Stock - 99827 99828 99826 1730 21241 4836 99829 99824 99823 998830 99822

(SRPS - Maroon Set)

1Z36 17.37 Preston - Penzance - 66 002

1Z39 15.00 Penzance - Preston - 66 002

Coaching Stock - 5037 5007 5027 4986 5023 4925 17023 1696 3114 3123 3127 3124

(RCCS - Set BN96 - Green)

1Z41 20.38 Crewe - Penzance - 47 799

1Z91 14.41 Penzance - Crewe - 47 799

Regency Rail Cruise - Cornish Riviera

Coaching Stock - 99540 3125 99566 3188 3181 21224 1692 13227 3240 3273 3267 5647

(Mixture of Regency Rail Cruises and Riviera Trains Stock)

1Z93 21.00 Crewe - Plymouth - 66 013

1Z47 16.41 Plymouth - Crewe - 66 013

Eclipse Venturer

Coaching Stock - 99318 4960 5032 5035 99317 99722 99328 99311 99723 99127 99371 99121 99125 (West Coast Railway Company - Maroon)

1Z95 01.29 Crewe - Plymouth - 66 037

1Z45 18.09 Plymouth - Crewe - 66 037

Eclipse Express

Coaching Stock - 4998 5002 5040 4902 4963 5009 4927 1863 21272 3140 3098 3112 3122

(Riviera Trains - Chocolate and Cream except 4998 and 5002)

1Z43 03.14 Paddington - Penzance - 66 048

1Z44 18.15 Penzance - Paddington - 66 034

Coaching Stock - 4916 4996 4946 1813 21245 3110 3100 3144 3131 80041 3133 3150

(RCCS - Set BN91 - Carmine and Cream except 3150 [Green])

1Z42 03.10 Paddington - Penzance - 66 004

1Z94 16.06 Penzance - Paddington - 66 004

Coaching Stock - 4956 4959 4939 17015 5008 4915 4991 5005 4999 1658 3149 3107

(RCCS - Set BN94 - Mixed Blue/Grey and InterCity)

1Z81 07.38 Exeter - Kingswear - 47 798

1Z83 19.25 Exeter - Plymouth - 47 798

1Z82 11.30 Kingswear - Exeter - 47 798

Venice Simplon Orient Express

Coaching Stock - 254 281 280 255 301 213 245 284 308 243 34991 302

(All in VSOE Pullman Livery)

1Z90 22.30 Hastings - Buckfastleigh

1Z98 13.30 Buckfastleigh -Hastings

Preserved DEMU No. 1001

1Z96 04.19 Victoria - Plymouth - 66 076

1Z46 19.49 Plymouth - Victoria - 66 076

Wessex Eclipse

Coaching Stock - 4973 4951 1861 99325 5756 99680 99674 99676 1659 99672 99671

(West Coast Railway Company - Mixed Livery Set)

Shunting of stock at Penzance was performed by 66 124. 37 668 was on stand by at Totnes. Spare at St. Blazey were 37351 37689 47758 47782 66115 66123 66125 66128.