

TRANS PENNINE
THE MAGAZINE
OF THE
PENNINE RAILWAY SOCIETY



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SILVER JUBILEE YEAR

Committee Briefs

Seasons Greetings

The Committee of the PENNINE RAILWAY SOCIETY join together to wish all our members and their families a very Happy Christmas and a Prosperous New Year and we thank you for your support and friendship in 1999.

Membership Fees Unchanged

With this magazine you will find a renewal of membership form. We are pleased to announce that, again, membership fees remain unchanged at £4.50 for a full year.

We hope you will rejoin the Society in 2000 by simply completing the renewal slip and forwarding it, together with a cheque, made payable to the Pennine Railway Society, to our Membership Secretary, Tony Caddick, at the address shown on the form. You may also rejoin at our social evenings at the Salutation, or at our Annual General Meeting.

We look forward to your support in 2000.

Annual General Meeting

The Society's AGM will be held on Sunday 16th January 2000 at the Salutation, South Parade, Doncaster. The AGM will begin at 12 noon and will be an opportunity for you, the members, to have a say in how you wish the Society to be run. It is also a chance to socialise with friends you may not have seen for some time.

Free 2000 Diaries

All members rejoining for 2000 will receive a free PENNINE RAILWAY SOCIETY pocket diary. Yet another good reason to renew your membership.

Silver Jubilee Celebrations

We thank all those who have organised or attended the PENNINE RAILWAY SOCIETY Silver Jubilee events which has contributed to such a successful 1999.

Events included:-

A celebration on-train lunch at the Midland Railway Centre, Butterley, on Saturday 9 October 1999, attended by over 50 members, families and friends.

A Silver Jubilee Slide Night held at the Salutation, Doncaster, on Wednesday 20 October 1999.

A display at Doncaster Central Library from 1 - 6 November 1999.

Sale of 25th Anniversary Mugs.

Production of 25th Anniversary celebration broadsheet.

Blast from the Past

Veterans of the Society may recall from the 1970's the name Dale W Fickes, a well-known figure in a rival rail enthusiasts society, long since folded.

His name recently appeared against a letter in the Daily Mail about leaves on the line on foreign railways. He addressed himself as "Rail Europe Railway Enthusiasts Society-, Allerton. West Yorkshire".

Millennium Delay

Key workers have been offered wages of up to £2500 per week in an attempt to complete the Underground's Jubilee Line Extension from Westminster to North Greenwich in time for New Year's Eve and the opening of the world's largest bell tent (the Dome).

It is a battle against time and it is likely that only one train will run carrying PM Blair and his entourage before the line is closed again to allow completion of the work. The Queen has already decided to travel by river.

New Year's Eve is likely to see non-completion of the Jubilee Line Extension- non-completion/testing of exhibits in the Dome and non-public opening of the world's largest hamster wheel (BA London Eve). A fine memorial to British workmanship of the 20th century.

Driver Has Wrong Sort of Leg

A new bizarre excuse for a delay, following on from the recent one of a yoghurt pot lid on a rail causing chaos. A recent Northern Spirit train was delayed at Middlesbrough because the driver's legs were the wrong sort to overcome a technical problem that had arisen. Too short to be exact!!.

The driver was only 5ft 1in tall and his swivel chair had broken, meaning he could not reach the pedals.

Northern Spirit refused to comment on whether the excuse was a tall story. They did admit however, that a train did have to be replaced.

Newest Station

Britain's newest station opened on 25 November 1999. Luton Airport Parkway.

West Coast Upgrade

Railtrack has said that the cost of upgrading the West Coast route could rise to £4bn nearly double the £2bn previously quoted.

Railtrack is committed to providing Virgin Trains with 125mph running by 2002 and 140mph running by 2005.

Docklands Extension

The Docklands Light Railway extension, with links to rail services at Greenwich and Lewisham opened on Saturday 20 November 1999.

ECML Upgrades

Three new flyovers and the doubling of existing two-track sections of line between London and Peterborough - including the viaduct at Welwyn are part of Railtrack's £1bn project to upgrade the ECML. The work is to be carried out in four phases over the next decade. With upgrading of "side" routes for freight further north it will in effect give four tracks all the way from London to Newcastle.

Phase 1 is the redevelopment of Leeds station and its approaches, which started in 1997.

Phase 2 starting spring 2000 includes remodelling work at Hatfield and Doncaster and upgrading "side" lines to handle more freight traffic. These include the Peterborough-Spalding-Lincoln-Doncaster route and the Leamside line between Ferryhill and Gateshead, which has been mothballed since 1991.

Phase 3, scheduled for completion in 2006-07, will relieve bottlenecks on the southern half of the route, with new flyovers at Newark, Doncaster and Hitchin. The final phase, to be completed by 2009, will tie in final works including the Welwyn four-tracking.

GNER Parkways

GNER have announced that, if their franchise is renewed for an extended period, they will build new Parkway stations on the outskirts on London, Edinburgh and Doncaster to cope with their ever increasing customer demand and also to alleviate traffic in towns.

Editors Apology

For any of you who followed my instructions to get to the "Sal" and turned *left* at the Civic Theatre (finishing in the teenage drinking area) I offer my sincere apologies.

The directions should have read *right* at the Civic Theatre into South Parade

Hope you did not get mixed up with the "In Crowd" (or maybe you enjoyed it better than the Pennine Meeting!).

Late News

A sign of the New Millenium

Mr Sanderson's "Committee Briefs" this quarter were, so he told me, done on "a Laptop". I was hesitant to ask whether he meant a computer or a dancer!!.

AFTER THE ECLIPSE

by Paul Slater

Chris and I were invited to stay with friends in Cornwall during August so that we could see the total eclipse of the sun on the eleventh. "Railway Magazine" described the many special trains which would be running that day, and we decided that, having seen the eclipse in the morning, we would, in the afternoon, position ourselves beside the railway line so that we could watch the returning specials.

The house where we were staying was not far from Redruth Station. I woke before dawn on the eleventh, and heard what sounded like an endless succession of trains passing. A shaft of early sunlight through the bedroom window was short lived, and the morning turned cloudy. We were on Cam Martin just outside Redruth to see the eclipse. There was a huge crowd on top of the hill, and although the morning was heavily overcast, it was a memorable experience to see the whole landscape plunged suddenly into a brief unnatural light shortly after eleven o'clock.

After the eclipse rain began to fall. We made our way back into Redruth, had lunch, and then went out to watch trains. Redruth Station was not a particularly good vantage point, but my map showed a level crossing at Camborne, the next station down the line, and we made our way there. It proved to be a good place for viewing the eclipse specials, with a car park next to the line, automatic barriers warning of approaching trains and a footbridge from which to take photographs.

There were several other railway enthusiasts at Camborne and one of them had an official list of the workings due that afternoon. What I actually saw did not entirely match his list, or the subsequent write up in "Railway Magazine". The line was very busy, the alarm at the crossing sounding frequently, and I was forever getting out of the car and finding a vantage point for possible photography. The rain eased off, although the day remained cloudy and quite cool. The first train I saw from the footbridge was a HST on a regular Paddington-Penzance working running fast on the downgrade and not calling at Camborne. When the barriers next went down, the man with the official list was beside me on the footbridge; he looked westwards for a special but I turned round and saw a 66 approaching from the east. This was 66034, running at moderate speed with an empty stock working composed of green Southern Region carriages. I knew that 66s

were to be used on many of the eclipse specials, and that, because of a shortage of siding space at Penzance, a considerable amount of empty stock would have to be stabled at Truro, St. Blazey or Lostwithiel.

The next train was a loaded special returning from Penzance. 47799 "Prince Henry" in Royal Train livery, and carrying a "Cornish Riviera" headboard, made a fine sight going at speed on the upgrade with a rake of VSOE carriages bound for Crewe. As with most of the photographs I took from the footbridge, I included the old station building on the up platform in my picture, along with the Camborne nameboard. 66048 on a westbound empty stock working was next, and then the HST I had seen earlier returned, forming the 15.30 Penzance-Paddington and passing Camborne non stop.

The rake of green carriages I had seen passing westwards behind 66034 was the next train, now returning full from Penzance and hauled at good speed by 66002. A class 158 two car set forming a delayed Cardiff-Penzance "Alphaline" service called at the down platform, and the next down HST, the 11.33 Paddington-Penzance, also stopped at Camborne. A certain amount of congestion now seemed to be happening, an eastbound local service, very well filled, was like the train from Cardiff delayed, and stood for a time in Camborne station. The next two returning specials were also checked at the signal before the level crossing. The first of these was the rake of carriages including some old Inter-City stock, which had been taken down by 66048. It was now returning full to Paddington, hauled by 66004 which as it restarted from the signal cheek gave Chris her first hearing of a 66's distinctive whine when working hard at low speed. The second special to suffer a signal check at Camborne was perhaps the most interesting of the afternoon, the Scottish Railway Preservation Society's "Total Eclipse" bound for Linlithgow, and consisting of maroon stock double headed by Class 37's. 37405 in EWS colours and 37410 "Aluminium 100" in Transrail livery stood for some time at Camborne, and attracted considerable attention before getting the green light and making a noisy departure. There had meanwhile been an extra Penzance-Paddington HST calling at Camborne as well as another westbound empty stock working, hauled by 66115.

My final photo taken from the up platform was of the Truro standby locomotive for the day, 66124 running westwards with empty stock which would form the last Penzance-Paddington special of the afternoon. We decided that it was time we returned to our friends in Redruth. It had been an unusual and enjoyable session on Camborne Station after the eclipse.

Pennine Quiz No. 99

"Railways and the Arts"

Paul Slater

1. Which work of composer Vivian Ellis was inspired by an LMS train?
2. What type of train appears briefly near the beginning of the film "Carry on Spying" ?
3. On which railway was a large part of "The Great St. Trinian's Train Robbery" filmed?
4. What type of locomotive is seen heading an express over a viaduct as the branch train runs underneath at the beginning of the film "The Titfield Thunderbolt"?
5. What type of locomotive is stolen from an engine-shed, driven through the streets and crashed in "The Titfield Thunderbolt"?
6. Who wrote the music for the BBC television programme "Giants of Steam"?
7. Which railway was the subject of the comic poem 'Are ye right there, Michael?' by Percy French?
8. Where does the branch-line steam train take its passengers in Richard Parker's novel "The Old Powder Line"?
9. What was the title of Colin Gifford's first book of Railway Photographs?

10. What is the name of the station around which much of the action of Raymond Williams novel "Border Country" takes place?
11. What was the "proper" job of railway photographer Eric Treacy?
12. Who wrote the book "Red for Danger" about railway accidents?
13. Which preserved railway was used for the filming of "The Railway Children"?
14. Which preserved railway appears frequently in the television series "Heartbeat"?
15. On which preserved railway was the escape sequence of "The Thirty-Nine Steps" filmed?
16. In which of Enid Blyton's Famous Five books do the children discover an abandoned industrial railway and a derelict locomotive?
17. Who wrote the poem which begins "faster than fairies, faster than witches"?
18. Where did the express make an unscheduled stop on a summer day in a poem by Edward Thomas?
19. Who wrote the poem which begins "This is the night mail crossing the border"?
20. Which American railway was the subject of a skiffle hit in the 1950s for Lonnie Donegan?
21. Who wrote the poem which begins "Gaily into Ruislip Gardens runs the red electric train"?
22. Which London terminus was mentioned in a 1960s hit by The Kinks?
23. Artist David Shepherd founded which preserved railway?
24. In the Rev. W. Awdry's books, if Thomas was the Tank Engine, what was Toby?
25. Which railway disaster did William McGonagall make the subject of one of his most notorious poems?

Anniversary Quiz Answers

1. 10
2. 1984
3. Overweight
4. 1978
5. East Somerset Railway
6. 1975
7. Whitby
8. 1987
9. M, Stirling
10. 1989
11. Henham Halt & Thaxted
12. 1991
13. Scopwick
14. 1976
15. Zambesi
16. 1977
17. Paddington
18. 1982
19. The Royal Scot
20. 1988
21. Small Aircraft

- 22.1986
- 23.Heaton Mersey
- 24.1980
- 25.Caledonian
- 26.1994
- 27.Lancaster & Garstang
- 28.1983
- 29.Ruston & Proctor
- 30.1990
- 31.Sutton Oak
- 32.1979
- 33.Limestone
- 34.1981
- 35.1907
36. 1985
- 37.Burton
- 38.1993
- 39.1 mile 82 yds
- 40.1996
- 41.7/6d.
- 42.1998
- 43.Much Wenlock & Severn Junc'n Rly
- 44.1997
- 45.Class 03
- 46.1995
47. Oswestry
- 48.1992
- 49.Poppleton Junc'n & Knaresborough
- 50.1974
- 51.1999

The Winners!!!!

1st. Mr. Ken King

2nd. Mr. John Dewing

3rd. Mr Paul Slater

Congratulations Gentlemen - the Cheques are in the post.

Pennine Observers Notes

Eastern Region:

Noted at Peterborough on Sep 25 were 56018 56022 56027 56044 56058 56063 56065 56066 56067 56068 58005 58020 58038 60004 60087 66005 66079.

60023 was a regular performer on the Hull Tilcon train in September.

Class 150 268 failed at Conisbrough on 30 Oct causing delays to several services, the 07. 57 Leeds-St Pancras was 50 minutes late. Also on 30 Oct the Bristol-Newcastle hauled by 47841 was terminated 70 mins late at Darlington due to "A major power failure in Durham" and storm damage. The return working left Darlington at 18.56 to Birmingham.

Due to signal failure at Leeds on 1st Nov some KingsX-Leeds services were diverted via York causing major delays. There were no services via Wakefield and buses were used.

On 4 Nov a burst water main caused severe flooding in the subway at Doncaster station putting Platforms 1 and 3 out of commission. Passengers had to use the bridge to West Street to exit the station. Some Goole and Scunthorpe line services were cancelled.

On 27 Nov the 08.05 Hull-Doncaster was stopped at Selby St due to a "body on the line", apparently a suicide. The train was backed into Hull and then out again via Bootham Park, arriving at Doncaster over 60 mins late.

Noted at Knottingley Depot on Oct 26 were 56124 58016 66008 66052 and 66105 whilst 56069 56094 58016 66022 66083 and 66142 were seen on MGR trains later in the day.

On Nov 3 Knottingley Depot hosted only one main loco (66067) while the following locos were seen at Milford Junction working coal trains---66041 66060 66080 66119 66124 with 47781 hauling ex works 308152 to Leeds via Castleford. Noted at Knottingley on Nov 8 were 56119 56132 59201 66041 66056 66066 66123 66136 working light engine or coal trains. No serviceable main line locos were on the depot.

Noted on the Gainsborough/Barnetby line before Saturday passenger services were:
Oct 2 66031, Oct 9 37707, Oct 16 60043, Oct 23 56022, Oct 30 60072, Nov 6 56101.

60047 and 66114 were seen on oil trains at Lincoln on Nov 4.

At Ulceby on Nov 6 the following were noted:
60036 on Oil. 60046 on Steel. 60049 on Iron Ore. 66015 on Cargowaggons.

Noted at Doncaster on Nov 13 were 47841 on Bristol/ Newcastle, 47224 on Freightliner, 56064 on coal, 66083 on Enterprise, 08596 and 08793 stabled near station and 37704/37899 on the depot.

ScotRail Class 170712 was seen approaching Doncaster from the Sheffield direction on 06 Dec, no doubt bound for its new duties at Haymarket.

On 29 Nov Green D6700 was observed (lunchtime) in the sidings at BSES Aldwarke. It is now very unusual to see any 37's these days at this location, especially a "celebrity".

On Saturday 04 Dec 86261 on a Hertfordshire SRC excursion and 90040 on the 09.10 KingsX/Leeds were noted at Doncaster.

Midland Region:

Never let it be said that class 90's live up to their 'Skoda' nickname. On the 8th of November, 90031 hauling 4A11, the 13.15 Trafford Park to Wembley Yard service. slipped to a stand at Nuneaton. 37371 was despatched from Rugby to assist, however, as the 37 moved into position to couple on to the 90, it was unable to stop on the greasy rail and collided with the electric loco. 37371 suffered considerable damage and will probably be withdrawn. The 90, however, suffered very little damage and was able to continue on its journey after an inspection, albeit some 574 minutes late. On Sep 09 Warrington produced 37421 37883 56044 56068 60010 60081 60095 66092 92037.

On Sep 15 Saltley was host to 37109 37371 47476 47744 60071 66003 66068 66096 66134 66146 whilst on Oct 11 66001 66071 66072 66074 66150 were present with 57006 in the FLT. On Oct 30 a fire on a unit at Wilnecote caused serious delays and diversions in the north cast Birmingham area. 13.45 B'ham/Newcastle left 30 mins late and was diverted via Nuneaton and Leicester, arriving at Darlington 75 mins late (see Eastern Region notes). On the same day the 19.25 St. Pancras/Leeds was over 60 mins late due to debris on the line near Leicester due to adverse weather conditions.

Noted at Nuneaton on Nov 19 were 86615/86633 57006 90150 and 57002 on Freightliners with 86426 86261 on Mail.

Southern Region:

On Nov 19 73213/211 (in multiple) 73209 73210 73235 were noted on Gatwick Expresses.

On Nov 27 Clapham Junction was host to 37601 37602 37603 with 73211/212/213/235 on Gatwick services.

Western Region:

On Nov 22 to 25 the following locos were seen by one of our members on a trip to South Wales:

Newport 09012 37503 47114 47303 47725 47744 47792 60015 60019 60021 60073 60077 66013 66016
66019 66020 66023 66046 66077 66060 66091 66102 66113 66116 66127 66139 66149 66142 66146 66152
66175 66501 66504

Cardiff 37012 37225 37407 37417 37420 37428 37904 47212 47361 47365 47769 60006 60019 60033
60034 60041 60097 66010 66019 66066 66097 66130 66171 66175

Margam 09003 47782 60026 60045 66030 66045 66061 66094 66097 66116 66128

Landore 08780

Preserved Railways:

KWVR Oct 10 Steam Gala. 48431 51218 "Sir Berkeley" "Bellapharon" 80002 78022 (Steam engine from Taff Vale Rly not working and needs further work).

NYMR Oct 24 Wartime Weekend. 60007 & 65894 Pickering to Levisham. 44767 & 62005 Grosmont to Goathland. No through services due to freight train (No 29) derailed outside Goathland.

Gloucestershire & Warwickshire Rly Diesel Gala. Nov 05. 47105 24081 37215 all worked. Very few passengers due to atrocious weather all day.

NYMR Nov 06 Diesel Gala. D5061 D5054 D345 D832 50027 D7076 D5032 (12139 and 08566 on shuttle Pickering/New Bridge signal).

Railtours:

On Saturday 19 Nov 4472 "Flying Scotsman" was seen on the Yeovil Junction/Victoria "Capital King" railtour. The stock was then taken on a varied perambulation (sorry!) of the south (or sarf) London suburbs by 73105/110 on the "Urban Suburban" railtour before returning to Yeovil behind 44721.

What the Papers Say

A Pot Pourri of Rail Related articles from the National Press

Roasting for Railtrack

Christian Gysin -

Daily Mail - 6 Nov 1999

GET ON WITH FIXING WEST COAST MAIN LINE SAYS WATCHDOG

RAILTRACK landed in more trouble yesterday only hours after coming under criticism for its fat profits.

Rail regulator Tom Winsor plans 'enforcement action' against the company over a proposed £2 billion upgrade of the decaying London- Scotland West Coast line.

He said Railtrack had failed to complete a strategic review of the upgrade of the line on which Richard Branson plans to run high speed tilting trains by 2002.

The track and signalling company could face an unlimited financial penalty after the regulator warned it could withdraw its licence. Yesterday's announcement came the day after Railtrack provoked fury by revealing record half-yearly pre-tax profits of £236 million -almost £1.3 million a day.

Mr Winsor approved plans by Railtrack to upgrade the West Coast Line earlier this year.

The scheme included increasing capacity for freight and passengers and allowing Virgin Trains to introduce faster and more frequent services, using tilting trains which could reach speeds of 140 mph by 2005. The regulator said train operators and the Strategic Rail Authority were concerned that Railtrack's plans were not convincing.

'By failing to complete adequate strategic reviews, despite undertaking to do so by March this year, the company is likely to breach its network licence,' he added. Railtrack needed to publish its strategy, cost plans and timetables for the upgrade work needed on the line by February 29 or face further sanctions.

'I expect them to heed this warning,' declared Mr Winsor. 'If Rail-track lets down train operators and funders it will face even stronger enforcement action, including the possibility of a monetary penalty.' He would not immediately be fining Railtrack, he told BBC Radio 4.

'The enforcement action I am initiating does not formally include a monetary penalty. I have decided that is not necessary. Mr Winsor added: 'I don't expect Railtrack to violate the enforcement order. It is a responsible company which takes its obligations seriously. 'Railtrack is a company with considerable resources and talent, but it is clearly inappropriate for the regulatory authorities, to sit back if we think something may be drifting.'

Asked about the firm's record profits, up 5 per cent on the same period last year, he replied: 'I have no objection to healthy profits, but they must be earned.'

Railtrack said it was 'disappointed' by Mr Winsor's actions and insisted it was on schedule to meet phase one of its commitments for the West Coast line.

Network development director Robin Gisby said: 'This is an extremely complicated project involving a major upgrade of an operational railway and includes the introduction of leading technology in six years' time.

'We have already provided the regulator and all other stakeholders with extensive information on our plans and will now also meet these additional requests that we have received

Railtrack already faces a penalty of up to £40 million if it fails to reduce passenger train delays for which it is responsible by 12.7 per cent in 1999-2000. Save Our Railways national secretary Keith Bill said last night: 'We are delighted the regulator has challenged Railtrack.

All the indications are that they are falling behind badly not only on the West Coast line but on other major projects' 'They are consistently taking tax payers' money to do this work while failing to perform.'

Rail Line Upgrade Cost Soars To £4bn.

From the Press Association

The Guardian. Saturday November 20, 1999

Upgrading the west coast main line is likely to cost almost twice the original £2.1 billion estimate, Railtrack says. Officials now estimate the scheme, which is equally vital for the fortunes of Railtrack and the British rail industry, will come closer to £4 billion.

The rise is not expected to lead to higher rail fares but it could result in higher Government subsidies to the rail industry and is likely to put Railtrack on collision course with the rail regulator Tom Winsor.

The upgrade involves renewing the 550 miles of track between London Euston, Glasgow, Manchester and Birmingham to take 125mph trains by 2002 and 140mph trains by 2005.

A decision to change the signalling system that will be installed on the west coast line for a safer version is being blamed for much of the increase in costs. But increasing passenger numbers have also added to the bill, Railtrack says. The company will present the new figures to watchdog Mr Winsor at a meeting next month. "We cannot comment in detail until then," a spokeswoman said.

The company is also facing spiralling costs of renewing tracks across the rest of the rail network.

*No fanfare as £3.5 bn. tube link opens late
Underground extension meets millennium deadline at a price
Keith Harper, Transport Editor
The Guardian. Saturday November 20, 1999*

One of the world's most expensive transport projects, the Jubilee line underground extension, is being opened quietly today at am, 18 months late and at a cost of at least £3.5 bn., almost double the original budget.

The red carpet will not be rolled out because technically the extension is not complete. Westminster station is still not ready, but London Underground engineers are working overtime to finish it in time for the opening of the Millennium Dome at Greenwich.

Only when Westminster is opened will the much relieved deputy prime minister, John Prescott, boast about the achievement-He and London Transport's chief executive, Denis Tunncliffe, have been seriously concerned that the project might miss the millennium deadline.

The final cost is not known, but it will be in excess of £3.5 bn. This means that each mile of the 10-mile section of the line has cost £350m, more than each mile of the £10bn Channel tunnel project.

By comparison, line 14 on the Paris Metro has just been constructed for £120m a mile. Treasury officials say they are furious with LU for allowing the costs to spiral.

A spokesman for the Institution of Civil Engineers said: "Our costings suggest that the Jubilee line extension must be the most expensive piece of railway ever built." He said the costs included the rolling stock and the fact that the line passed through some of the most difficult terrain for tunnelling in the country.

"The engineers have had to take great care in burrowing under some of the greatest buildings, like the House of Commons and Big Ben." And state of the art signalling had not worked properly. In cost it will certainly outstrip some of the new rail projects in China, like Shanghai's." A reluctant Margaret Thatcher approved the project 10 years ago. Work began in October 1993, when the cost was put at £1.9 bn, and should have been completed in spring last year, but technical delays and poor management have taken their toll.

In the end, the government hired the American construction company Bechtel to knock heads together. Costs have escalated steeply, largely because of industrial disputes as management tried to press the project forward.

The delays encouraged 500 electricians left to do much of the finishing work on the tunnels and stations to press for higher pay. Management agreed to pay them more than £1,000 a week. Finishing the project largely on time qualifies them for extra severance pay of more than £2,000 in lieu of notice.

John Self, general manager of the Jubilee line, said yesterday: "We are glad to announce to the public that apart from continuing work at Westminster station we are ready to roll." During rush hour, there will be 24 trains an hour and an average of three minutes between trains. Last trains will be about lam.

Mr Self agreed that the project team had encountered considerable problems. The most serious had been a tunnel fall during construction of the Heathrow express between the airport and Paddington. LU engineers were using a similar system and had to stop work for six months while tests were carried out.

They also had to abandon state of the art signalling with more advanced controls in the cab that would have made it possible to operate 36 trains an hour. LU has scrapped plans to introduce this type of signalling for up to five years.

The most innovative aspect of the Jubilee line is the installation of anti-suicide glass screens at eight of the stations. Suicide attempts on the underground average almost three a week.

The screens, at the edge of the platforms, will move apart when the trains stop, forming doorways into the trains. They are adapted to trains of up to seven cars. LU has fitted 476 electric doors with linked screens. Under normal conditions, the doors will open automatically on the arrival and correct positioning of the train.

The screen doors will open once a computer box fitted on the side of each train has confirmed the train's arrival. Drivers will have to line up the train doors with the doors on the platform edge, but they will have a leeway of half a metre. Mr Self explained that the screens were considered to be imperative to enhance safety. They would also protect passengers from strong winds that sweep down the tunnel as a train emerged.

The doors are ideal for the Jubilee line because the stations are new and the platforms are straight. They might be extended to other parts of the system, but many platforms are curved.

LU's final touch for the millennium is the laying of a steel carpet to reinforce the surface of Parliament Square in case huge crowds should converge on the area. It saw the need for this extra precaution because the Circle and District lines' tunnels pass close to the surface at this point.

Winston Churchill's statue will also benefit from the reinforcement.

Costly line-up: Jubilee line: £3.5 bn for 10 miles: £350m a mile

Channel Tunnel: £10 bn for 32 miles: £320m a mile

Paris Metro, line 14: £600m for five miles: £120m a mile.

Rail chaos warning for New Year's Eve by Barrie Clement

Transport Editor

The Independent. 15 November 1999

Long suffering rail passengers crammed into dilapidated slam-door trains will have to wait considerably longer for the new carriages they were promised last year.

The industry agreed with the Deputy Prime Minister, John Prescott, last year that 500 new trains would be introduced by now, but only about 100 are in operation. Some operators, such as Connex and LTS Rail in southern England and South West Trains, have failed to introduce one new unit since the deadline was agreed at Mr Prescott's first "rail summit" in November 1998, say internal industry figures.

Sir Alastair Morton, chairman of the Shadow Strategic Rail Authority, said a further 50 would be introduced by the end of the year, but accepted there was a serious delay.

He laid most of the blame at the door of manufacturers such as Daimler-Benz, Bombardier and Alstom Siemens, which were "the world's finest engineering companies", but their rail subsidiaries were not up to that standard.

He told BBC Radio 4's Today programme that the testing process for the rolling stock, involving Health and Safety Executive inspectors, Railtrack and representatives from the makers, was also "pretty ill organised". Sir Alastair said the rail authority had taken charge of a working party involving the relevant organisations to "unblock the blockages" so that the remaining 350 trains, which were now due to be delivered in the new year, went into operation as soon as possible. Another group had been established to change the process by which new trains were introduced.

Jonathan Bray, director of the pressure group Save Our Railways, said it was "hugely disappointing" the objectives had not been met. "Heads need to be banged together because some of these trains have been built but are stuck in factories because of red tape," he said.

The Association of Train Operating Companies said nearly all the delays to the new rolling stock were due to the rigorous safety inspections each vehicle had to have before it could run on the network. There would be 1,000 new vehicles on the network by the end of next year, a spokesman promised.

Ken Bird, managing director of LTS Rail, which runs the London, Tilbury and Southend service, said his new rolling stock was three to four months late, but customers demanded "absolute safety and absolute reliability" and that meant the trains had to pass the tests before going into service.

"If that means delays then so be it," he said. "On my line we're desperate for the new trains, my customers have had it poor for too long. The new trains are there, air conditioned, 100 miles an hour, everything they ever want and teasingly they're months away."

Mike Ruston of Alstom Siemens said there had been a period before and after privatisation when manufacturers had received no orders and factories were idle. It was simply not possible to move from an empty domestic order book to full production overnight," he said.

***Promised trains will be delayed by months by Barrie Clement,
Transport Editor
The Independent. 20 November 1999***

A disturbing picture of Millennium Eve chaos is painted in a confidential rail industry report which warns that "many thousands" of passengers could be stranded, and even prepares employees for the possibility of mass suicides.

The report reveals a worrying lack of coordination between London Underground and the Overground network which could result in "tens of thousands" of revellers surfacing from tube stations to find there is no rail service.

Overnight there will be 20 tube trains an hour when surface railways are not running, says the document. The "mismatch" between the two rail systems in the capital has also resulted in London Underground closing some stations where overground trains will still be running.

In the document, Peter Sones, of the Rail Millennium programme office, warns that large numbers of revellers and a greater "propensity" for individual and group suicides could lead to a "higher level of disruption than normal".

The memorandum, prepared within the last fortnight by independent consultants commissioned by Railtrack and the train operating companies, also points to a lack of cooperation between agencies elsewhere in Britain and calls for an urgent review of plans to deal with New Year's Eve. It gives the example of Cardiff, where big celebratory events are not matched by the rail network's ability to get people home. It refers to a number of "high-risk" stations in various parts of the country, which Railtrack yesterday declined to identify.

The industry is warned that British Transport Police has refused to deploy officers to act as "stewards" and will only attend serious incidents.

Despite Railtrack's contention that it has dealt with the millennium bug, the memo also expresses concern about the potential failure of systems and "embedded chips". And it points out that any incident at night is normally sufficient to close a line for several hours, so there could be "many thousands of stranded passengers" with little possibility of using buses, taxis or hire cars.

A spokeswoman for Railtrack said that the report referred to a "worst-case scenario" and it indicated the length to which the industry was going to ensure that it was prepared to cope with every eventuality. She said that companies were acting on the report's recommendations and Railtrack had spent £90m preparing for the millennium.

"Good puzzle would be cross Dublin without passing a pub" so wrote James Joyce in his novel, 'Ulysses', and having recently spent a long weekend in Ireland's capital city, I couldn't agree more. The trip this time was not on EWS business (no, we've no plans to buy Iarnrod Eireann, or at least none that I know of.) but a short family holiday.

Dublin is a place I had long wanted to go to but had never quite got round to actually getting there. The incentive finally came when the low-cost airline Ryanair began flying, to Dublin from Leeds- Bradford Airport. A fare of £ 49 each for a return ticket, flying out on Thursday morning and returning on Sunday morning, was too good to miss, especially when Aer Lingus were asking £150 each for the same trip.

There was also the tempting prospect of some different haulage, however, it was made very clear by Linda and Alex that this would be confined to the aeronautical variety - they had no desire to go chasing trains.

And finally, there was the little matter of the Guinness, popular legend has it that the Guinness tastes better in Ireland and I wanted to find out for myself. The prevalence of the 'black stuff' has meant that Ireland has never been a stronghold of real ale. As far as I am aware, Dublin has never had an entry in the Good Beer Guide, but I did have a copy of 'The Rough Guide to Dublin' and it contained a comprehensive listing of the more popular watering holes. The city does boast a second brewery in the shape of the Porterhouse Brewing Company but there was no mention of this in the tourist book.

The flight was definitely 'no-frills' - the 737 had a 'well-used' look about it, there was no food or drink included in the fare, not much legroom, and the cabin crew spent the entire flight trying to flog cheap booze and phone-cards, but it was only a 35-minute hop and we got there in one piece after one of the smoothest landings I've known - a real "Greaser"!

The chaotic scrum at the airport taxi rank and the sheer volume of traffic on the way into the city meant we spent longer getting to the hotel than we had in getting to Ireland but, thankfully, the taxi driver was friendly and knowledgeable and we enjoyed his 'potted' introduction to the city. He did, however, give us two bits of bad news, namely, children were not generally welcomed in the city's pubs and many of the traditional bars had been converted to cafe-bar-style outlets. I couldn't help thinking that there was a certain irony in this last nugget - so many of England's traditional pubs have been turned into fake 'Oirish' theme bars, and yet the traditional Irish article is under threat from English-style thoughtless modernisation - crazy! After checking in to the hotel, we decided to walk into the city centre and have a look around. The sky had looked rather threatening and, sure enough, it began to rain. The Irish call rainy days 'soft days', but there was nothing soft about the raindrops now bouncing off both the pavement and us. Luckily, there was a pub nearby, the Palace Bar on Fleet Street, and we decided to seek shelter in there and hope 'mine host' would let Alex in.

The young barman looked somewhat baffled at my enquiry as to whether Alex could come in, but he motioned towards an empty table at the back of the bar and I took that as a 'yes'. Linda and Alex crossed to the table but then the barman seemed to have a change of heart and said I would have to talk to the owner. By now, wife and son had taken off their coats and were sat down, and definitely showing signs of not wanting to move. The barman shrugged his shoulders and asked what I wanted to order - Guinness naturally! (Oh, and an orange cordial for Alex, please) He turned out to be a Norwegian student studying English at the university and was working in the bar for a couple of days to earn some money. Lord, why do I always get them?

Having sat down with our drinks and got our breath back, it was now time to take stock of our surroundings, and what delightful surroundings they turned out to be. The first impressions were of, well, wood and mirrors! The seating area was divided into small wood-panelled alcoves, the bar area was a mass of carved wood and the walls were covered with mirrors of many shapes and sizes. There was definitely a genuine traditional feel to the place. And as for the Guinness? Nectar! It really did taste different. Not chilled like you often find it in England but incredibly smooth and creamy. I would dearly have liked another pint, but the pub as beginning to fill up and puzzled glances were heading in Alex's direction. Definitely time to go! As we headed off back to the hotel through the evening rush hour, I couldn't help thinking what a blessing in disguise the rain had been. Incidentally, Fleet Street is not too far from Tara Street station).

I won't bore you with too many details what we got up to on the Friday, save to say we managed to sample a couple of Dublin's other famous institutions. The first was one of Dublin Bus's remaining KD class double-deckers. These unique were designed specially for CIE by FFG Hamburg and built by Canadian rail manufacturer Bombardier, using General Motors engines, at a factory in the west of Ireland. Our particular example, 2150ZU, was in fine form as we travelled out to Dublin Zoo at Phoenix Park.

On our return to the city, we had a meal at Beschoffs on O'Connell Street. This is one of a chain of fish-and-chip restaurants founded by Ivan Beschoff, a survivor of the mutiny on the Russian battleship *Potemkin* in 1905, who settled in Ireland. The food was excellent, both in terms of quality and value, and the upstairs dining room was an ideal place to observe the hustle and bustle of one of Dublin's most famous thoroughfares.

Alex had discovered that Ireland's National Sea Life centre was at Bray, to the south of Dublin, and I had learned that Ireland's National Transport Museum was at Howth, eight miles to the north. By amazing coincidence, these two places are the terminus stations for Dublin's light railway system the DART, so with Mrs Bladen's resigned blessing, we set off on Saturday morning on the short walk from our hotel to Pearse station.

The DART, or Dublin Area Rapid Transit opened in 1984 and has since become the most successful public transport system in Ireland, with more than 80,000 passengers a day and public transport patronage along its route is double the Dublin average, at 54%. Dublin Bus provides feeder bus services to many stations on the route, increasing its catchment area, an idea that could catch on here, no doubt. Extensions of the DART line to Greystones in Co. Wicklow and Malahide in Co. Dublin should be completed by the end of 1999. A new station in Clontarf Road opened recently, and another is planned for Barrow Street in the City Centre. New rolling stock has also been ordered.

We bought a family rover ticket, very reasonably priced at IR£6, and went up on to the platform to wait for a train to Bray, due in 8 minutes. The station was a lot larger than I expected and certainly betrayed its 'mainline' roots, but what really caught my eye was the large television set mounted on a column on the Dublin-bound platform and showing children's programmes it certainly captured the attention of the many youngsters who were waiting for a city train. IE suburban and mainline services also pass through the station, so I got my camera ready just in case, but I was out of luck. The Bray train soon arrived, and we boarded, but my lack of luck continued for no sooner had the doors closed, than one of IE's General Motors diesels stormed through the station at the head of a Dublin-bound passenger working.

Worse was to come. Linda had seemed very quiet all morning, so I asked, in all innocence, what was wrong. The icy glare that greeted this innocuous question triggered something in one of my memory cells, and I realised with mounting alarm that Alex and I had forgotten that today was Linda's birthday. Aargh! In our defence, we did have cards in one of the bags in the hotel room, but it was a bit too late to be throwing ourselves on the mercy of the court. Two chastened males sat very quietly staring out of the window at the passing scenery.

The line runs along the shore of Dublin Bay, past the UNESCO designated bird sanctuary of Booterstown and through Dun Laoghaire and the millionaire's district of Kilkinney, before you catch a first glimpse of the mountains of County Wicklow. I was impressed with the electric units - roomy, comfortable and fast - the 11-mile journey was soon over.

The sun was out when we arrived, and I took a few photos of the DART units at the station before we headed off into Bray and on to the aquarium. For a national centre, the place was rather small and it wasn't long before we had seen everything. We decided to return to the station and take a train to Howth, where we would have lunch.

The journey took just under three quarters of an hour. On the way, at Connolly station, there was a tantalising glimpse of several IE and NIR locos on the stabling point and depot but nothing that could be photographed - still no luck! It struck me as odd that staff were wandering around on the running lines by the depot without wearing high-visibility vests - a definite 'no-no' on this side of the Irish Sea.

North of Dublin, the DART again shares the tracks with mainline and suburban workings, passing through the grim housing estates of Kilbarrack, before branching off at Howth Junction and continuing along the promontory at the north of Dublin Bay to Howth. I was pleased to find that a part of the station building had been converted into a bar and restaurant, the Bloody Stream, complete with a rather gruesome pub sign showing a blood-speckled salmon with a hook in its mouth.

The place looked very inviting and the smell of food from within was beginning to make our stomachs rumble, so it was somewhat disappointing to be told that children were not admitted, not even for a meal. Some you win, some you lose!

We wandered up to the transport museum hoping to find a snack bar there, but the national museum turned out to be couple old barns in the ground of Howth Castle. Our first thought was that the place was just like the bus sheds at Sandtoft. A sign outside said that family admission was IR£4, but there was nowhere to pay and nobody to pay the money to! Undaunted, however, we wandered through an open door and found that inside those barns was a veritable treasure trove of old vehicles.

Both of the barns were absolutely packed with old buses, lorries, and public service and military vehicles. Photography was practically impossible so the camera went back into its case but we spent an enjoyable hour inspecting the many exhibits. There is very little of pure railway interest, but pride of place does go to a beautifully restored tram, No. 9, from the long-gone Hill of Howth system. We discovered that although the museum is 'national', it receives no public funding and relies solely on the efforts of a small band of dedicated enthusiasts and some corporate sponsorship to keep it going. I wish them well! (And yes, I did leave a donation in lieu of the entrance fee).

Heading back into Howth, we came across another branch of Beschoffs so it was chips again before catching a train back into Dublin. As the unit pulled into Connolly station a stroke of luck last! Pulling in on the opposite platform was the IE loco and stock I had seen earlier in the day. One quick family 'bale out' ensued (much to the bewilderment of some of the other passengers) and then down to the end of the platform to capture IE loco 872 on film success!

Back at the hotel, Linda put paid to the old joke that 'to err is human but to forgive is not female policy'. There was a film on the hotel cable system that she and Alex wanted to watch and it was agreed that if I disappeared off for a couple of hours' research, they could watch the film in peace. Believe me, I have never got ready to go out so quickly before in my life!

The 'Rough Guide' suggested three places near to the hotel which might be worth a visit and it was with some anticipation that I stepped out into a balmy Dublin evening. The first stop was Doheny and Nesbitt's on Lower Baggot Street. Described in the book as 'tiny and atmospheric' it certainly lived up to its description. The place was packed and at first I thought I would never get served, however, the barmen have an ingenious system on crowded nights. As a customer enters, one of the staff shouts "How many?", and the customer holds up the relevant number of fingers to indicate the required number of glasses in a queue to be filled by a colleague. Bearing in mind that legend decrees it takes 7 minutes to pull the perfect pint of Guinness, by the time you get to the bar your pints are ready. The secret is to have a 'stockpile' of filled glasses ready for the customers. Having secured a pint and found a spot to stand, I was struck by the thought that I was the only 'single' person in the place in the main room and in the many snugs off, everybody else seemed to be deep in conversation with someone. There was no music playing and all you could hear were low, almost confidential voices and the clink of glasses.

Close to both the Irish Parliament and the offices of the Irish Times, the pub has a reputation for being a hotbed of political gossip and 'government sources', even on a Saturday night. After twenty minutes of 'people watching' I can understand why, and there's no doubt that since I've been in the place, I can't read a newspaper article or watch a TV report on Irish politics without, well, you know, wondering!

Across the road is Toner's, equally small, equally packed, but with a completely different ambience. The people in here were more casually dressed and were in the place for a good time, not to foment revolution. There was background music and the conversation was livelier and the people more animated, and I would imagine it was close to what the Irish to call the 'craic'. Stone floors, and many shelves and drawers around

the bar also added to the difference, these being a relic of the days when Toner's doubled as a grocery store as well as a pub. Although the place was wedged, I had no trouble getting a pint, a semi-filled glass being topped-up as soon as I ordered.

Something else which struck me when I was in here was the following that English football has in places other than England, to the detriment of the local teams. I was wearing my Doncaster Rovers sweatshirt (no change there, then!) and an Irish customer came up and asked me how Rovers were getting on, and what did I think were the differences between football in the League and football in the Conference. (Seriously, do I look that much like Des Lyneham?)

As the conversation progressed, I mentioned that we had been in Bray earlier in the day and that having visited Bray Wanderer's ground, we had discovered that Bray were due to play Finn Harps in the FAI Cup Final at Tolker Park in Dublin the following day. My newfound Irish friend told me he didn't even know the Irish cup final was being played!

And so to the last stop of the night. Earlier in this article I mentioned Dublin institutions, and O'Donoghue's, on Merrion Row, can justifiably lay a claim to being such a place. The pub is renowned as a leading venue for live Irish music in the city and groups such as the Chieftains and the Dubliners have been discovered here.

Now this pub was packed. A large gentlemen at the door offered his apologies but said I would have to wait until somebody else left before he could let me in and that could be some time. I was just contemplating returning to Toner's when two American couples came out. The women were complaining loudly to their husbands that this was not the sort of place they should have been taken to. Quite what they expected will never be known, but the doorman gave a baffled grimace and told me to go on in.

Inside, it was absolutely heaving, but the service was efficient and there was a pint ready when I got to the bar. Music was provided by a fiddler and an accordionist, sat on the seats in the famous bay window, and a third man nearby provided the vocals. There was absolute silence from the customers while the music was being played but the end of each song was greeted with hearty applause and cheering.

The interval in the performance was marked by a surge to the bar, but the staff were well prepared and everyone was served with good humour and patience. After the break, two more musicians emerged from the throng and continued with spirited renditions of various Irish songs.

I am not sure how long I spent in O'Donoghue's, but I do know it was a very pleasant way to spend an evening, and I will cheerfully own up to feeling slightly delicate on the plane the following morning.

Dublin was an excellent place to visit and I would like to go back. You can rest assured that if EWS ever does decide to bid for Iarnrod Eireann, I'll be bidding myself for a place on the project team!

Library Display

The Anniversary Display was successfully held in Doncaster Public Library from November 2nd to 6th inclusive. We had eight panels (approx. 960 x 560 min each) of photographs, 2 wider panels of display text plus a table containing magazines and membership forms. Thanks are due to Tony Booth, Geoff Bambrough and Robin Skinner for erecting the display. Special thanks are due to Chris Tyas for his monumental efforts in producing around 4 excellent A4 size colour prints for the display panels. Several members have contacted the committee with praise for the exhibition.

Thank you.

West Yorkshire Day Rovers

West Yorkshire PTE have started single Adult Day Rovers priced £4.50 for bus and train journeys. Still available are Family Day Rovers covering 22 adults and up to 4 children.

Robin's Review

No. 7 Today's Railways

Today's Railways is published by Platform 5 publishing Limited to which most members will relate to Peter Fox its Managing Director has been a friend of the society since its formation and known to some of us even longer.

Today's Railways goes under the slogan "The Pan European Railway Magazine from Platform 5 and retails at £2.95 per issue. Subscriptions for 12 issues are currently £35.40 commencing with issue 49. Discount Vouchers for Platform 5 publications are available to subscribers. "

Today's railways was first published in June 1994 and continued to be published on a bi-monthly basis six times a year until number 20 in August 1997, from then on Today's Railways became monthly. Commencing with issue 28 the Editor David Haydock was joined by Neil Webster as Assistant Editor, (a founder member of the Pennine Railway Society), based at Platform 5 HQ in Sheffield.

The content of the magazine is made up of 66 pages, with regular sections; Headlights, News Round Up, Rolling Stock News, Light Rail and Metros, Q&A, (Questions and Answers), Heritage News, Readers Letters, Events & Railtours Diary and Reviews. The regular sections sandwich the main articles for that edition. No 48 includes '37s Hard At Work in France'. 'Photographing The Semmering'. Some excellent writing and breath taking photography. "The Schneeberg Rack Line", "With Steam and Diesel into 2000", "RENFE Splits Loco Fleet, "The Metamorphosis of PEGASUS".

The magazine has 23 regular correspondents based in 20 different countries quite an operation ensuring quality up to date news is available from all corners of Europe.

From its launch in 1994 Today's railways has proved to be the leader in providing European News to the British enthusiast who now operate over the whole of Europe. These days one could quite easily see a friendly face at Amsterdam Central or Cologne, as one would on Platform 5 at Sheffield Midland or at Crewe.

Initially the magazine concentrated on purely European news, however today with class 37's in France the Channel Tunnel, not to mention the European style tram systems in Sheffield, Manchester, Croydon and now the West Midlands, also excellent coverage of the Privatised British Railway Scene, means that it truly is a Pan-European magazine. Indeed the October 99 edition No 46 had a British photograph on the front a New Manchester Metro Tram.

VERDICT:- Today's Railways at £2.95 in Full Colour is good value for money. It sensibly covers the whole of Europe including in-depth coverage of the UK in one magazine. Something other magazines do not try to do and when they cover Europe they only skim the surface. Its Editorial comment on European and UK matters are both illuminating and informed. On a personal note and one that members will relate to is the fact that the South Yorkshire Rail scene is covered by people who understand it, a first for any railway news publication. If you are interested in the Pan-European Railway scene and the local scene then I recommend a Subscription.

ROBIN'S RAMBLE.

In this edition I thought I would ramble on about trips to Glasgow and Edinburgh, which over the years :here have been many, sometimes using Merrymaker excursions from South Yorkshire or overnight

by service train outward on IS72 2230 King's Cross -Edinburgh with the sound of a Deltic in your sleep! Returning from Glasgow by The Settle and Carlisle or in later years down the West Coast to Preston on the afternoon Glasgow- Nottingham. The first one we look at is a Doncaster Division Merrymaker to Edinburgh on Saturday 26 March 1977.

The itinerary was as follows:

Doncaster	Dep	08.29
Edinburgh	Arr	12.24
	Dep	12.30
Glasgow Q	Arr	13.15
Eastfield MPD		13.30-14.00
Glasgow Works		14.30-15.30
Glasgow Q	Dep	16.00
Edinburgh	Arr	16.45
Edinburgh	Dep	16.55
Doncaster	Arr	20.46

Robin Rowland was the BR representative on the train, and the buffet was I believe done by myself and John "Sanderson". A tight schedule, but then in those days we often achieved the impossible. There were 36 in all on the trip. however Mr Sanderson and Mr Davis did not travel with the rest of the party to Glasgow, they remained in Edinburgh for Medicinal reasons and I believe went to see Hearts play?

Other names on the trip included Alan Needham, Tom Helliwell, Brian Needham, Mr Wyatt, Norman Bolland. Mr Bee, Tony Booth, Mr Batty, Mr Holt, Alan Pert, Kevin Connell, Mr Wright and Roger Butcher whose notes for the day are as follows: 03056/59/66/80/180. 06007. 08004/71/81/87/136/137/147/169/217/227/279/325/343/346/348/443/554/559/564/621/714/718/719/721/726 / 731/733/745/747/754/755/763/881/883/952. 20002/15/96/99/103/105/106/107/122/123/124/125/149. 24121/25001/7/8/18/24/34/78/82/84/98/108/226/2301231/233/235/240/241/244. 26010/13/18/23/37. 27001/2/3/4/8/9/11/12/13/14/16/17/18/19/20/22/26/27/28/32/38/40/42/43/102/104/106/108/109/111/112/ 205/206/212. 31120/127/131/137/142/238/272/280/288/306/316/405. 37146/148/149/154/204/205. 40002/44/52/63/64/71/72/73/80/81/149/150/154/162/176/199. 45043/69. 46044. 47034/36/45/90/135/202/206/211/212/360/413/418/424/427/466/467/469/470. 55003/22. 87019.

Unfortunately, Roger's numbers are not by location so we don't know where each loco was seen or what hauled the train? Looking at the locations today. Eastfield GONE! Glasgow works a shadow of their former self, things have changed, and even the loco's seen are not nearly so plentiful. On a Pennine trip such as this one could expect to see up to two thirds of the locos running in Scotland, as you visited the biggest Depot, Eastfield, passed the second biggest depot, Haymarket, and visited the only works.

Trips to Edinburgh and Glasgow continued on at least an annual basis up to the mid 1980's, usually in the summer to take advantage of the excellent light. One such trip on

Saturday 4 July 1981 saw us catch 1S72 from Doncaster with 55016 Gordon Highlander on the front at 0115 from Doncaster arriving Edinburgh at 0557, the itinerary being:

Haymarket MPD		07.15-07.45
Motherwell MPD		10.00-10.30
Hamilton MPD		10.55-11.25
Eastfield MPD		13.00-13.30
Glasgow Works		14.00-15.30
Glasgow Cen	Dep	16.48 (1M40 to ManVic)
Carlisle	Arr	18.12
	Dep	18.20 (1M48 GGO-Nott) Via Settle
Rotherham M	Arr	21.39

On this trip we had R Chaplin, Tom Helliwell, M Gosling, P Stojanovic, Gerry Collins, Robin Skinner, Pete Wesley, J Helliwell, S Caddick, Tony Caddick and Mike Bloomer.

By 1984 the organising of such trips was beginning to get complicated, the trip to Edinburgh and Glasgow overnight was on 7 July, and because Glasgow works had decided to limit the number in each party to 10, we had to split the party in two, although I seem to remember it worked although it wasn't as much fun wondering if the other group were doing okay.

The itinerary or itineraries were as follows:

Doncaster	Dep	0202 (HST)
Edinburgh	Arr	0710
Haymarket		0745-0815
Haymarket	Dep	0833
Glasgow Q	Arr	0916

SPLIT into Groups A and B.

GROUP A

Glasgow Works		1030-1130
Eastfield		1200-1230
Glasgow Cen	Dep	1328
Motherwell MPD		1400-1430
Motherwell	Dep	1536
Sheffield	Arr	2029 (Via Preston)

GROUP B.

Glasgow Cen	Dep	0948
Motherwell MPD		1030-1100
Eastfield		1200-1230
Glasgow Works		1400-1500
Glasgow Cen	Dep	1520
Sheffield	Arr	2029 (Via Preston)

As you can see we met up again at Eastfield. Most people thought the Fixtures Secretary was in his element here, but I can assure you he was not! As far as I can remember all went well, anybody recollect?

Thanks again to Roger Butcher for sight of his notes for the trip on 26 March 1977.

Pennine Slide Competition

The annual competition was held on October 6th and was a most interesting and enlightening evening with a very high standard of entries.

The Winners were:

- 1st Chris Theaker - 47279 on the 11.16 on a Leeds/Tilbury freightliner at Walton.
- 2nd Tony Brown - 37675 on the 11.16 B'ham NS/Holyhead at Conwy.
- 3rd Andy Dalby - 27001 at this year's KWVR weekend.

Many thanks to Chris Nicholson for a most difficult task 70+ slides - the most for many years.

Pennine Meetings

Meetings are held at the Salutation South Parade Doncaster starting at 2000 on the 1st and 3rd Wednesday of each month and commence at 1945 hrs.

Wednesday December 15 - 1999 Pennine Shield Final.

Wednesday January 5 2000 - D Porter "A Miscellany (or even a 'Millenniary) of Slides"

Sunday January 16 2000 - Pennine AGM.

Wednesday January 19 2000 - J Law "25 years on the Railway"

Wednesday February 2 2000 - C Palmer.

Wednesday February 16 2000 - S Hall "Super 8 Cine Film"

Wednesday March 1 2000 - "Members Slide Competition"

Wednesday March 15 2000 - Graham Wade "East Coast Wanderings"

Robin is now booking meetings for summer/autumn 2000. If you or anyone you know would like to do a show please get in touch. THANK YOU.

Editor's Acknowledgements

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

The Spring 2000 edition of TRANS PENNINE is due for publication by Monday 27th March 2000. Contributions for this edition should be in the Editor's possession by Monday March 20th 2000 at the **LATEST**.

Christmas Fun Quiz (No Prizes)

Just the thing for the family to while away those long hours over Xmas. An alternative to TV repeats!!
All the questions are alternative names for Rock and Pop Groups. e.g. Silhouettes = The Shadows. Got the Idea? - Get your brain in gear.

1. Nookie Guns
2. Dark Sunday
3. Warm Galaxy
4. Doggy Bark
5. Nun Toboggan
6. Unemployment Card
7. M.Sc. B.Sc. B.Eng
8. Revolvers and Flowers
9. Spinning Rocks
10. Refinement Association
11. Hebrew Beginning
12. Pale Serpent
13. Babies on the Stab
14. Green House Plants
15. South American Instamatic
16. Easily Readable
17. Sobs in Panic
18. Japanese Crash
19. Birds of Prey with Colic
20. Get Pasta from A Tube
21. Mr. Sinatra Off to make a Film
22. Part time Coppers
23. Treacherous Vicar
24. Entrance and Horse Food
25. Unglossy Cinzano
26. Correct Comment Trueman
27. Orange and Champagne
28. Ready to Assemble Vegetable
29. Late night Athlete on Deck C
30. Both of You
31. Sad Fur Coat
32. Hamlet Humans
33. Insanity
34. East End Revolution
35. Nuclear Cockerel
36. Throttlers

37. Merlin
38. Gorgeous Confederacy
39. Prosperous City Vermin
40. First Man Insects
41. Plasterers
42. Desperate Troubles
43. Hard of Hearing Wildcat
44. The Lads that Sell Mice
45. Igloo
46. Grafting Blokes
47. Stop Jack & Stop Jack
48. Skinny Betty
49. Sibling of the Bard
50. 40 watt Bulb Band
51. Rub Out Midge
52. Fun Park Magnetic Effect
53. Aviation Strikers
54. Sroung a baby Cooing***
55. Next Command
56. Barbers Century
57. Nosy Dead Pussy
58. Metal Airship
59. Change Pictures
60. Tissue Shoe Tie
61. Cheerful Start to the Week
62. Big Band Moving at Night
63. Not a Good Firm
64. A Senior Teacher Speaking
65. Dirty, Breezy & Hot
66. Species Table
67. Robert Peels Men
68. Jungle Swingers
69. Cabinet Makers
70. Creepy Crawlies
71. Smooth baby Carnivores
72. Colliding Lips
73. Sea Blue Backdrop
74. Back To Normal
75. 75Butchers Bread
76. Eastern Promise
77. Triple Soaking
78. Skinny Bond Character
79. Lads Area
80. Dark Carton
81. Centre line on Street
82. Field Protectors
83. Wet Soil
84. 84Popular Doctor
85. Rising Sun

*** No, I cannot understand this clue either!!.