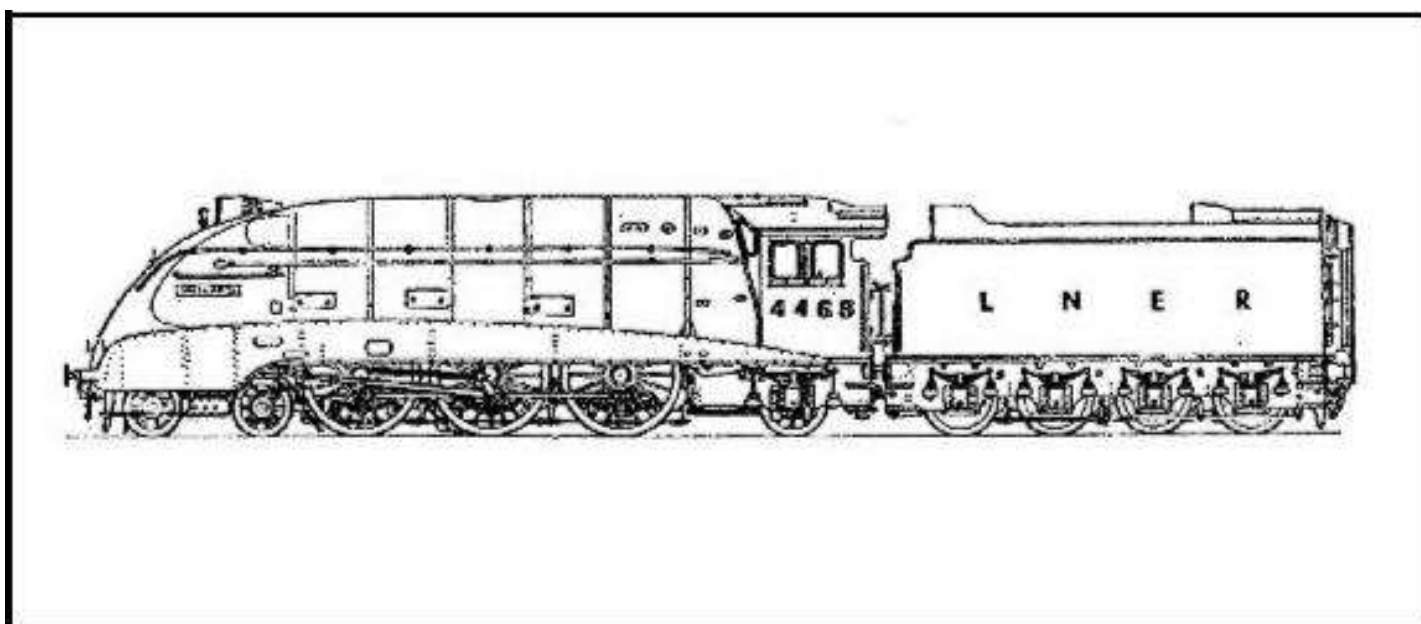


TRANS PENNINE  
THE MAGAZINE OF THE PENNINE  
RAILWAY SOCIETY



No.113 - Autumn 2000

## **Committee Briefs**

### **Tramless Sunday**

Reports reach us from Gerry Collins, our Lincoln based road transport aficionado, that the Fleetwood Festival and Tram Sunday, held on 16 July 2000 was, in fact, tramless.

Blackpool Corporation Transport Ltd's crews staged a lightning 48 hour strike!

### **ECML Trouble and Strife**

Major problems have occurred on the ECML recently. Wires down south of Doncaster caused severe disruption on Wednesday 19 July. Not all bad news however as it prevented an appearance by Chairman Skinner at Rob Hay's slide night, Further major chaos on Saturday 05 August due to a "major security alert" at Newcastle, buses were provided from Doncaster to Newcastle.

Both events caused severe inconvenience to race goers departing Doncaster on ECML services.

Further chaos on Tuesday 22 August when York Station was struck by lightning on four occasions, again shutting down the ECML. Chairman Skinner has just moved to York. I am reminded of the oddball former Bishop of Durham moving to York Minster. That, too, was struck by lightning. Divine intervention strike twice?

### **On Line**

We are happy to report that our Luddite Treasurer has rejoined the real world - up to this point his briefs were submitted typed on a word processor. However, after a computer crash, the rest of these notes had to be typed in by the Editor from the usual papyrus manuscript. Perhaps next time it will all be WP composed!!

### **Chunnel Link**

Hopes are high that the £5.2 bn Channel Tunnel Rail Link will be completed by 2007, to enable trains to run at 186 mph from St. Pancras to Paris in 2 hrs 20 mins. At a stroke it will more than double the capacity for services, carrying up to eight Eurostars an hour each way.

The 46 mile section between Folkestone and Ebbsfleet near Gravesend will be completed by 2003. The London end, Section Two, is due to be completed by 2007, subject to agreements on funding. This route will start at the QE2 Bridge at Dartford and dive under the Thames to Dagenham, then on to a new station at Stratford. It will then run under Hackney and Islington before surfacing at a rebuilt St. Pancras.

### **Extended Franchises**

Chiltern Trains has won a 20 year extension to its franchise, and has promised "Japanese Standards" of punctuality. It has also proposed to extend its London to Birmingham trains to Stourbridge by 2001 and Kidderminster by 2002. National Express has also been given an extension to its Midland Mainline franchise for a further two years, taking it to 2008.

### **Marje Skinner**

Pennine TV pundit Marje Skinner tells us that the "Teletubbies" programme has been exported to the Indian sub-continent where it is called "Patelli Tubbies".

### **Rail Map Redrawn**

Four rail "super companies" could eventually take over from the present 25 privatised train operators. Under current proposals it is likely that the current 25 operators will be reduced to 22 through the creation of two giant franchises covering Wales and the North of England. One operator would run services throughout

Wales and the borders instead of the current five. In the North of England one single company, Trans Pennine Express could replace the two which currently operate local trains.

Other new franchises could include Thameslink 2000 covering cross London services and services from Liverpool Street. Northern could combine First North Western and Northern Spirit franchises.

The Shadow Strategic Rail Authority has placed the route areas under four headings - long distance high speed, London commuter, Regional Inter Urban and Airport Express.

This resembles the old state owned BR divisions of InterCity, Network South East and Regional Railways.

It is also likely that Gatwick Express and Stansted Skytrain merge.

### **Prism Snapped Up**

National Express is likely to take over Prism Rail which owns the WAGN, LTS, Wales and West and Cardiff Valleys franchises.

National Express will have over 20% of the rail passenger market, already controlling Midland Mainline, Silverlink, Central Trains, ScotRail and Gatwick Express.

The loss making Wales and West and Cardiff Valleys will be handed back to the Government for refranchising along with half of the WAGN franchise (but not Stansted Express).

The biggest winners are Prism's founders. CE Giles Fearnley will pocket £3m and eight investors will share £13m.

### **Wrong Type of .....**

Thousands of commuters were held up recently after a rail network was crippled by a pigeon dropping, which landed on a vital component at power sub-station at Ashford, Kent, causing a short circuit affecting power supplies to signalling. The pigeon survived but rush hour passengers were stranded at Waterloo, Ascot and Guildford. One train was cancelled and 59 were delayed.

Railtrack said in July that "too much rain" was to blame for a 5% increase in delays. It has also announced that "the wrong kind of weather" created ideal conditions for the buddleia shrub to grow in brickwork at stations. Delays were caused after hundreds of rail workers were diverted to uproot the purple plant which weakens structures.

### **Porters Return**

Porters are to return to Euston, Victoria and New Street stations during September. Railtrack is working with the Princes Trust to place young people in some of the jobs.

### **Steam Celebration Scrapped**

The company behind a 3 day celebration to mark the 175th anniversary of the opening of the Stockton & Darlington Railway has gone bust, owing £750,000. The steam cavalcade due to be at the end of August was scrapped in Mid July. Trade creditors of the organisers Rail 2000 Management Services are unlikely to recover their money. Luckily the ticket money was held a separate account and will be repaid in full to those relatively few who purchased tickets. A deal to sign up a major sponsor failed to materialise at a late stage.

### **INVITATION**

I am pleased to include this notice from long time member Phil Lewis to all members of the Pennine Railway Society. Shaun, Robert, Kevin and other clients/staff of 39/64 Spansyke Street, Hexthorpe would like to invite members of the PENNINE RAILWAY SOCIETY to their ANNUAL CHRISTMAS BUFFET PARTY

(Fancy Dress Optional) on Monday, December 11th 2000 19.30 - 23.00 hrs DONCASTER CATHOLIC CLUB (next to Doncaster Southern Bus Station)

Those wishing to attend should contact Phil Lewis on 01302 738025/6 by 30 November.

## **THE SOMERSET & DORSET AT BLANDFORD FORUM**

**by Paul Slater**

The Somerset & Dorset is a line which has been the subject of many books, films and photographs, but these have tended to concentrate on the steeply graded section through the Mendip Hills between Bath and Ever Creech Junction, or on the connection with the Waterloo-Exeter main line at Templecombe, the picturesque section along the Stour valley between Stairmaster Newton and Blandford Forum has not received as much attention. Members of my wife's family have lived in this part of Dorset for a good many years, and visits to the area have given me an interest in that section of the old railway.

I have been pleased to see that part of the Somerset & Dorset featured in two videos I have recently acquired, and I have found numerous relics of the line around Blandford Forum. A scene in one of my videos shows trains passing at Shillingstone. The southbound "Pines Express" is seen standing at a signal on the single-track section, waiting for a northbound local to enter the loop; the local, hauled by a 9F 2-10-0, arrives at the station, and the express, double-headed by a Standard class 5 4-6-0 and a Bulleid Light Pacific, accelerates away towards Bournemouth. Other scenes were filmed at Blandford Forum. A London Midland Region 4F 0-6-0 is seen shunting the goods yard in snowy conditions, a Southern Region class Q 0-6-0 heads a passenger train over the stone viaduct spanning the main street of the town, and local trains are shown calling at the station, hauled in one case, by a Standard class 4 2-6-0 and in another by an Ivatt class 2 2-6-2T. In a different sequence, a Standard class 4 2-6-4T hauls a Bournemouth-bound local along the valley past Stour Paine, between Shillingstone and Blandford Forum, then works hard on the upgrade to a minor summit.

The Somerset & Dorset closed in 1966, and remained almost entirely steam-worked until the end. Historically, it was a joint line, forming part of the Southern Region but worked largely by London Midland Region locomotives, in its last few years it was mainly operated by BR Standard engines. Talking to my wife's relations, I have learned that the closure of the Somerset & Dorset caused considerable inconvenience, as the local bus services were not an adequate substitute for the railway. Shillingstone station also served the village of Child OCKLEFORD, the bridge which formerly carried the railway across the road linking the two villages is still in place, with a short length of embankment, and Shillingstone station itself has been preserved, so that its two platforms can still be seen, along with its buildings in Southern Region green and cream. One of the green station nameboards has been preserved on the wall of the village school, and the pub near the station has, since the closure of the railway, been given the name The Silent Whistle.

A few miles further down the valley, the green nameboard from Stour Paine & Dawson halt has been preserved in the village recreation ground at Dawson. In May 1998 we were in Dorset for a funeral; this took place at Dawson, and was followed by a buffet lunch at Station Court, Blandford Forum. This is a modern block of housing for elderly people, and it stands on the site of Blandford Forum station and goods yard. The buffet was held in the common room, and on the walls were pictures of the railway. One photograph showed a Standard class 5 4-6-0 at the station with a local train, and in another picture - a painting - Bulleid Light Pacific 34107 "Blandford Forum" is seen, appropriately enough, hauling an express over the viaduct. Members of the funeral party were amused by my interest in the pictures, and told me that the demolition of the viaduct with explosives had been a notable local event. Part of a retaining wall from the viaduct can still be seen below Station Court, and in the car park behind the building a short length of track and a locomotive wheel have been preserved. A little further up the line, the trackbed has been made into a footpath, a bridge still stands, and a buffer-stop and rails are on view, I was pleased to see these remains of the Somerset & Dorset, a line which I never knew but have been fascinated to read about and see on film.

## **SOJOURN IN THE SMOKE Shed bashing in London in the 60's**

**by Graeme Wade**

This is an account of a period I spent in London in the autumn of 1961 whilst I was at The College of Law trying, successfully as it happens, to pass my Law Exams. Not all of the time was spent at the College because being a person of the "Work hard, play hard" school of thought, at least one day of the week, usually Sundays, was spent in pursuit of recreational activities. Unfortunately, I could not indulge in the late Eric

Treacy's edict of putting the camera away during the winter months because of the poor quality of the light because, quite simply, I would not go that way again and so I had to do the best I could (and afford) with what I had, namely a Kodak Retinette I B and black and white film.

I count it as extremely fortunate in that my flatmate at the time was also a keen ferroequinologist and that he had a cousin who worked in the inner Sanctum of British Railways. We were able, therefore, to obtain shed passes for most of the London sheds and as we were both from the West Riding we decided to concentrate on the parts of the system that were least familiar to us, particularly the Western and Southern Regions.

We were also lucky in that the tube journey from the College of Law in Chancery Lane to our "digs" in Chalk Farm could not be accomplished without a change of tube so that if we arranged our journeys we could call in at the mainline stations, either Liverpool Street, King's Cross or Euston to see what was going on. The older ones in the Society will recall that in 1961 British Railways was still in a state of flux as regards its motive power requirements. Steam was still king on most of the services and diesels still had a novelty value, particularly as British Rail had not made up its mind about which type on which to standardise. Thus, I was able to photograph several types which were built in small numbers only and which only had a relatively short life. It was, though, a source of continuing regret that I never got a photograph of a Baby Deltic.

It is always interesting to look back through a batch of old photographs and compare what things were like then to what they are now. Then, everything was in Brunswick Green and yellow warning panels had not been applied. Even the first link steam locos were fairly clean and showed some evidence of being looked after properly. On arriving at Kings Cross on October 19th 1961 the first photo I took was the doyen of the A4's, 60014, Silver Link arriving with a train from Leeds with a Class 31 also in the picture. Trains had carriage boards in those days so it was easy to identify origins and destinations. What was interesting about this photo was that after the engine had passed me the folding footplate door became detached and fell off into the 6 foot! Another photo, taken about the same time (about 4.30 p.m. if I recall correctly, and someone will no doubt correct me in any case) was of Britannia 70039 Sir Christopher Wren departing with a King's Cross-Grimsby-Cleethorpes express. By the look of the platform it was a fairly wet afternoon.

Westbourne Park was always a good place to visit for an hour or so because incoming trains to Paddington were still moving at a fair pace and you could always get a second chance because the empty stock movements brought the train engine out to Old Oak Common. Castle Class 7006 Lyford Castle on the Cathedrals Express was photographed here on 28th October 1961. The following day we concentrated on the Southern, visiting Stewarts Lane, Nine Elms, Bricklayers Arms and Hither Green. Stewarts Lane had a selection of Class 71 electrics on display and pictures were taken of E5012 and E5003, principally because they, although part of the modernisation programme, are long gone. Nine Elms revealed a rare assortment of locos ancient and modern. 35001 Channel Packet, 34051 Winston Churchill, M7 0-4-4T's, H15 4-6-0's, Schools 4-4-0's, E4 0-6-2T's and the last surviving L Class 4-4-0 31768 were all in residence. Hither Green was all diesels with an assortment of Class 33's and Class 24's, none of which had yellow warning panels. They looked a lot better in their original liveries but I suppose safety is paramount, hence the yellow blobs of later years, which did nothing for the looks of the locos.

We continue our journey round the ferroequinological sights of London by visiting the Western, Midland and Eastern Regions of British Rail in the vicinity of the Capital in the Autumn of 1961, the opportunity afforded by three months at Law School being too good to miss. We managed to pass our Exams as well, so that was, perhaps, an added bonus! Bonfire night took us on to the Western Region to Southall and Old Oak Common. At Southall on 5th November 1961 we photographed 0-4-2T 1474 in company with WD 2-8-0 90313 and Hall 4-6-0 6967, whilst caught passing on a Westbound Express was Hymek D7007. Also seen at Southall was Class 6100 2-6-2T 6165 and, although we did not know at the time, the now preserved 9F 2-10-0 92203, and an assortment of Halls. On Old Oak Common were North British Warship A1 A-AI A D601 Ark Royal (later cut up at Barry) and North British built Warship B- B D841 Roebuck, They were still relatively new, being designated Class 41 and 43 respectively, but with the drive for standardisation in the middle of the 1960's they did not last any more than 10 years. It is nice, though, to have one's own record of them. Also on Old Oak Common were the usual assortment of Castles, Kings and Halls and a 5700 Class 0-6-0PT fitted with condensing equipment.

From Old Oak Common we ventured on to the Midland at Willesden where we found two Princess Royals in store, 46205 Princess Victoria (the one with the different valve gear) and 46207 Princess Arthur of Connaught. Also on shed were some of the Euston empty stock engines, the Fowler 2-6-2T's of which 40042 and 40010 were photographed. Liverpool Street on the 30th October revealed two of the 10 North British Type 1's of Class 16. D8400 and D8401 both of which were photographed at this location, apparently on station pilot duties, having taken over from the gleaming N7 0-6-2T 69644 of a year or two earlier.

A visit to the North London line one Saturday morning provided a fair degree of interest. This cross-London line tended to be forgotten and the main lines received the most attention but the line is interesting because of the variety of traffic, mainly freight and parcels that it carried. It was extremely busy when we visited it on a cold and crisp 4th November and in the course of an hour or so, we saw an Ivatt Class 2 2-6-2T 41239, Class 31 D5614 (twice) a BTH Type 1 (Class 15) D8212, Stanier Class 5 4-6-0 44872 and English Electric Type 1 (Class 20) D8019 with a long mixed freight approaching Canonbury Station.

The following weekend saw us at Stratford for a look at the Great Eastern. Again the early dieselisation was evident with Class 40's and 37's in evidence, along with more of the class 16's mentioned earlier. The original Class 40, D200 is shown at Stratford, along with the preserved 169 0-6-0T No 87, which was in course of restoration, and the last remaining B12 4-6-0 61572 was on shed with an elderly 169. Unfortunately, all good things must come to an end, so shortly after this we took our exams and departed back to the West Riding to more mundane sights. Nevertheless, our excursion to London, albeit for a very different purpose, had been extremely exciting and instructive and our thanks were due to my friend's friend who had made the "Sojourn in the Smoke" so interesting at what was, in retrospect, a very important time of change in and around the great metropolis. Not everything was caught on film but what was, shows I hope for the present generation, a great variety of motive power past and still, (in the case of the Class 37s) present motive power.

## **A Treatise on Railway Photography**

**by Antony Brown**

Photographing the contemporary railway scene in Britain must be counted among the most frustrating and character building of pastimes (supporting any of South Yorkshire's football teams excepted). Many are the hours of boredom, often spent on some lonely minor road bridge, footbridge or platform. Incredulous glances from passing yokels impart a feeling of ear-reddening self-consciousness, compounded when asked the inevitable "Is there a steam train due?" (There must be a satisfactory response to this that preserves one's dignity but I haven't found it).

Then there's the fickle timing of 6 blah blahdy blah that should run at 14:00, has been noted at 15:25, but just for today, when the hapless snapper turned out, ran at 12:10. Like everyone, I've suffered my fair share of erm - well, "disappointments" is a polite term, and not one I often use. Certainly the most annoying of these is the self-inflicted camera cock-up.

One such incident took place at the southern end of York station on the 22nd May 1999. I'd nudged and cajoled my way through the usual crowd scene and into a prime position. With an aspect free of elbows, ears and anoraks D9009 Alycidon, on her preservation mainline debut, hove majestically into the viewfinder. Wait, I told myself, wait, wait..bit more.. steady.. perfect now! Gentle squeeze on the shutter release button and... nothing. I'd neglected to wind on the last frame, normally something I do instinctively after taking a shot, not this time. Another favourite is forgetting to check and reset the aperture or shutter speed when changing camera bodies and lenses.

Occasionally there are the unforeseeable calamities that are beyond the control of the photographer. One such example occurred last summer when, having researched what was a popular vantage point, I set off under a cloudless sky for what I imagined would be a productive day. The train took me to Chesterfield, the bus out into the wilds not far from Barrow Hill. A short walk brought me to my Mecca - Foxlow Junction - only to find that the bridge from which I'd expected to shoot had been demolished (Ordnance Survey people take note). A similar situation occurred when I visited Ilkeston, on the Erewash valley line, intending to make use of the disused viaduct near the Bennerly coal loading plant (also now disused), for many years a fine vantage point. Alas no longer, for public access is now barred by that most effective barrier - the 6 ft galvanised pointy topped fence.

Trackside foliage is, quite literally, a growing problem for the railway photographer. At many a location one can see new shoots and branches that will, if left untended, ruin the vantage point. This is particularly irritating when attempting to replicate a classic shot one has seen previously published. In this way a once excellent view of New Mills viaduct is now obliterated by a copse that has sprouted up within the last fifteen years or so. A few miles away on the same line at Chinley North Junction the angle of view of southbound trains has been narrowed considerably in the last few years by the flourishing trees and bushes. Most adversities can be quite reasonably accounted for though and one gets used to that black rain cloud hovering above, stoically accepts that freight turns run according to some gigantic Ludo game and not diagrams or timings. Even the frantic, tumbling, buffoonery that ensues when, after hours of waiting, camera packed away and gadget bag zipped up, the photographer turns away, and a familiar rumbling roar is heard fast approaching has, with hindsight, its comic element. It's amazing how frequently that happens as well, no matter how long one waits.

One such incident happened on the day of Tinsley depot's last open day, thankfully not to me for a change. Quite a gallery of photographers had gathered on Woodseats Road bridge waiting for a double headed class 59 tour to return to the South. After waiting for about half an hour or so one chap decided to take a chance and fetch something from his car, which he'd parked in a nearby cul-de-sac. As soon as he was out of sight round the corner came the 59s, and so quiet that when he returned he didn't even know he'd missed them. I don't think I've seen anyone quite so crestfallen as when he noticed everyone packing their gear away. Such times of exasperation, the trials of patience endured by the railway photographer, do however make it all the more satisfying when everything does go according to plan and, mission accomplished, a new location is added to the list, or maybe even a potential competition winning shot is committed to celluloid. Now, what to say to those irritating yokels? All suggestions gratefully received.

## **Monk Fryston Re-visited**

**by Ian Shenton**

A number of years ago I did an article on the traffic originating at Monk Fryston, and passing through. Monk Fryston is a small village 10 miles north of Pontefract, on the York-Sheffield railway line, it lost its passenger service a number of years ago. The area is also known as Milford, the signal box being named so, and sidings adjacent to the main line also named Milford. The area became a popular place from about 1986 when the Selby Coalfield came on stream sending coal to the nearby Aire valley power stations from the Gascoigne Wood loading terminal. The next major happening was the full introduction of the class 59/2 in 1995, although these have now departed. Today's traffic is still dominated by coal mainly from the Selby Coalfield, transported in National Power hoppers hauled by class 66 locos. Other means of transport are HAA hoppers hauled by class 66, 56, and occasionally class 58. Coal also passes through originating from other sources to the power stations, from the Northeast opencast sites, Butterwell, Widdrington, and Wardley in HAA hoppers hauled by class 66 or 56 locos. Imported coal through Immingham docks in HAA hoppers hauled by class 66 or 56 locos, and also empty HAA's to South West Scotland via Leeds and the Settle & Carlisle. The returning full trains usually go direct to the power stations.

Other commodities also pass through starting with metals. Empty strip coil wagons from Corby to Lackenby class 60 hauled. Aluminium ingots from Lynemouth to the Midlands and South Wales class 66 hauled and a scrap metal train from Stockton to Aldwarke class 66 hauled. The next one is Oil for igniting the boilers at the power stations, transported in 100 tonne tankers to Immingham hauled by class 56 locos, Then there is Acid to Mostyn (North Wales) from Hull, and return in 4 wheel tanks hauled by class 66 locos. Also there is the empty Biggleswade Heck Plasmor block train class 66 hauled. Enterprise train from Warrington to Lackenby again class 66 hauled. Engineer's traffic from and to Northeast, York, Doncaster, and Healey Mills hauled by anything. During the summer VSOE Northern Belle trains have been passing between York and Manchester, hauled by Deltic 55019 and occasionally class 50 50017. Getting there, if travelling by car, take the A63 turn off from the A1 signposted Selby. On entering Monk Fryston after crossing the railway take the first turn left into Lumley Lane and take the second right into Ingthorpe Lane. Parking on this road is space for about 6 cars and the railway is alongside. Viewing from the car is possible if weather is bad. Travelling by public transport, there is a bus service from Leeds bus station service No 402/403 00/20&00/40 each hour, journey time 50 mins to Monk Fryston village. Alternately you can travel by train to South Milford from Leeds station dep. 00/58 each hour arr. 00/20 and connects with the 00/40-departure bus service from Leeds arriving Monk Fryston 00/30 each hour.

There is no shelter from the elements for public transport travellers so be prepared. Local amenities - there are two pubs in the village. The Bluebell on the left, a free house serving bar meals Tuesday to Friday lunchtimes. The second on the other side of the road, The Crown, a Mansfield house serves meals both at lunchtime and evenings. There is also a general store a further 200 yds away selling freshly made sandwiches, and pies cooked on the premises. A recent visit has noted the following observations:-

28 June 2000

<b>Time</b>	<b>Loco</b>	<b>Commodity</b>	<b>Destination</b>
13.25	66007	Emp.HAA	West Milford- Carlisle
13.30	66016	Full.HAA	West North- Ferrybridge
13.41	66223	Emp.NP	East Gascoigne Wood
13.48	56011	Emp.HAA	East Milford E/ Siding
13.54	66025	Enterprise	East Selby
13.58	66240	Light Engine	East MilfordE_Siding
14.04	66161	Full NP	South Power Stations
14.15	56069	Full.HAA	South Imm/Hull- P/ Sta
14.20	66240	Emp.HAA	West Milford- Carlisle
14.21	66103	Full.HAA	East Carlisle-Milford
14.26	66105	Emp.NP	East Gascoigne Wood
14.35	66211	Full HAA	South N/East-P/ Stations
14.39	66103	Light Engine	South Knott'y MPD
14.41	56060	Light Engine	South Knott'y MPD
14.45	66164	Light Engine	North Milford Sid.
14.47	56011	Light Engine	South Knott'y MPD

#### BEER BREAK

16.00	66016	Emp.HAA	North Northeast
16.27	66105	Full NP	South Power Stns
16.32	56056	Full HAA	South Power Stns
16.36	58030	Full HAA	South E/Mid_P/Sta.
16.55	66161	Emp.NP	East Gascoigne Wood
17.25	66036	Emp HAA	North Northeast
17.44	56055	Full HAA	South N/East-P/ Stn
18.01	66055	Emp Oil	East Immingham
18.02	66161	Full NP	South Power Stns
18.07	66183	Enterprise	North Lackenby
18.11	66223	Emp NP	East Gascoigne Wood
18.32	66111	Light Engine	East Gascoigne Wood
18.35	66141	Emp Plasmor	East Heck .
18.40	56060	Emp HAA	East Immingham

#### Class 67 's take over Plymouth Postal

Locos seen during August on IV64 Low Fell/Plymouth Vans (due through Doncaster 1605)

1st 67017/05

2nd 67020/47575

3rd 67012/14

4th 67010/47785

7th 67003/07

8th 67024/09

9th 67001/02

10th 67008/12

11th 67005/08

14th 67005/17

15th 67026/12



16th 67014/27  
17th 67010/24  
18th 67021/05  
21st 67003/06  
22nd 67009/18  
23rd 67014/16  
24th Not Seen  
25th 67001  
28th Did not run  
29th 67020/08  
30th 67010/30  
31st 67003/02  
(20 out of 30 locos seen during this period)

## **PENNINE QUIZ NO. 102 THE EAST MIDLANDS**

**Paul Slater**

1. Where were the locomotive works of the Lancashire, Derbyshire & East Coast Railway situated?
2. What was the gauge of the line which served Kettering ironworks and the nearby quarries?
3. What was the name of the junction where the Cromford & High Peak line joined the Midland main line?
4. Where was the Northampton, Lamport Railway based?
5. In which year were the station buildings at Gainsborough Central demolished?
6. What was the name of the only intermediate station on the Higham Ferrers branch?
7. What is the name of the new passenger service between Nottingham and Worksop?
8. In which year was the Kettering - Huntingdon - Cambridge passenger service withdrawn?
9. In which year was the Northampton - Wellingborough - Peterborough passenger service withdrawn?
10. Which Lincolnshire shed had an allocation of class 02 2-4-O's ?
11. What was the name of the intermediate station which once stood between Wellingborough and Irthlingborough on the Northampton Peterborough line?
12. Where was the Wytnington deviation?
13. What was the name of the junction where the branch to Torksey oil depot left the Lincoln - Gainsborough line?
14. What is the name of the new station between Shirebrook and Creswell?
15. What is the name of the signal box that stands beside the Brayford Pool in Lincoln?
16. Which shed had the code 15A?
17. What is the name of the only former Great Western station in Northamptonshire still open?
18. What is the name of the large signal box situated where three lines meet west of Barnetby?
19. Which shed had the code 35C?
20. What was the name of the junction where an iron- ore branch left the East Coast Main Line south of Grantham?
21. Where did Butterley signal box originally stand?
22. What is the name of the signal box between Darley Dale and Rowsley South on the Peak Rail line?
23. Where did Quorn & Woodhouse signal box originally stand?
24. What was the name of the 1 in 14 incline on the Cromford & High Peak line?
25. What is the name of the new local passenger service between Leicester and Loughborough?

## **Pennine Quiz No. 101 The Answers**

- 1 14 December 1988
- 2 Wolverhampton
- 3 Teutonic
- 4 Blue and White
- 5 December 1957
- 6 Nuneaton
- 7 1st April 1994
- 8 Ernie Rae
- 9 1914
- 10 Birmingham New Street and London Broad Street

11 6 hrs 40 mins \_  
12 London Road  
13 1st January 1922  
14 Sir Charles Cust  
15 6152 Kings Dragoon Guardsman  
16 916 feet above sea level (279 m)  
17 E3305  
18 J Lewis  
19 Beela  
20 Captain Hewitt Pearson Montague Beames  
21 87001 Stephenson  
22 Floriston  
23 7 1/4 miles  
24 An Evangelical Conference  
25 £25,000,000

### **The Winners**

1st Mr Ken King  
2nd Mr Ian Shenton ,  
3rd Mr John Dewing  
As usual the cheques are in the post!!

### **Pennine Observers Notes**

#### Eastern Region

Seen at Peterborough on July 01 were 60034 60083 66001 60099 66141 66149 and 66197.

Noted at Wrawby Junction on July 08 were 56065 56067 56091 and 56098 on coal trains. 60039 and 60077 on oil trains. 60006 and 60088 on iron ore and 66197 on general freight.

Sightings at Lincoln recently have included:

Jul 06 60023 60061 Oil. 66006 Cargowaggons  
Jul 07 60010 Oil. 66046 Cargowaggons  
Jul 12 66179 Car Transporters  
Jul 17 66201 Cargowaggons  
Jul 21 66237 Car Transporters  
Aug 08 60038 and 60073 on Oil 66117 on C'waggons  
Aug 18 66103 on Cargowaggons  
Aug 22 66201 on Cargowaggons  
Aug 31 60051 on Oil 47733 + 47775 on Test Train

Noted at Eaton Lane Crossing in recent weeks have been:

Jul 18 66056 Freight, 66197 Cargowaggons, 90027 Parcels Jul 26 66130 Cargowaggons, 90022 Parcels.  
Aug 17 66100 on Enterprise 47775 + 66150 on Test Train  
Sep 06 66067 on Car Transporters 66091 on F'tliner 56018 66041 66226 on various freights and 66157 light engine.

On Aug 01 our intrepid motor cycle mounted observer noted the following:

Knottingley @ 12.15 p.m. 56038, 56048, 56115, 58041, 66029, 66053, 66055, 66123, 66131, 66151, 66226, Collieries closed for holidays.

Doncaster WABTEC @ 13.05 66169, 66181, 66184, 66185, 66186, 66187, 66191, 66193.

Passing through Doncaster viewed from roof of car park:

13.05 56060 Empty MGR South.  
13.06 66501 F/L South  
13.55 66113 Enterprise South  
13.55 66043 Enterprise North

14.10 66086 Full MGR North  
14.55 56027 Empty Box Wagons North  
15.02 60056 Sand North  
15.10 58005 Light Engine South  
15.15 09007 Light Engine South  
16.10 66117 Empty NP South  
16.16 67017+67005 Mail South  
16.20 56032 Full MGR South  
16.30 325010+325005 North  
16.32 66175 Intermodal South  
16.41 60006 Full Stone North  
17.00 66066+66226 Light Engine South  
17.01 56027 Light Engine South  
17.08 66113 Empty MGR North  
17.15 66048 Empty Plasmor North  
17.18 66157 Enterprise South  
17.47 66043 Enterprise South  
18.15 60049 Bin liner South  
18.20 60007 Light Engine South  
18.31 47323 F/L South  
18.51 325014+325011 North  
47826 Virgin X/C North  
478511+47488 Top and Tailed Virgin X/C South  
3301+3302,3309+3310 White Rose workings  
90027 and 23 Class 91s working GNER services,

The renewal of the ECML bridge at Newark at the August Bank holiday weekend saw all trains diverted via Lincoln and Gainsborough. Our resident Gainsborough contributor noted the following:-

26 Aug at Haxey - 47733 47785 47786 47792 47799  
27 Aug at Lea Road - 47733 47775 47785 47792 47799  
Aug 28 at Park Drain - 47734 47759 47775 47786 47792 and 47799 all dragging 91's + Mk4.  
66026 was also noted on Aug 28 with an Enterprise service.

Noted at Elsham on 19 Aug were 56065 and 56067 on coal trains and 60017 and 60089 on iron ore trains.

Noted at Worksop Yard on Sept 02 were 58002 58021 and 58024.

On Sep 14 the 0700 Hull/Kings Cross failed at Hull and 47793 was sent from Doncaster. The train left 08.10 and was terminated at Doncaster. This week 170202/203 have been on Route Learning/Crewe Training for the new HULL TRAINS service to Kings Cross commencing 25 Sep with 3 daily return services.

On a "bowls trip" to East Anglia out reporter noted the following:

Norwich Sep 18 - 08810 08928 47488 66224 67001 67030 86221 86248 and 86252 with 86218 86220 86232 and 86238 on London services.  
North Walsham Sep 18 - 66197  
Ipswich Sep 18 - 08375 47152 47197 47306 47334 66505 86613 86628 86632 86635 90148 (Surprising what you can see from a bowling green!)

### Midland Region

On Jul 25 a tram strike in Blackpool led to your contributor travelling to Manchester for a tram ride on the new Metrolink extension to Eccles (Trams 2005/6 in the book). Then on to Piccadilly Station where the following were noted:-

47806 08.40 Glasgow/Penzance  
86234 10.30 Birmingham Int/Manchester  
47844 09.39 Reading/Manchester  
86224 12.34 Birmingham NS/Manchester

47747 10.40 Edinburgh/Paignton (New livery)  
47826 09.20 Brighton/Edinburgh  
175005 15.24 Manchester/Chester  
37057 13.21 Holyhead Manchester  
47851 12.30 Glasgow/Poole  
47814 08.46 Penzance/Manchester  
86224 17.10 M'chester/Paddington (with dead 47709)  
47722 15.34 Birmingham NS/Manchester  
37057 17.09 Manchester/Llandudno

Returning to Blackpool via Preston on one of Mr Branson's more interesting trains - the 14.40 Portsmouth/Blackpool with 47828 - the following day thankfully had the magnificent "balloon" cars once again gracing Blackpool Promenade but 47839 was still observed working into Blackpool North from Portsmouth.

A member visiting North Wales on 12 Aug noted 47575 and 47705+3 7426 on passenger trains at Abergele & Pensarne, whilst at Llandudno Junction 37413 and 37429 were also working.

Metro Cam Class 101's still working around Manchester on 26 Aug have now been joined by Glasgow cast offs and noted were:

101677 09.15 Sheffield/Man Picc  
101692 Ex Glasgow 13.16 Man Picc/Rose Hill (Caledonian Livery)  
101840 (L840) 13.20 Man Picc/Marple  
101684 Ex Glasgow 14.59 Man Picc/ Stockport  
101694 Ex Glasgow 16.03 Man Picc/Marple  
101658 18.43 Man Picc/Sheffield  
101658 comprised cars 54091/51175 plus 54163 from set 101661 to form a 3 car set with 2 power cars – however 51463 was locked!!!

Our Leeds correspondent made a trip to the Birmingham Area on 09 Sept and observed the following:-  
Wrenthorpe Sidings New stabling point for Class 333 units noted here were 333002, 333003, 333004, 333005, 333005 +1 other, Wakefield Europort has closed and this is the reason that units are stored here.  
Wrenthorpe sidings are 1 mile north of Wakefield Westgate station on the left.  
Saltley area (more than one visit) 66157 66209 66122 66105 66208 60025 66238 66079.  
Bescot (more than one visit), 60100 56087 66178 66079 66188 58041 66137 66218 66058  
New Street Station (Mail Trains)  
67012 + 7 vans arrive 17.42 dep. 18.07  
67025 + 5 vans arrive 18.40 dep. 18.50  
67030 + 8 vans arrive 18.56 dep. 19.15  
67002 + 7 vans arrive 19.44 dep. 19.56

Rugby 60099 92036 66154 47783 66034 66248.

Crewe 66508 66511 66512 66513 66514 66515 66516 66517 66518 67007 66202 66054 92009. Plus all the usual class 47 86 87 and 90's.

### Scottish Region

On July 08 Motherwell was host to 08622 08765 37409 37410 37411 37419 37423 37424 37054 37705 66029 66036 66055 90020 90022

On the same day Millerhill was host to 08910 37097 37520 37698 47775 47791 66028 66043 66122 66164 66183 66248 90141

### Southern Region

Noted at Dollands Moor/Folkestone on Sep 09 were 66087 66089 66103 66116 66185 92001 92003 92024 92035 92044

### Western Region

A member visiting South Wales on Jul 01 noted the following:

Newport 09102 47732 6007066008 66067 66070 66120 66154 (Dock Siding 09017 09023 60041)

Cardiff FLT - 47353 47370 66501

Cardiff Stn - 60014 60021 66017 66080 66137 66151

Cardiff Canton - 60094 66217 67023

Margam - 08993 6007167002 67019

Didcot - 57002 57003 60017 66098

Acton - 08791 60019 66040 66215 67004

### London Area

A member visiting the Old Oak Common Open Day on 05 Aug noted the following locos during the rest of the day:-Peterborough - 08516 08538 58031 60047 60056 66029 66062 66128 66209

Willesden Area - 08454 08617 08890 09018 47783 86247 87033 90015 Willesden Railnet - 08918 66088 66237 67020 67026

Euston - 86259 87008 87020 87034 90011 90020 90040 60033 66217 66240 Wembley Complex - 37261 66046 66229 66246 66248 92020 92023

Acton Yard - 08799 59201 59204 60012 60036 60099 66027 66033 66168 66203 Clapham Junction - 37601 37603 37605 67606

### Preserved Railways/Festivals

At Barrow Hill on July 15 Barrow Hill Roundhouse and Museum had the following steam locomotives giving brake van rides in the yard:

48151 45593 1420 41708 51218 44422 and Industrial Loco "Whitehead"

The Festival of Steam and Speed at Doncaster Railport on July 15 was host to 03099 09007 47737 66055 and steam locos No. 1 "Thomas". 990 "Henry Oakley", 4472 "Flying Scotsman" and 60800 "Green Arrow".

The Keighley and Worth Valley Diesel Gala on July 22 was host to D32 D2511 D8031 20189 20904 20906 31108 37608 50007 and steam loco 65894.

The Great Central Railway "Steam Railway" Gala on July 23 was host to D1705, D8098 with steam locomotives 6990 "Witherslack Hall", 60800 "Green Arrow" and 63601 working trains.

Noted at Peak Rail on August 05 were steam locomotives 4472 "Flying Scotsman" and 68012 (alias "The Duke") topping and tailing a train between Matlock Riverside and Rowsley South.

On the West Somerset Railway on Aug 06 were 4160 7820 and 7828, all in steam.

Our Gainsborough correspondent visited Scunthorpe Steelworks on Sept 09 and noted the following - Steam Loco 3138 "Hutnik" on the tour train banked at one point by diesel shunter "Arnold Machin". Other workings were 75 on Molten Iron Wagons (Torpedoes), 76 + 79, 90 + 94 and 92 on steel trains. 78 and 80 on other works trains.

### Railtours

On 01 July 1Z58, Worksop Depot's "Class 58 Farewell" Railtour from Worksop to Cardiff with 58037/024 - Top/Tailed with 60070 via Barry to Burrows Sidings at Swansea and the Tondy Branch before returning to Worksop with the 58's via Swindon & Oxford.

On 07 July Pathfinders overnight tour "The Skirling Postie" was hauled as follows:- Fri Night 66200 Crewe/Sheffield/B'ham NS/Stafford RM/Crewe.  
Sat Morn (early) 92016 Crewe/Warrington RM/Carlisle/ Shieldmuir RM/Motherwell Sat 37419/411 Motherwell/Shotts/Edinburgh.  
Sat 60100 Edinburgh/Edinburgh Suburban line /Millerhill Yard Sat 90141 Millerhill Yard/Tyne Yard Sat 09023 Tyne Yard/Tyneside RM.  
Sat 90141 Tyneside RM/York Yard/Doncaster RM.  
Sat 56103 Doncaster RM/ Sheffield/ Crewe.

On 15 Sep "The Twisted Spire" was hauled by 86243 from London to Doncaster and 66053/211 on the Doncaster/Bolsover Branch/Chesterfield leg.

On 05 Aug the "Anglian Capitalist" railtour from Preston to Ipswich was hauled by DRS locos 37609/20307. 170202/5 were noted on the new Colchester/Basingstoke services. 86221/232/238/250/257 were on Norwich/Liverpool Street services and Ipswich stabling point was host to 47197 66505 86607/612/621/622/623 90147

On 28 Aug 67006 hauled the Pathfinders "The North East Excursioner" and was delayed due to flooding near Berwick. On 09 Sep Deltic D9000 "Royal Scots Grey" now operating under the Fragonset banner made a welcome return to service on a Carnforth/Scarborough excursion. Midland Mainline (not for much longer) Turbostars 170104/107 were noted on the 06.20 St. Pancras/ Scarborough service before all the memories came flooding back as "RDG" made a typically loud and smoky departure from York !!!

## **Virgin on the Ridiculous**

**by Tony Caddick**

On 24 Jun 3 Pennine punters, including your correspondent, were involved in one of Virgin Trains major farces of the years. Returning from a weeks holiday in Dawlish when 43080/92 failed near Abbotswood Junction between Cheltenham and Bromsgrove on the 07.20 Plymouth/Aberdeen and was rescued 284 minutes later by 47712. Our intrepid party was stopped south of Gloucester on IE33 10.00 Paignton/Newcastle and eventually diverted into Gloucester. Here, train engine 47817 was detached and sent to assist. Eventually it was decided that its assistance was not required. 817 returned to Gloucester, got the train on the move, and eventually arrived at York 3 hours later and terminated to form its booked return working - IV67 17.56 Newcastle/Bristol, starting 34 minutes late!

## **What the Papers Say**

### **Britons pay 52% 6% more on Eurostar Ian Sparks - Daily Mail - August 10 2000**

BRITISH passengers on Eurostar are being charged up to 52 per cent more than travellers coming from France and Belgium.

People starting their trips in London have to pay more for almost every type of ticket on offer, but the worst disparity is in the cost of day returns.

Crossing from Brussels to London by train for the day at a weekend would cost someone booking from the other side of the Channel only £46. A traveller from Paris would pay £55.

However, a passenger booking from Britain would be charged £70 for both routes - 52 per cent more for the Brussels trip and 27 per cent more for going to Paris.

On average, tickets bought in Britain cost 21 per cent more for the London to Brussels service and 11 per cent more for Paris than those bought abroad.

Phil Evans, a senior adviser with the Consumers' Association, condemned the difference as "price discrimination in the single market". He added; "It should not be allowed - the key problem Eurostar has with

its ticketing policy is that Brits like going to France and Belgium but the French and the Belgians are less keen to come here because it's expensive - they have to price to those levels to get bums on seats."

Mr Evans advised travellers to shop around for special offers and said they could even telephone Eurostar in Belgium and France to order tickets.

Travellers can call booking offices in Paris and Brussels, paying by credit card for a return ticket at the cheaper price.

However, they would have to allow time for delivery of the tickets by post.

Defending the wide difference in prices, Eurostar spokesman Leslie Retallack said: "There is a lot more passenger traffic from the UK to the Continent than the other way round. With the strength of the pound, there are not nearly so many people coming from France and Belgium to Britain and their lower ticket prices are simply to encourage them to make the journey. In the summer months the situation is exaggerated as many French and Belgian people head south for their holidays rather than coming over to us. But compared to our main competition, which is the airlines, the Eurostar is still excellent value."

She insisted that the higher fares paid by the British were not being used to subsidise the Brussels route, which Eurostar admitted was less well used. "Eurostar ticket prices for all countries are set by the same committee to reflect the level of customer traffic on our trains," said Miss Retallack. She also pointed to promotions offering cheaper tickets to travellers from Britain. They include £45 for a return to Lille and £50 for a Paris return. There was also a £29 nightclub ticket, which means taking a train on a Saturday evening and returning the next morning. However, the offer ends on August 31 and passengers not wanting to stay abroad for a Saturday night would have to pay £240 for the same ticket. Of the 23 fare combinations on the company's London to Paris route, 15 are more expensive to buy in London, six are the same and two are not available here.

On the route to Brussels, 19 of the 21 fare combinations cost more when bought in London and two are the same. Eurostar is owned jointly by French railways, Belgian railways and Eurostar UK, whose major owners are British Airways and National Express coaches.

It has made a loss every year since starting in 1994, losing £80 million last year, but is predicted to break even by 2003.

How the prices compare

<b>TICKET TYPE (RETURN)</b>	<b>LONDON TO BRUSSELS/PARIS</b>	<b>BRUSSELS TO LONDON</b>	<b>PARIS TO LONDON</b>
<b>FIRST CLASS</b>			
First Premium	480	n/a	460
Business	350	292	320
Leisure Flexi	220	184	200
Leisure 7*	160	130	145
Leisure 14**	119	99	99
Day Return	110	91	95
Child	90	90	90
<b>SECOND CLASS</b>			
Standard Flexi	270	200	240
Weekend	n/a	153	200
Leisure Flexi	140	107	120
Leisure	105	84	90
Leisure 7*	85	69	75
Leisure 14**	69	61	59
Day Return	70	46	55
Young Person	75	66	70

Child	58	46	58
* 7 days ahead			
** 14 days ahead			

**£370m vow of excellence as rail firms wins 20 more years  
by Clare Kitchen - Daily Mail - August 11 2000**

A train company praised by commuters yesterday pledged "Japanese standards" of punctuality after winning a 20-year extension to its franchise.

Bosses of Chiltern Railways promised to spend £370 million on services and improve the number of trains on time to 93.75 per cent by 2004. The company, which runs services from the Thames Valley and Birmingham to London's Marylebone, beat off competition from transport giant Go Ahead, whose Thames Trains was involved in last year's Paddington disaster, to renew the franchise.

In return the operator, owned by M40 Trains, a subsidiary of Laing Investments, promised to run 15 out of 16 trains on time.

And it said it would install Automatic Train Protection, the system, which campaigners say, could have prevented the Paddington crash, which claimed 31 lives, on all its trains. Other plans by M40 Trains include 50 per cent more miles overall on its network, including a doubling of services between London and Birmingham Snow Hill and journey time reductions of 12 minutes between London and Birmingham by 2003. Season ticket holders will be compensated when the company fails to run 99 per cent of trains rather than the current 98 per cent.

In addition, it is proposed that all Chiltern trains will be new or completely refurbished by 2004. London to Birmingham trains are to be extended to Stourbridge by 2001 and Kidderminster by 2002.

The franchise extension, the first to be announced by the Shadow Strategic Rail Authority (SSRA) since privatisation, will be reviewed after four years to ensure the commitments have been met.

However it represents a significant achievement for a company, which two years ago was under fire for its poor punctuality. It also signals a determination by the Government to set higher standards for franchise-holders. Deputy Prime Minister John Prescott said other companies should see the deal as a benchmark. He added; "The agreement is the first manifestation of renegotiating franchises."

"It means more services and in quicker time, running on better track with improved signals and stations." Chief executive of the SSRA and franchising director Mike Grant said the agreement would bring "significant passenger benefits".

In August 1998, Chiltern Railways director John O'Brien handed thousands of commuters a week's free travel as compensation for the delays caused by trackwork.

He stepped in when the Office of Passenger Rail Franchising warned the company after being rated one of the least punctual, with one in ten trains failing to arrive on time.

Mr O'Brien introduced a stringent plan to improve performance, but a year later the number of late trains had again increased.

However, after train improvement works were completed, punctuality improved and now trains are 93.6 per cent on time - exceeding the rail regulators target of 90 per cent. In June, passengers rated Chiltern Railways top of the National Passenger Study for overall satisfaction.

"The Japanese lead the world in punctuality and efficiency and that is what we are aiming for," said a company spokesman.

National Express was also given an extension to its Midland Mainline franchise for a further two years, taking it to 2008. It agreed to put £238 million into services.



Rail franchises were first awarded in 1996 and ran for seven years, but did not include time limits for improvements.

As a result, passengers have suffered delays and overcrowding.

Transport campaigners have been pressuring Mr Prescott to re-auction the franchises in a bid to find companies who will do better.

### **Taking the slow train to nowhere** **Daily Mail COMMENT - 26 May 2000**

TALK, talk talk. At yet another of his rail summits, John Prescott proclaims the need to improve punctuality, quality, reliability and safety. To the armies of frustrated, delayed, overcrowded, overcharged travellers, his message will sound as meaningless as the average station announcement.

At the last such summit, 15 months ago, the deputy Prime Minister was in even wordier form, promising to bang heads together, force Railtrack to invest more and ensure a rapid end to overcrowding. And what happened? Today the railways are as much a "national disgrace" as ever. Countless commuters still put up with cattle-truck conditions. Squalor and unpunctuality are matters of routine. Fares for a rotten service are among the world's highest.

One fiasco sums up the railway shambles. More than 200 newly-built passenger carriages are rotting in the sidings, because of a technical dispute between Railtrack and the train operators. Meanwhile, trains with clapped out carriages regularly break down.

Yet it is precisely such issues as transport or the health service, which affect ordinary people in their everyday lives, that can inflict serious damage on the Government's reputation.

After the three wasted years of Mr Prescott's transport policy, for example, we still have grid locked, potholed roads, a London Tube that is falling apart and Europe's most ramshackle rail network.

Yet the irony is that this should be a golden age for the railways. Passenger numbers have shot up. But the train operators still find it difficult to be truly competitive because of the inflexibilities that John Prescott has not removed. And though those operators undeniably deserve criticism, a relentlessly strident regulatory regime has helped drive down their share prices and made it harder to borrow money on the open market to pay for desperately needed investment.

One day, perhaps, all Mr Prescott's talk of a bright new transport fixture will be translated into action. But for countless travellers there is small comfort in promises of jam tomorrow, when they so regularly endure the reality of jams today.

### **Saving at the Double** **by Jaya Narain** **Daily Mail - August 17 2000**

It may seem a strange way to save money. But on Britain's chaotic railway system, it can often be cheaper to buy two tickets instead of one. Passengers beginning their journey just before the end of morning peak time can save more than £90 on some mainline routes. They can exploit the crossover between on-peak and off-peak prices by purchasing a return ticket to the first station on the line that the train reaches outside peak times. At the same time, they can buy a return ticket between their second station and their final destination. The ploy is perfectly legal. Under railway rules, all the passenger is required to do is board the service at the station named on the ticket. They do not have to buy it there.

So to qualify for the savings, they would simply step off the train and immediately hop back on again. In practice, of course, they are unlikely to be monitored so can make the entire outward trip on a peak-time train without having to get off. This means commuters can save £91.50 on the return journey from Liverpool to London. Taking the 09.45 from Liverpool to London Euston costs £140 return. Even a business saver ticket

costs £90. Instead, the wily commuter can buy a return to Crewe for £6.50 and a £42 saver return from Crewe to Euston. The latter ticket-is off-peak because the train does not leave Crewe until 10.25 am - ten minutes past the 10.15 am cut-off.

A spokesman for route operator Virgin said the cost-cutting tactic was perfectly legal but claimed passengers had to disembark and re-board the same train. "Technically you are supposed to leave the train. Basically there is nothing wrong with stepping down on to the platform and back on again. But most people prefer to buy a through ticket. We know there are the occasional anomalies."

The only catch is that the return journey cannot start from London between 4 pm and 6.15 pm. Tickets sellers at the National Train Enquiries Line said they were unaware passengers could straddle the on-peak and off-peak times with two separate tickets and admitted they did not inform customers of the potential savings.

Other savings can be made by exploiting the confusing array of ticket prices available, whether travelling on or off-peak. In Bristol, a standard return ticket on a Great Western train leaving Bristol at 6.40 am and arriving at London Paddington at 8.17 am costs £72. But commuters can buy a ticket to Didcot and travel on the same train for £19, arriving at 7.33 am. A return ticket leaving Didcot at 7.33 am and arriving at London Paddington at 8.17 am costs £28.60, a total of £47.60, saving £24.40.

Commuters in Carlisle are charged £175 for a peak journey to London Euston. But they could make huge savings if they began their journey further away. (Pennine Editor's Comment - You would think this reporter had struck Gold !! I imagine that most Pennine Members have used this perfectly legal system for years. I remember back in BR days in the seventies a scheme whereby a season ticket holder could obtain all other rail tickets at something like half or a third of the full price from any station. We were buying season tickets from Piccadilly to Oxford Road for a very low price and having cheap days out for a year. I think this was stopped when some "eagle eyed honcho" at Manchester realised that season ticket sales did not, in any shape or form, compare with journeys).

## **Rail Ale**

### **Bitten and bowled out in Burton**

**by David Bladen**

Burton-on-Trent - If any one town in England can be associated with a single industry, it must be Burton on Trent.

Teetotalers might claim to have trouble identifying what that industry is but to the rest of us it's brewing.

In the Middle Ages, the monks of Burton Abbey realised that the area's water filtered through the local gypsum surrounding the valley that Burton is situated within. The local gypsum was rich in calcium and magnesium salts making it perfect for making ale. Brewing continued after the abbey was dissolved. In 1774, William Worthington, a Leicestershire businessman, established a brewery in High Street. William Bass did the same in 1777, and a reputation for perfect fine quality beers was quickly established.

Bass and Worthington were soon exporting their beers to the Baltic and Russia, and later India. With the expansion of the railways throughout England in the 19th century the Burton breweries soon began to exploit the home market and beer became the national drink.

The heyday of the brewing industry was at the turn of the century, when dozens of breweries were in operation. A dense network of brewery railways criss-crossed the town joining and supplying them. The last trains ran in the 1960's and virtually all traces of that once distinctive part of the Burton scenery have disappeared.

All is not quite lost though. The local council have recently created a 'heritage trail' through the town and by following it you can get a fair idea of the extent of the rail system. Illustrated information boards are situated at strategic points along the route and they make fascinating reading. It is quite sobering (no pun intended) to learn that at one time, there were 32 level crossings in the town!

A number of books on Burton's brewery railways have been published and of the ones I have seen, I would recommend Ian P Peaty's "Brewery Railways", published by David and Charles. It's out of print now, but copies are still widely available.

Until recently three major breweries, Bass, Ind Coope and Marston's, continued in the town, made up from mergers of many of the old breweries. Ind Coope Burton Brewery was bought up by the mega-corporation Carlsberg Tetley in the 1990's, and the corporate numbskulls of that organisation decided in their wisdom, to close the old brewery down.

Thankfully Bass, whose brewery backs on to the old Ind Coope site, agreed to buy its old rival, thus creating one of the biggest breweries in the world, and Carlsberg Tetley has retained some of its old offices in the town.

The brewery situation has, however, been thrown into turmoil yet again, as Bass announced they had agreed to a take-over by the Belgian brewing giant Interbrew. Interbrew have said that the Bass operation is safe for the foreseeable future - we shall see! Marston's continues to brew its famous "Pedigree" bitter using the traditional Burton Union system of fermentation and, ironically, Ind Coope Burton Bitter under contract from Bass. The tiny Burton Bridge Brewery also had a presence in the town, brewing a wide variety of its own real ales.

It was January 1985 when I last set foot in the town. Mr Skinner and I had gone to Burton to photograph the buses of East Staffordshire District Council's fleet and also have a look at the Bass Museum. We'd then retired to the Burton Bridge Inn for a very pleasant lunch. Looking back at my notes for the day, 31458 took us as far as Sheffield, having arrived from Hull to form the 08.45 Doncaster – Cardiff. 08873 then shunted our stock from platform 8 onto the Leeds portion of the train, which was stood at platform 6, before 45103 hauled us to Burton. After lunch, transport back to Derby was courtesy of a Derby City Transport Marshall-bodied Volvo Citybus, then it was 47415 back to Doncaster.

Happy days!

So what brought me to the wilds of East Staffordshire this time? Work - just for a change! There used to be a wagon repair depot at Burton alongside the Midland main line and when it closed, a fair number of MGR wagons were left abandoned by the side of the track. These wagons had now become valuable assets as EWS sought spares to keep its present MGR fleet running. A couple of site meetings had been called to discuss ways of removing the good wagons and scrapping the wrecks.

It was a very hot Monday morning when the first of these meetings took place. The smell from the breweries was overpowering as the local engineer and I trudged through long grass and dense undergrowth inspecting wagons. Having to wear high-visibility orange coats did nothing to help and we were soon sweating profusely. A glass or two of beer would have done wonders for us but duty called, and I had to go back to Doncaster for a meeting in the afternoon. I had a word with my boss when I got back and he was quite amenable to me taking a half-day holiday after the site meeting the following week, so I could go for a wander around Burton.

One week later and the weather couldn't have been more different - cold, wet and blowing a gale. This time I was very grateful for the orange coat! I must admit that the thought of using some of my holiday entitlement to wander around Burton in the pouring rain didn't appeal, however, at the conclusion of the visit I changed into some dry clothes in the back of the engineer's van, phoned the CSDC at Doncaster to book off and then made my way across Derby Road to the Derby Inn.

There is an old saying that you never get a second chance to make a first impression, and my first impression as I stood outside the pub was "What a dump". The faded paintwork and the incessant rain did little to dispel the gloom, but the number of GBG stickers in the window persuaded me there must be hidden delights within so I opened the door and went in. The gloom continued as I saw there was only one other customer in the rather basic bar. He was sat at a table reading his paper and an elderly mongrel dog was asleep on the floor. There is another old saying that you should let sleeping dogs lie, but this mangy cur had never heard of it because it woke up and immediately came towards me snarling and barking. I asked the man if he could control his dog to which he replied, "It's not my dog, mate." By now, the dog was attempting to take chunks

out of my leg and was only dissuaded from this course of action when I dropped the bag containing my safety boots onto its head. With a yelp it ran under a table and lay there snarling.

The commotion brought mine host from a back room. He was rather apologetic and kept saying, "I don't understand it - Domino's not usually like that with strangers". I resisted the temptation to point out that the pub's less than-welcoming exterior wouldn't entice many strangers in and instead ordered a pint of Pedigree, hoping it would be better than the dog's pedigree.

And it definitely was!

The pub may not look much but it sells one of the best pints of Pedigree I've ever had. I was tempted to have another but I'd planned the afternoon so that I could get to the Burton Bridge Inn before it closed at 2.15, and then go on to the Bass Museum. I left the Derby Inn and headed towards the town centre. On the way, I stopped off at the Alfred on Derby Street. Opened in January 1997, the Alfred was the second pub to be owned by Burton Bridge, however, photos adorning the walls of the lounge show that the pub's history goes back a long way. Today, the pub has a modern, bright interior but it is also comfortable and friendly. The full range of Burton Bridge beers were on sale, and I decided to try a pint of the special 'Summer Ale'. Very nice it was too. This would definitely have been a beer to savour for its thirst-quenching properties had I been able to try a pint the previous week! However, tempus fugit, and I left the Alfred and wandered through the town to the Burton Bridge Inn.

Only to find it was shut!

I was less than impressed to find that the pub was closed for refurbishment. I can only say that I hope they make a decent job of it. Successive GBG's have waxed lyrical about it being a welcoming pub with unusual wooden pews, and I hope that the refurbishment maintains the character of the place. I decided to brave the rain once more and headed off to the Bass Museum.

Only to find it was shut!

I couldn't believe it! Only the West Indian batsmen have been bowled out twice in less time! Of all the days I could have gone to Burton, I would pick the day that Interbrew announces it is going to take-over Bass. That announcement led to a walkout by Bass staff concerned about their future and as a result, the decision had been made to close the museum for the afternoon. What to do now? I thought about following some of the heritage trail but the rain was still coming down and quite frankly I just couldn't be bothered. I decided to cut my losses and headed off back to the station, less than happy at the waste of some holiday. I will finish with one last apt saying that sums up the day - Gone for a Burton!

## **Robin's Review**

### **No 10 RAIL EXPRESS**

Rail Express is published monthly and costs £2.95 per issue. Subscriptions are £33.60 per year. The current special offer on subscriptions is £32.45 for one year and £61.45 for two years. Rail Express September 2000 is issue No 52, recently issue No 50 (July 2000) was celebrated with a souvenir issue.

The magazine's slogans are 'The Rail Magazine for Enthusiasts?' "Keeping in touch with the railway today" . "Top News , Exiting Features and Great Nostalgia" A lot of slogans.

The contents for sixty pages include six sections. Cover Stories, News, Features, Traction and Rolling Stock, Regulars and models.

Cover Stories this month are three good articles. The first is on the new class 67 diagrams, the other two being The Resurrection of 31108 a skinhead class 31 rebuilt from practically scrap condition, and pure nostalgia "Cambrian Rats in 1984, features class 25s hauling the through Euston -Aberystwyth , "Cambrian Coast Express" beyond Shrewsbury. An excellent article.

The news section covers six pages and is bang up to date. The feature article “On The Fragon Bandwagon” looks at Fragonset Railways by Murray Brown, excellent writing excellent pictures.

T+RS (Traction and Rolling Stock) is probably the largest section in the magazine covering 15 pages divided up into 11 sections telling you all you need to know to keep your Platform 5 Pocket Book up to date. Incidentally it is also interesting to note that three of the sections are written by Neil Webster a founder member of the Pennine Railway Society.

Regulars is four sections written by regular correspondents. A WCML update titled Glasgow or Bust! Reviews, Railtour Bazaar an interesting format which looks at current Railtours and also looks back, in this edition its “The Deltic Ranger” of February 19th 1978. The last of Regulars is the Preservation Scene.

Then last but not least something which I think is a bit of a gamble in a Main Line Enthusiasts magazine a Modelling section, “Model Rail Express”, Philip Suttons guide to the best in modern modelling, six pages on modelling. Now let me think in which other magazines has a modelling section come and gone over the years? It appears to work in Rail Express so I’ll wish it luck.

**VERDICT** Rail Express is a “Gricers Magazine” through and through, the modern scene and only the modern scene prevails apart from a bit of nostalgia, and Preservation, oh and its unashamedly Diesel, only one picture of an electric 87031 at New St in 60 pages. The quality and amount of information is high competing well in the market place. Looking at back issues a now discontinued section “The Rock and Roll years” was particularly good. But then I could be showing my age!!

### **Robin’s Ramble**

Visits to the Birmingham Area usually included Bescot and Saltley, and if possible Tyseley. Although by the late 1970’s Tyseley was purely a DMU depot serving the former GWR suburban lines and cross city Midland lines. No Westerns any more for Wolverhampton LL - Paddington Expresses, we had many Pennine members interested in DMUs there was also the attraction of the Steam Museum next door.

The first visit we look at is on Saturday 5th May 1979 a party of 40 split into two. Party A visiting Bescot at 1115 Saltley 1215 and Tyseley at 1515. Party B did the visits in reverse Tyseley at 1130 Saltley at 1415 and Bescot at 1530.

The second visit we look at was on September 19th 1981 for 25 people visiting Bescot at 1100 Saltley at 1215 lunch at New St and Tyseley at 1500 and a quick visit to the steam museum. This trip included rail travel. From Doncaster and Mexborough the charge was £9.50 Adult and £6.50 child, from Sheffield the price was 50p less. We left Sheffield at 0951 and were back in Sheffield at 1925. People on the trip included K Lynes, P Stojanovic, B Peach, B Needham, M Bloomer, K King, DW Saunders, P Barsby and S Barnes.

The Third visit to Birmingham was on Saturday 20th November 1982, and the price was just to visit two depots Bescot and Saltley £2 per person (Good Value). K King, F Heyes, S Taylor, D Whitworth, S Payne, D Cawley, DW Saunders, G Dawson and P Barsby all took part!

### **Pennine Meetings**

All Meetings are held at the Salutation Inn, South Parade Doncaster, on first and second Wednesday of each month and start at 2000. Except Pennine Shield Rounds one and two where the venue is shown:

October 4th PENNINE SLIDE COMPETITION Judged by Chris Nicholson. Bring along your Four best slides.

October 18th Chris Theaker - Slide Show.

November 1st Paul Micklethwaite - Slide Show.

November 15th Slide Show - Speaker to be announced.

November 23rd      PENNINE SHIELD ROUND ONE. Hosts - DORE LOCO SOCIETY.

December 6th      PENNINE SHIELD ROUND TWO. Hosts - SOUTH YORKSHIRE RAILWAY  
PHOTOGRAPHIC CIRCLE, Club 197 Sheffield University.

December 6th      MEMBERS SLIDE NIGHT Bring along some of your slides.

December 20th      PENNINE SHIELD FINAL. Hosts PENNINE RAILWAY SOCIETY.

### **Editor's Acknowledgements**

I would like to thank the following for their generous contributions to this issue: Geoff Bambrough, David Bladen, Tony Booth, Antony Brown, Tony Caddick, John Dewing, Ken King, John Sanderson, Ian Shenton, Paul Slater, Robin Skinner, Graeme Wade.

The Christmas Edition of TRANS PENNINE is due for publication on Monday 18th December 2000. Contributions for this issue should be in the Editor's possession by Friday December 8th 2000 at the latest.

### **Editor's Plea - Yet Again**

Once again I am asking for members help in making the production of YOUR magazine a viable continuing proposition. We have a nucleus of around 70 members, all of whom have an obviously deep interest in the many and varied aspects of railways.

Why not spare your specialist or general interest with other members? Let me have an article on any rail related subject.

If each member did one article every 10 years I would not need to put this plea in every issue. (Assuming I last another 10 years!!)

**REMEMBER - IT'S YOUR SOCIETY AND YOUR MAGAZINE**