

TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY SOCIETY



No.115 - Spring 2001

Committee Briefs

Renewal of Membership Fees

We would like to thank all those members who have renewed their subscription to the PENNINE RAILWAY SOCIETY for 2001. It is not too late to rejoin, simply send your cheque for £4.50, payable to the Pennine Railway Society, to Tony Caddick, our Membership Secretary, at the address shown above. By return you will be sent a FREE 2001 PRS Pocket Diary. For those of you who are not rejoining, this will be the final magazine you will receive. In these circumstances we sincerely thank you for your valued support and hope that you may consider rejoining the Society at some future date.

Annual General Meeting

A successful AGM was held at the Salutation, Doncaster on Sunday 7th January 2001. All the committee were re-elected. Issues arising from the AGM included:-

1. Continued use of the Salutation for social evenings.
2. Possible visit to Power Signal Box.
3. Society visit by preserved bus to East Lancs Railway in September 2001
4. A buffet at Christmas at the final of the Pennine Shield Quiz Competition.

Treasurer's Mobility

Your treasurer has welcomed himself to the 21st century by acquiring a mobile phone and can now be contacted on 07761 379608

Fated 91023

It was fate that determined that 91023 provided the power for the trains involved in both the Hatfield and Heck disasters.

Skinnerballs

Recently asked his two favourite types of music, Chairman Skinner replied "Country and Western!!"

The Curse of Skinner

Recent off-ball incidents have included:-

1. the derailment of a Santa Special on the Ravenglass and Eskdale Railway.
2. a Grant Rail locomotive falling off the back of a lorry in Harrogate, causing traffic chaos.

Sheffield Victoria Rail Revival Plan

Sheffield's Victoria Station could be rebuilt if a bid to restore the Woodhead Line succeeds. Northern Spirit parent group ARRIVA says it will reopen the line if it wins the new Trans-Pennine rail franchise. commuter stations could open at Stocksbridge and Deepcar.

Franchise rival Connex is also understood to be considering reopening the Woodhead Line, as is Railtrack.

ARRIVA plans that by 2007, trains would operate every 15 minutes, with a 35 minute journey time. (?? Can the society sue the SRA for using our Trans Pennine name?? - Ed).

New East Coast Line Hits Buffers

Plans to revitalise the ECML have been postponed. Both Virgin Trains and current franchise holder GNER have produced plans to increase capacity and cut journey times. However the decision on which company wins the franchise has been suspended.

The increase in Railtrack costs for upgrading the line has caused great concern.

It is thought the Strategic Rail Authority has recommended the GNER bid, although the Treasury is said to prefer the Virgin bid.

£60bn to put Railways back on Track

The Strategic Rail Authority has unveiled a £60bn plan to revamp and extend the network over the next decade. It hopes to boost passenger levels by at least 50% and freight by 80%.

Plans include reducing bottlenecks by upgrading stations in London, Manchester and Birmingham. A £58bn upgrade of the WCML will allow 140 mph tilting trains by 2005.

The first phase of the Channel Tunnel Rail Link from Folkestone to near Gravesend should be completed and will cut 15 minutes off Eurostar times.

Franchise News

Stagecoach is fighting to retain its "Jewel in the Crown" South West Trains. It faces rival bids from GNER (part of Sea Containers) and First Group, operator of Great Eastern and Great Western.

Arriva has approval to run Merseyrail Electrics and Northern Spirit franchises until February 2003. National Express will operate Cardiff Railways, Wales & West, and the Great Northern part of its West Anglia Great Northern franchise until April 30th 2004.

Leeds City Chaos

The New Year brought chaos with the remodelling at Leeds City Station. Railtrack had failed to meet three deadlines in two weeks to complete track and signalling work. And, in anticipation of the work being completed as promised, train operators had cancelled the substitute bus service. Outcome - No Trains and No Buses!!

Vale of Glamorgan

The SRA has announced a grant for services on the reopened Vale of Glamorgan line, between Barry and Bridgend. Stations will be built at Rhoose and Llantwit Major. An hourly service will run from Cardiff to Bridgend from 2003.

EWS Takeover

The Canadian National Railway is set to inherit a 42.5% stake in EWS as a result of its takeover of US railroad group Wisconsin Central. Wisconsin continues the process of selling its overseas interests.

Class 180's

First Great Western's Class 180 trains have been given approval in principle to carry passengers in the leading vehicle at speeds up to 125 mph. Since the fatal crash at Polmont in 1984, passengers have been barred from travelling in the front vehicle of high speed trains.

Stratford for the Continent

Plans for an international station at Stratford have been given the go ahead by the Government. The new station will be one of three main stations on the Channel Tunnel Rail Link between the tunnel and St. Pancras. It will link the CTRL with the North London and Great Eastern rail routes, as well as the Central and Jubilee lines and the Docklands Light Railway.

Pendolinos

The first Virgin Trains Pendolino, 390001, has been undergoing extensive trials at the Old Dalby Test Track. Britain's first tilting train is due to enter service in the summer of 2002. Further testing will be undertaken between Carnforth and Carlisle.

EAST LANCASHIRE VISIT

SATURDAY SEPTEMBER 15TH 2001, TRANSPORT BY VINTAGE BUS.

£8.00 (plus Bus Fare) includes Shed and Museum visits and Train ride

CONTACT CHRIS TYAS FOR FURTHER INFORMATION

PHOTOGRAPHY AT CHARWELTON

by Paul Slater

Five main lines once crossed Northamptonshire, and my brother and I used to watch trains on all of them. The nearest one to our home was within cycling range, others could be reached by bus or train during the school holidays, and our parents used to take us out sometimes by car trainspotting on Saturday afternoons. The East Coast and West Coast trunk routes are still very busy, although the former is no longer in Northamptonshire, and the Midland main line and the Paddington-Birmingham route through Banbury still function, if on a reduced scale; the fifth main line however, the old Great Central route, has been closed.

The Great Central was the least busy of the five main lines in the 1950's, and we spent less time there than on any of the others. Trains on the Great Central could be observed at Rugby, where they crossed the West Coast main line, traffic on the branch from Woodford Halse could be seen at Banbury, and once we investigated Woodford Halse itself; but our favourite place for train-spotting on the Great Central was Charwelton.

Charwelton, the first station north of Woodford Halse, served a small village on the road from Daventry to Banbury, and was very quiet. It was of the same pattern as the stations on the preserved Great Central Railway in Leicestershire, with a single island platform. There was a small goods yard, a siding which led to an ironstone quarry, and two loops, which I never saw used.

My brother became interested in railway photography before I did, and Charwelton was the scene of some of his first attempts. The young stationmaster there was very friendly and showed us the best vantage-points. I do not know the date of my brother's photos, or indeed if they were all taken on the same occasion, as we went to Charwelton more than once. Low sunlight on one of the engines, and trees bare of leaves in the background to two other photos, suggest that they were taken in the early months of the year, perhaps in 1956, or more likely in 1957, when I was thirteen and my brother was fifteen.

Most trains which we saw at Charwelton were goods trains, carrying coal southwards and returning north empty, I later learned that these trains operated between Annesley and Woodford Halse, and were known as "Windcutters". In the final years of steam on the Great Central they were hauled by BR Standard 9F 2-10-0s, but when we visited Charwelton the "Windcutters" were being powered by 01 2-8-0s from Annesley shed, and one of my brother's photos shows an engine of this type on a coal train.

Passenger trains were not frequent at Charwelton, but my brother managed to photograph three different types of locomotive on them. One photo shows a B1 4-6-0 heading an express for Manchester, another depicts A2 4-6-2 no. 60050 "Persimmon" arriving at Charwelton with a stopping train for Marylebone, and in another

"Hall" 4-6-0 no. 5947 "Saint Benet's Hall" is seen on a Bournemouth-York train. We were surprised to see a Western Region engine on the Great Central, but in fact "Halls" regularly worked as far north as Leicester on cross-country expresses, and we were to notice them on a few other occasions.

I am glad to have that handful of photos to remind me not only of Saturday afternoons enjoyably spent over forty years ago but also of a vanished village station and a main line that has now passed into history.

VETERANS OF THE TRACK

by Antony Brown

The diesel and electric gala at Barrow Hill roundhouse, held over the weekend of October 7th/8th, last year, was an excellent event with a great variety of locomotives present (thankfully I'd planned to go on the Sunday for as it turned out that was the only reasonable day of quite a bleak period of weather; the Saturday had been a virtual washout). From a photographic perspective the positioning of some engines left a little to be desired but nevertheless the shutters of my "OM1s" got plenty of exercise and much film was expended. Among the highlights of the day were the free bus rides from and to Chesterfield station in preserved ex-Chesterfield Daimler Fleetlines, and tootling around the trade and sales stands in attendance.

From one stand I purchased what I consider to be a nice little buy. After spluttering with indignation at the prices marked up on second-hand books at some stalls a very small, thin, paperback caught my eye. The book was an original edition of *Veterans of the Track* by noted railway photographer H.C. Casserley. Published in 1946 *Veterans of the Track* was one of Ian Allan's ABC Locomotive Series and was originally priced one shilling and nine pence. The author states in his introduction, dated June 1946, that "this book is concerned only with old locomotives still to be found in working order". Indeed, one such photo depicts an engine called "McClellan" built by Beyer Peacock in 1856 and still at work at a Staffordshire Colliery some ninety years later!

Casserley was a great enthusiast of Irish railways and included in the book are a number of interesting specimens such as Sligo, Leitrim and Northern Counties Rly "Fermanagh", an 0-6-4T? built by Beyer Peacock in 1882 and presumably still in service at the time of publishing. He notes in the introduction that "Eire in particular is a country rich in locomotives which first saw the light of day during the last century, and is indeed a paradise for the locomotive enthusiast who seeks relief from the monotony of modern standardisation among the variegated designs of yesterday." I wonder what RC. would make of today's railway scene? In all it is a beautiful little volume for the student of railway photography and, I believe, worth a bit more than the £1.50 that I paid for it.

Anyone wanting an introduction to Casserley's work is directed to the volume dedicated to him in the "Great Railway Photographers Series" published by Milepost 921/2 which should be quite easily available.

P.S. I enjoy listening to tales of photographic trips from the past or hearing about the equipment people used to use (or still use), so feel free to come and have a chat before a meeting gets under way or at a beer break. Happy snapping.

NEWS FROM HULLYWOOD! Hull Paragon gets a Taste of the Orient by John Dewing

On Monday evening and Tuesday morning, 5/6 February 2001, Hull Paragon was transformed into an oriental station whilst filming took place on a remake of "Murder on the Orient Express?"

Platforms 2 and 3 were renumbered Peron 2 and Peron 3 and renamed ISTANBUL and BEOGRAD (Belgrade).

Numerous oriental items were placed on the platforms, such as a food trolley with spices and kebabs, carpet stall and a foreign newspaper stand. Also there were numerous old suitcases, old luggage trolleys and a cycle stand.

Four Pullman coaches - LUCILLE, PERSEUS, GWEN and VERONA were used in the filming together with Class 47 loco 47744. Placed in the old bay platform were 2 Pullman Baggage cars and Pullman Generator Van ZENA.

The film was recorded for American CBS-TV. The storyline being updates for 2001, reluctantly dragging Inspector Poirot into the 21st century.

Poirot was played by the actor Alfred Molina with actresses Meredith Baxter and Leslie Caron (of Blonde Bombshells fame) playing supporting roles.

Hull Paragon was chosen for its "Victorian" features and, of course, the fact that no electrification masts are in the station.

Filming for the avalanche scenes were done later on the East Lancashire Railway.

Hull has been featured before in the film world, probably most memorable being the John Cleese film CLOCKWISE when Hull was transformed into Norwich.

METRO CAMS SOLDIER ON/ FAREWELL TO NW 37s

by Tony Caddick

Rumour of a New Year demise for the First North Western Class 101 DMU's thankfully proved incorrect again!!

On New Year's Day Strathclyde liveried 101695 rang in the New Year on the 10.43 ManPicc/Sheffield and 12.14 return service.

The same unit also worked the now infamous one train per week (Fridays only) 15.00 Stockport/Stalybridge on 05 Jan.

Rush hour at Manchester Piccadilly on Friday 05 Jan was a veritable feast for devotees of these venerable units as witness the following:-

101663 RR Livery 16.51 ManPicc/Hazel Grove
101692 S/Clyde Blue 16.54 ManPicc/Chester
101682 RR Livery 16.58 ManPicc/Marple
101694 S/Clyde Orange 17.06 ManPicc/Rose Hill
101680 RR Livery 17.10 ManPicc/Sheffield
101685 BR Green 17.18 ManPicc/Marple

Saturday December 30th 2000 liveried 37429 work the final North Wales Coast services, and as from the new year all workings were booked for the new Class 175 DMU's.

However, on Wednesday January 3rd 2001, EWS liveried 37421 on a rake of Riviera Trains Chocolate/Cream Mark 1's was noted on the 12.07 Birmingham New Street/Holyhead service.

Government illegal immigration fines will cost EWS £5 million

EWS Press Release (courtesy David Bladen)

EWS, Britain's largest rail freight operator, is disappointed that the Government this morning brought in regulations to fine cross-channel operators £2,000 per illegal immigrant brought into Britain. If enforced, these fines are likely to cost EWS £5 million this year and raises question over the viability of running rail freight services through the Channel Tunnel in the future.

EWS has no power to check the trains it operates through the Channel Tunnel until the trains arrive in Britain at the EWS International terminal at Dollands Moor, near Folkestone. The company therefore feels that the fines are unfair, do not respect the Human Rights Act of 1998 and serve no purpose in trying to manage illegal immigration.

The services, which EWS operate through the Channel Tunnel, serve many parts of Britain including Scotland, Manchester, London and Wales. With the prospect of fines, EWS will have to consider the following options:

- ceasing all international rail services through the Channel Tunnel,
- ceasing those international services at greatest risk,
- challenging the imposition of fines through the courts,
- ensuring that our rights under the Human Rights Act 1998 are observed, if necessary by seeking a declaration of incompatibility.

EWS only wants to increase the amount of rail freight through the Channel Tunnel and does not want to be forced to consider any of these possible actions. From the start of this year over 340 illegal immigrants have been found on freight trains arriving into Britain from the Channel Tunnel.

EWS is doing everything possible to assist the Government, which is to search the trains when they arrive in Britain. It is up to the French railways and French civil authorities to search the trains before they enter the Channel Tunnel. EWS cannot compel them to introduce further security measures. Whilst international rail freight represents a significant growth opportunity it can only be sustained if it is financially sound. Last year EWS would have been subjected to a £3 million fine, and this year the rate of asylum seekers using freight trains has increased by 65% which could cost EWS up to £5 million in 2001.

Graham Smith, EWS Planning Director said: "At the very time when EWS is striving to expand the amount of freight on the rail network, through very difficult operating conditions, these fines seriously threaten all British rail freight links with Europe. We understand the concerns of the Government, but EWS is powerless to do anything to prevent these immigrants. The Government would be better arguing the case for improved immigration procedures with the French authorities rather than passing legislation that may lead to a reduction in services operated by Britain's only Channel Tunnel rail freight operator. We ask the Government to reconsider their action before services are affected and European lorries for England, Scotland and Wales return to Britain's congested road network."

In order to become more effective in discovering asylum seekers, EWS voluntarily began using carbon dioxide detectors at Dollands Moor this February, the first company in Britain to do so. This is in addition to the daily work we undertake supporting the police and the Home Office in their work to detect illegal immigrants.

PENNINE QUIZ No. 104

by Ian Shenton

1. In which year was the Speller amendment introduced?
2. What rail vehicle is known as a Shark?
3. Who was "Punctuality Parkes"?
4. In which year was the Ministry of Transport formed?
5. What did McKenzie & Holland make?
6. What does a Jim Crow do?
7. Which line was marketed as the Harlequin line?
- 8 Which railway company introduced Green Arrow freight service?
9. What is the gauge of the Great Orme Tramway?
- 10 In which year did the Felixstowe Dock Railway open?
11. Which London underground line was to be first known as the River Line?
12. Between which points did Lord Willoughby's railway run?
13. What was the original gauge of the Middleton Railway (Leeds)?
14. Who was known as the "Navy King"?
15. Which loco builders started out as Fox, Walker & Co.?
16. How many Passenger Transport Executives are there?
17. Where were Dunston Staithes?
18. Who is the president of the Ffestiniog Railway?
19. Which were the first class 67s to visit Doncaster Depot.?
20. Which were the first units to work the new Calder Valley service?

21. Which class 333 unit was on display at Leeds station on 26/04/2000?
22. How many arches as Artengill Viaduct?
23. What date was the "Beeching Report" published?
24. Where was Hornby station?
25. What name did D1673 carry?

PENNINE QUIZ No. 103

THE ANSWERS

- 1 30th May, 1999
- 2 Cambourne and Hayle
- 3 Yeovil Junction
- 4 Oxford Circus
- 5 1862
- 6 Tunbridge Wells - Eastbourne
- 7 Ashcombe
- 8 Knowle
- 9 Michael Portillo
- 10 Motherwell
- 11 47760 Ribblehead Viaduct
- 12 Trago Mills Retail Park, Newton Abbot
- 13 Girvan and Newcastle
- 14 30th July, 1987
- 15 170207
- 16 Didcot, Newbury and Southampton Railway
- 17 132 yards
- 18 Wrexham and Bidston
- 19 Brent Cross
- 20 Doncaster
- 21 58010
- 22 Luckie Mucklebackit
- 23 Essex Lifeboats
- 24 £10.40
- 25 Sir Edward Fraser
- 26 Foxes Tunnel
- 27 Glasgow St. Enoch
- 28 16th October, 1998
- 29 Opening of signal box
- 30 1533 10
- 31 Bedale
- 32 Hycilia
- 33 Meteor and Palestine
- 34 The Comet
- 35 West St. Leonards and St. Leonards Warrior Square (or Bexhill and St. Leonards Warrior Square)
- 36 12.23 pm
- 37 Five
- 38 2 feet 0 inches
- 39 Amersham
- 40 £1.80
- 41 Liverpool Overhead Railway
- 42 1988
- 43 Belgrave & Birstall
- 44 Regent
- 45 The Fakenham & Dereham Railway Society
- 46 1991
- 47 47222

48 17th May, 1993
49 Mirage
50 Cliddesden

THE WINNERS

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

Congratulations gentlemen, your cheques will be sent in the usual plain brown envelopes.

PENNINE OBSERVERS NOTES

Eastern Region

Gainsborough Central on 16 Dec was host to the Serco Test Train topped and tailed by 47722 and 47727. Our Hull correspondent had a wait of nearly 3 hours on the 09.57 Hull/Sheffield at Thorne Junction due to a leaking tank wagon on the 08.13 Lindsey/Leeds (60086).

Emergency procedures were followed and the area sealed off by staff wearing "space suits" before a fitter arrived from Marcroft Engineering to close off the leaking valve.

Noted at Lincoln during January were:

Jan 03 60002 on Oil, 66181 + Class 47 on Test Train 66254 on Coal

Jan 05 60002 60036 60055 on Oil

Jan 15 66005 on Coal, 66045 Light Engine

Jan 16 56096 66029 on Coal, 60030 on Oil

Jan 18 56096 on Coal, 60086 on Oil

Jan 23 56105 on Coal, 60002 60055 on Oil

Jan 25 56011 56038 on Coal, 60056 60063 on Oil

Feb 01 56038 on Coal, 60064 on Oil

Feb 05 60010 and 60100 on Oil, 66144 on Coal

Feb 06 66115 on Coal, 66166 on Oil

Feb 13 56071 + 56010 on Oil, 66011 on Coal

Feb 16 60010 on Oil, 66018 and 66205 on Coal

Feb 19 60074 on Oil, 66072 on Coal

Feb 20 60013 60030 60051 on Oil, 66141 on Coal

Noted at Barnetby on Jan 06 were 56011 (Coal) 60058 (Oil) and 60056 60063 (Iron Ore).

At Sheffield on Jan 10 were 60043 on Coal and 60047 on Stone.

Our intrepid motor cycle mounted observer spent a cold and wet 30 Jan at Monk Fryston and noted the following:

10:10 66188 EMP MGR W/Yard

10:20 66241 Emp MGR Ayr

10:25 66167 Emp MGR W/Yard

10:35 60027 Covered South Steel

10:50 66202 Full N/P South Coal

11:05 66525 Full F/L South Coal

11:10 66522 Emp F/L East Coal

11:20 47799 Enterprise Emp East

11:25 31190 L/E South Route Learning

11:45 66179 Full MGR South Coal

11:55 66141 Emp N/P East Coal

12:20 66522 Full F/L South Coal

12:25 66232 Full MGR South Coal

12:30 60015 Full MGR E/Yard Coal
12:40 60004 Emp Tilcon West Stone
12:45 66089 Full Flats South Steel
12:55 66143 Full Tanks West Acid
13:05 66202 Emp N/P East Coal
13:10 66141 Full N/P South Coal
13:25 66525 Emp F/L East Coal
13:40 60089 Emp MGR East Coal
13:45 56112 Full MGR South Coal
14:15 56037 Full Box/W South Coal
14:20 66020 Emp MGR Ayr Coal
14:20 66522 Emp F/L North Coal
14:30 66126 Emp MGR Ayr Coal
14:35 66179 Emp MGR North Coal
14:40 60040 Emp Flats North Steel
14:45 66230 Full MGR South Coal
14:55 66091 Full MGR E/Yard Coal
15:00 66228 Emp N/P East Coal
15:15 66202 Full N/P South Coal

Stourton (Leeds FLT) 09:00 47152 57006 66513 66524 66605. Also 7 Light Engine movements involving some of the above locos, 15 cars and 1 motorcycle in attendance.

Noted on 31 Jan were 47703 and 47840 on Virgin XC trains at Sheffield and 60027 60040 and 60095 on freight at Swinton.

On 07 Feb 66603 was seen at Hope working the Dewsbury/Earles whilst 08721 and 86242 were on Longsight with 86206 and 90011 at Piccadilly.

Around the Knottingley area on 14 Feb were 08499 and 56124 on depot, 47799 on a Pullman Special at Hillam Gates and 56033 56095 66077 66107 66148 66177 66192 on coal trains at Milford Junction. Also at MJcn were 60072 on stone, 66070 on steel and 66094 on Enterprise.

At Hillam Gates were 56134 on freight, 66045 66069 66195 and 66522 on coal, whilst at Knottingley Station were 66140 66173 and 66525 on coal.

Midland Region

On Jan 07 the 13.07 ManPicc/Southampton was in the hands of 158750 in place of the usual 47 + stock (very crowded!). On the same day at Warrington were 47805 47827 56078 60056 60064 60087 60095 66017 66232

Noted in the Manchester area on Feb 02 were:-

101654 10.15 Sheffield/ManPicc

101683 11.34 ManPicc/Marple

101681 is a new 3 car "Triple Cripple" formed of vehicles 51228/51442/54062 and was working the 11.46 ManPicc to Rose Hill and 11.49 return

101685 Green 12.24 ManPicc/Chester

101692 RR 16.43 Mar1Picc/Sheffield

86416 RES 13.30 ManPicc/Euston

47703 Frag 09.03 Paddington/ManPicc

47810 IC 10.40 Edinburgh/Brighton

47722 VT 09.18 Brighton/Edinburgh

47489 VT 12.30 Glasgow/Poole

Seen at Rugby on Feb 17 were 09103 47778 58013 66027 66116 66516 whilst at Crewe Yards were 57006 66505 66509 66510 66512 66513 66515 66517 66518 66602 66603 66604 66607 Carlisle Yard on Mar 06 was host to 08460 20307 20309 20901 20903 37607 37610 37612 56134 66012 66041 66220.

Scottish Region

On a 2 day visit to Scotland a member noted the following;

05 March - Polmadie 09104 47790 47793 86207 86226 86256.
Glasgow Queen St. 170401/04/05/22
Inverness 37418 47773 (Sleepers out) 66095

06 March - Inverness 47773 (Sleepers in) 37406 66086 66106
Edinburgh 47727 47783 86207 86256 90031
Slateford 66216 66227 66232 92035

Preserved Railways & Railtours

Noted at Collingham on 09 Dec were 67006 on a Hertfordshire Railtours Special and D9000 on the "Lindum Flyer". On 10 Dec at the same location 4472 "Flying Scotsman" was hauling the "Lindum Pullman" with 66060 attached at the rear.

On Dec 30 the HRT "Pennine Weaver" was hauled by 90022 from London to York and return, 66144 York to Halifax and 47792 Halifax to York.

At the Great Central Railway Winter Gala on 27 Jan steam locomotives 6990 "Witherslack Hall", 34027 "Taw Valley", 61264 and 63601 were working passenger, goods and mail trains. D8098 was shunting at Rothley.

On 21 Jan the "Mancunian Marauder" railtour was hauled by 56111 from Cardiff Central via Stockport, Huddersfield, Todmorden and Rochdale to Guide Bridge where 60050 was added for top and tail trips to Bredbury Stone Terminal and the Eccles/Weaste Line.

Due to Engineering work, passengers for Manchester on this tour were conveyed from Manchester Piccadilly to Stockport in the comfort of Strathclyde liveried DMU's 101693 and 101694. This may well have been 101694's last working.

On Saturday 17 Feb the "Merseyside Beat" was hauled by:-

67003/66135 Newport to Rugby via Birmingham.
92009 Rugby to Crewe Salop Goods Junction
56117 Crewe Salop Goods Junction Stafford
60035 Stafford to Liverpool Lime Street
56117 Liverpool LS to ManPicc and Stafford
92009 Stafford to Birmingham New Street
67003/66135 Birmingham New Street to Newport

This tour took in the Crewe Independent Avoiding Lines and afforded a closer view of the Freightliner stabling point in Crewe Yard. Noted at the stabling point were:-

47152 47206 47330 47345 57006 66505 66509 66511 66512 66513 66515 66517 66518 66602 66603 86607 86609 86615 86631. Withdrawn locos awaiting the final trip to Wigan Springs Branch were 31200 37087 37142 37420 47156 47223 47481 47515 47540 47628 47704 47972.

On a more positive note "Porterbrook" purple liveried Deltic D9016 "Gordon Highlander" was the Star Turn noted on Crewe Diesel Depot.

60800 "Green Arrow" was noted at Doncaster on Saturday Feb 21 hauling a Past Times Rail Special from Crewe to York.

WHAT THE PAPERS SAY

Rail Chaos after derailment

Locowatch - Jan 25 2001

Rail passengers in North Lincolnshire were suffering again, this time due to the derailment of an EWS operated freight train. The accident happened shortly after 7.15 am on Tuesday 24th February. Six of the HAA wagons in the consist of 7F30 Immingham - Ferrybridge Power Station a loaded coal train with Class 56 No. 56100 at the helm, became derailed, blocking all three lines out of Barnetby.

The locomotive was not directly involved in the incident, as a result of which damage was confined to the track and the six vehicles. It is understood that having passed over the junction at Wrawby (just south of Barnetby station) the train was being reversed back into Barnetby Yard.

Railtrack's Area Production Manager, Warwick Dent told LocoWatch "It is too early to comment on what caused today's derailment. An investigation into the accident is underway"

The clear up operation's first aim was to clear the junction, allowing the Barnetby - Lincoln line to be used for Central Trains passenger services and EWS & Freightliner freight traffic. Traffic had started moving along this line by lunchtime.

Northern Spirit, whose Trans-Pennine Express services operate from Cleethorpes to Manchester Airport, were starting from Scunthorpe, with passengers being transferred to buses for the initial and final legs of the journey to/from Cleethorpes.

It is thought it will be Thursday afternoon or Friday morning before the line returns to normal.

Train derails

Lincolnshire Echo - Jan 25 2001

Rail services were disrupted yesterday after a freight train derailed. Six CARRIAGES of the train left the track near Brigg yesterday afternoon. Train services were disrupted between Lincoln and Grimsby for several hours. The service was running close to normal again last night. (Freight trains with carriages - whatever next!! Ed)

Not particularly a rail related story but just a note to say that these scurrilous BLAIR headlines about your Editor are completely untrue and questions will be asked in the house! Your Editor is alive and well and the only "pot" I have is used for obvious reasons.

MP delayed on Train

Daily Express - Jan 01 2001

I was cheered by those pictures of a thunder faced John Prescott getting off the train in London on Sunday, having been stuck, unmoving and without the benefit of a buffet car, for almost two hours in Nottinghamshire. (Could not have happened to a nicer fellow!! Ed.) It wasn't because I enjoy seeing our leaders suffer like the rest of us, though there is always that small bonus, but because at least our DPM uses the train system as a matter of course. (how often? Ed.) Margaret Thatcher, responsible for the idea of giving over the running of trains to Dinky, Corgi and Matchbox respectively, hated trains and never went on one of the things. No wonder she thought privatisation would work!!

35005 Sold to Steam Dreams

Locowatch - Jan 23 2001

After much rumour and speculation, Steam Dreams have confirmed to LocoWatch News that they are now the proud owner of Merchant Navy No. 35005 Canadian Pacific. The locomotive, a Bulleid Pacific, originally built at Eastleigh works in 1941, will form the mainstay of The Cathedrals Express trips for 2001. Canadian Pacific will haul the majority of the 50 trips planned for the season and will only be replaced by another locomotive when ongoing maintenance and boiler wash-outs are necessary, Canadian Pacific was withdrawn from service in 1965, two years before the end of regular steam on the Southern Railway and then spent several years languishing in Barry scrap yard. In 1973 she was rescued from the scrap heap and moved to

Steamtown, Carnforth, for restoration although this work did not commence until mid-1980's. The work went on for several years and it was not until 1998 that Canadian Pacific made it out on the main line again under the ownership of Andrew Naish. Since being back on the main line she has run 26 trips and in September 2000 she completed one million miles of main line running. The seven-year boiler certificate for Railtrack runs out in June 2005. David Russell of The Engineering Link carried out an engineer's report on Thursday 28 December at Tyseley and the report confirmed the belief that Canadian Pacific is the right choice for Steam Dreams. "For Steam Dreams this is a very exciting event" enthused Gill Trousdale, Operations Director of the company. "We know that we have bought one of the proven performers on the main line, which, having been rebuilt to full main line specification as recently as 1998 means it is like having a brand new engine. This fact, added to the engineering skills and proven main line expertise we gain from our relationships with the Mid Hants Railway, and the economies of scale of our 2001 season, gives us the confidence that this machine will pay her way magnificently! Hopefully Canadian Pacific will again become synonymous with main line steam running in the Southern region and we will be extremely proud of this new association." "Both ourselves and the Mid Hants Railway are looking forward to continuing the relationship with Andrew Naish, the previous owner, who has said he would very much like to continue his association with Canadian Pacific, coming out as a member of the support crew whenever he can. While for Steam Dreams this is the start of something new, for Andrew, this is the end of an era. In fact, today when he called to say the money was in the bank, he told me he would shortly be on his way to Tyseley to say goodbye to the old girl!" Canadian Pacific's first outing under new ownership will be 27 January running Waterloo to Weymouth for Past Time Rail and during March it is hoped that she will be involved in the EWS crew training runs in the Eastleigh area. The icing on the cake for many will be the returning of Canadian Pacific to the Southern region livery of Brunswick Green prior to its first Cathedrals Express run! In conjunction with this year's Steam Dreams tours, English Welsh & Scottish Railway drivers from Eastleigh will be using either 35005 or 'West Country' No. 34016 Bodmin for footplate training between January 23rd and February 3rd on weekday. Two trains will operate daily between Eastleigh and Yeovil Junction.

RAIL ALE A Tipple in Tunis

by David Bladen

"Trois aller-retours pour Tunis, première classe, s'il vous plait".

I stood at the ticket office window, wondering if the Tunisian booking clerk at Bir Bou Rekba station had understood my finest schoolboy French. I felt sure I had said everything correctly - I had even handed over the correct money, TD 18.900, about £9. After what seemed like an eternity, there was a whirr from the ticket machine and three yellow tickets were handed to me - oh, relief!! We were on our way to the Tunisian capital.

Yes, the Bladen's were on their travels again. This time the trawl through Internet websites and Teletext pages had thrown up Tunisia as a last-minute bargain destination for the October half-term holidays and we were having a week in Hammamet, some 55 miles southeast of Tunis. We had chosen Hammamet, as it seemed to offer opportunities to get around on our own and, hopefully, get some unusual haulage in. SNCFT operates a fairly eclectic mix of diesel locos imported from North America and Europe, over both metre and standard-gauge lines and in many cases, the same class of loco can be found on both gauges, re-gauging having been completed at SNCFT's works in Tunis. (An excellent website covering Tunisian locos can be found at www.philrichards.freeserve.co.uk)

Hammamet does have its own station on the branch to Nabeul; however, the shuttle service on the branch is fairly limited. Bir Bou Rekba, the junction station on the main line from Metlaoui to Tunis, was only three miles away so we had taken a fast taxi (there are no other types in Tunisia!) to catch the 08.34 departure.

Tickets in hand, we wandered on to the platform to wait for the train, only to find that it was running some 15 minutes late - talk about home from home! At least it gave us time to take stock of our surroundings after the mad dash from the hotel.

Bir Bou Rekba station is probably the same size as, say, Mexborough station. The buildings and platforms were absolutely spotless and there was not one piece of litter on the track, Definitely not home from home! There were two metre-gauge through lines and a further metre-gauge single line for the branch off to Nabeul.

All signs and posters were in French and Arabic and it was quite surprising to find all fares from the station displayed on the wall by the booking office. None of your APEX, Superdaypex, Saver nonsense here! Tickets are either single or return, 1st or 2nd class and the prices seem only to vary during national holidays.

A luridly coloured single-car diesel unit was stood on the branch and I thought long and hard about taking a photo of it. All the guidebooks we'd read had said that photographing government buildings was against the law and also that Tunisians are very sensitive about having their photos taken without their permission. There were a number of other tourists stood using video cameras and nobody seemed to be paying them any attention. I decided to take the risk and crossed the tracks to take a quick picture of the unit. The sudden sound of a distant horn meant our train would soon be arriving and it was time to re-cross the tracks and join Linda and Alex.

As the train approached, I could see it was pulled by a class 060-DN loco, one 20 General Electric locos bought from the USA in 1983. At least I think it was a class 060-DN. It looked like the picture I'd seen on the website, but was painted in a smart blue and red livery rather than the green of the picture, and carried the number 91 91 000551-4 rather than 060-DN-xxx. Anyway, whatever it was, it sounded like a right beast!

We boarded the train and found our seats. The coaches definitely showed their French origins and were spacious and comfortable. As we slowly moved out of the station, I did wonder what the ride at higher speed would be like on a narrow-gauge track but I needn't have worried - it was very smooth.

The train cleared the built-up area and then we were into open countryside. It was fascinating to look upon a landscape I had previously only seen on television. White-washed houses, mosques, the vegetation, people going about their business, everything seemed so completely different - everything said: "You're in North Africa." And such a contrast from the wet and windy Britain we'd left just a couple of days earlier. I wandered down the carriage to the toilet in the vestibule and was more than a little taken aback to find that both carriage doors were open and that there was somebody sat in each of the stairwells enjoying the fresh air! Can you imagine the reaction if someone tried to do that in this country? There would be uproar and, doubtless, legislation would soon follow.

The Tunisian approach to life seems to be; "We are not going to nanny you. If you want to sit by an open door to keep cool, then it's up to you. If you do fall out then though - it's your own fault." That said, I would be interested to know what the accident rate is on SNCFT!

The journey was scheduled to take just over an hour and before long the landscape was gradually changing back from open countryside to built-up areas as we approached Tunis. Outside Tunis Ville station, there was a tantalising glimpse of the loco works and shed, with many examples of the various loco types stood in the yard. Once stopped, doors on both sides of the train opened - some passengers alighting on to the platform, some on to the adjacent track!

I did wonder whether to risk taking a photo of the loco that had just pulled us into Tunis. I snatched a quick shot but immediately regretted it, as further along the concourse a military policeman was bearing down on a Swedish tourist using a video camera. Thankfully, the long arm of the Tunisian law did not reach for my collar and I put my camera quickly back into our bag.

We headed straight for Tunis's medieval souqs and spent a pleasant hour or so exploring (and getting lost in) the myriad narrow alleyways lined with stalls and shops, that make up this area of the old city. The bustle and colour of the souqs has to be experienced to be believed!

We had planned to visit Carthage which can be reached from Tunis using the STGM light-rail system, and we set off on the 15-minute walk along Avenue Habib Bourguiba towards Tunis Marine station. At Place de l'Indépendance I got the camera out again as there were many other tourists around and everyone was taking photos. I took a couple of shots of the passing trams and then pointed the camera at a bus, however, through the viewfinder I saw a passenger angrily waving his fist at me. I raised my hand in apology and cursing myself for being so stupid and insensitive, put the camera back into the bag where it stayed for the rest of the holiday!

We reached Marine station without further embarrassment, but the schoolboy standard of my French came to the front once more as I found I had bought three 2nd class tickets, instead of the 1st class I thought I had asked for. There is very little to choose between the classes - in first class the seats are padded! As for the price, three tickets cost just TD 2.100, about £1.05

The STGM can be compared, I suppose, to the Tyne Metro. Its fleet of fast trams runs from Tunis Marine over a specially built causeway on Lac de Tunis, then along the coast to Sidi Bou Said. There is no air-conditioning and I have to say that as the temperature began to rise in the early afternoon, we were grateful for the passengers holding the doors open as the tram sped along!

We got off the tram at Carthage Dermech station and set off walking up Byrsa Hill to the National Museum. Halfway up the hill it began to rain. This wasn't just the odd spot of light rain but a heavy downpour. There was no shelter and it began to look as if we were in for a serious soaking. Luckily, a taxi was passing and we flagged it down. It was worth a dinar to reach the museum without drowning!

For a World Heritage Site, I thought that the National Museum was a bit of a disappointment. There were many artefacts on display but not a lot to hold the attention and certainly nothing in the way of interactive exhibits for children. Alex's interest soon began to wane and after leaving the museum, we headed back down Byrsa Hill, this time to Carthage Hannibal station and caught a tram, complete with open doors, back to Tunis.

By the time we reached Tunis, the weather had turned uncomfortably humid and both Linda and I were ready for a cold beer. The problem with this was that we were in the capital city of an Islamic country and so there would be little chance of getting that beer, right? Wrong! Alcohol is not exactly encouraged in Tunisia, even though beers, wines and spirits are all produced in the country, but it is tolerated and away from the tourist resorts there are one or two cafés where alcohol is discreetly sold.

One of these just happens to be Café de Paris on Avenue Habib Bourguiba. The Lonely Planet Guide describes it as one of the more upmarket and popular cafés in Tunis. Quite why it is considered upmarket is beyond me, as it seemed to be a vast room with Formica topped tables and vinyl covered chairs, but it is popular. Many a British landlord would give his right arm for his pub to be as full as this place.

And I can well understand its popularity. The café occupies a prime position on the avenue and if the Tunisians have picked up anything from the French influence in their country over many years, it is the very appealing pastime of sitting with a coffee or a beer, just watching the world go by.

I did wonder how Linda and Alex would be received. Women are not generally found in Tunisian bars and children almost never, however, my worries proved to be groundless as we were cordially greeted at the door by a waiter who asked if we wanted a table for three. Alex was given wrapped sugar lumps as a souvenir and was generally fussed over, more so when the waiter found out that Alex had bought an Esperance shirt, Esperance being one of Tunis's top two football teams. The other, by the way, is Club Africain.

So, what was the beer like? Very nice, thank you! The local Tunisian brew is Celtia, a 5% abv lager with a dry, refreshing taste and at TD1.750, about 85p, for a half-litre bottle, not badly priced at all. Imported beers such as Lowenbrau are available in the tourist resorts but they are generally more expensive and I was certainly happy with the Celtia.

We had another couple of drinks and then as dusk started to fall over Tunis, headed back towards Tunis Ville station. The sky was filled with thousands of sparrows preparing to roost for the night in the many trees that line Tunis's boulevards.

Our train was already at the platform and after a brief ticket check; Linda and Alex went to find our seats while I walked to the end of the train to have a look at the loco. Another class O60-DN, (I think!) 91 91 000569-4 was going to be our haulage for the journey.

As we sat waiting for departure, there was a constant stream of sellers passing through the carriage, offering cigarettes, newspapers, drinks and sandwiches. Before long, there was the sound of a whistle and the train pulled slowly and smoothly from the station,

The journey back to Bir Bou Rekba was uneventful, which is more than can be said for the taxi ride from the station to the hotel. (But that's another story) We sat in the hotel bar later that night talking about the day's events. It had been a long, hot, tiring day but very worthwhile.

We wouldn't have missed it for anything!

ROBIN'S REVIEW

No 12 HERITAGE RAILWAYS

Heritage Railway is a CMS Publishing magazine at £2.75 per month, subscriptions are £30 for 12 issues and £55 for 24 issues.

There are 92 pages packed with articles photographs and information, broadly divided into Regulars and features.

Regulars include Headline News 5 pages of all the latest news on the Heritage scene, then a further 15 pages of more news, there's so much of it there must be a piece on nearly every Heritage activity in the country. All in depth stories supplemented by excellent Photography, (worthy of any Pennine Slide Competition!).

Which brings me to 'Showcase' the main photo section in the magazine, the February edition looks at Heritage Railways in action during the snow and frost of December 00 and wow ! are there some excellent photographs.

Main Line News covers the ongoing arguments between Railtrack and the current Main Line Steam operators and the rest of the politics of the Railway industry which heritage activities unfortunately get tangled up in.

The Main Line Tour itinerary is a full page covering the months following publication, a very useful part of this is the panel at the bottom of the page giving phone numbers of all the operators. Up and Running is an excellent section giving details of operational dates for all.

Preserved Railways and Railway heritage centres, again valuable if you decide to go at a moments notice.

Last but not least a page on the internet! Yes Heritage Railways has a website. www.heritagerail.co.uk. Features includes six articles again all very readable, "A Pannier Tank in Winter" 1369 hauling a works train in the snow produces some excellent photography of country branch line activity in winter. "The DMU - Preservations unlikely Hero? Part One. (A must for Paul Sutton). A comprehensive look at the DMU preservation and how its helped preserved lines keep going at the fringes of the season. "North Borneo: Land of the Vulcan's". Steam in the rain forests built by Vulcan's Foundry.

"The West Coast Road to Ribbleshead" looks at history being made when SF 48151 hauled a revenue earning ballast train on the S+C on 19th December 2000. "Ivattski of Tunbridge Wells"; The Red Revolution is here" tells the story of how a Barry wreck was bought for £30K and put into running order on the Spa Valley Railway. And finally Industrial scene "Something is tiring at the old Kiln!

VERDICT: Heritage Railway is a relative newcomer to the scene and now at issue No 22. No 1 being in May 99. It is comprehensive in its coverage to say the least and the standard of Photography is equal to the best I have seen.

(That's saying something) !

PENNINE MEETINGS

All meetings are held at The Salutation Inn, South Parade, Doncaster at 2000 hrs on the first and third Wednesday of each month.

- 21st March 2001. Graeme Wade - Yorkshire Hotpot
4th April 2001. Tony Smith (Crowland)
18th April 2001. Ian Waller.
2nd May 2001. Pennine Slide Quiz.
16th May 2001. Chris Nicholson.
6th June 2001. Robert Hay.
20th June 2001. David Bladen.
4th July 2001. Chris Tyas - Travels around Britain from A - Z

BROWSER'S CORNER

For members with access to the net the following sites may be of interest:-

- <http://web.ukonline.co.uk/wagons> - for anyone interested in the up to date UK wagon scene.
http://web.ukonline.co.uk/nigelemery/loco/history/lh_index.htm - A database of all BR diesel and electric locos with historic allocation and disposal details.
<http://mercurio.ietunipi.it/misc/linkshtml> - links to the European Rail Server for details of all European Railways and Societies etc.
www.nenevalley-railwaybooks.couk/ - A good site for all types of railway books - new and second hand.

EAST LANCS 2001 EVENTS LIST

- April 7th/8th 1960's Weekend
May 5th/6th/7th Day out with Thomas
May 26th/27th/28th 1940's War Weekend
July 14th to 18th Summer Diesel Event
July 21st/22nd Transport Through Time
Aug 10th/11th/12th Day out with Thomas
Aug 27th Teddy Bear's Picnic
Sept 8th/9th Autumn Diesel Event
Oct 6th/7th Day out with Thomas
Oct 27th/28th Steam Enthusiasts Weekend
Dec 1st/2nd/8th Santa Specials
Dec 9th/15th/16th/22nd/23rd Santa Specials

EDITOR'S ACKNOWLEDGEMENTS I would like to thank the following for their generous contributions to this issue: David Bladen, Antony Brown, Tony Caddick, Gerry Collins, John Dewing, John Sanderson, Robin Skinner, Paul Slater.

EDITOR'S PLEA (AGAIN!!) I am extremely short of articles and a QUIZ for the next magazine and would appreciate any contributions from members. I've said it before but I'll repeat it again - REMEMBER! IT'S YOUR SOCIETY AND YOUR MAGAZINE.

NEXT ISSUE The next issue of TRANS PENNINE is due for publication in the first week of July.

Would contributors please let me have their information by June 22nd 2001.

GNER DRAGGED TRAINS 2000

Andrew Barclay & Peter Hall

Over the last 2 years major engineering works have taken place on the East Coast Main Line resulting in train services being diverted by alternative routes, especially in the North East/Lincolnshire areas.

The following schedule shows services affected during the year 2000 together with locomotives used.

All trains dragged between Leeds and Doncaster, diverted via Featherstone

Northbound

Southbound

Sunday 5th March

0830 Kings Cross-Leeds 47635

1010 Kings Cross-Leeds 47726

1040 Leeds-Kings Cross 47726

Sunday 12th March

0830 Kings Cross-Leeds 47786

1010 Kings Cross-Leeds 47635

1040 Leeds-Kings Cross 47785

Sunday 19th March

0830 Kings Cross-Leeds 47768

1010 Kings Cross-Leeds 47765

1040 Leeds-Kings Cross 47765

Sunday 26th March

0830 Kings Cross-Leeds 47799

1010 Kings Cross-Leeds 47783

1040 Leeds-Kings Cross 47783

MAY DAY HOLIDAY 2000

All trains dragged between Leeds and Wakefield diverted via Normanton and Woodlesford

Sunday 30th April

1010 Kings Cross Leeds

1424 Leeds-Kings Cross

1210 Kings Cross Leeds

1510 Leeds-Kings Cross

1410 Kings Cross Leeds 47786

1614 Leeds-Kings Cross

1610 Kings Cross Leeds

1716 Leeds-Kings Cross

1710 Kings Cross Leeds

1814 Leeds-Kings Cross 47786

1810 Kings Cross Leeds

2014 Leeds-Kings Cross

1850 Kings Cross Leeds

1930 Kings Cross Leeds

1800 Glasgow-Leeds 47781

2030 Kings Cross Leeds

2130 Kings Cross Leeds 47749

Monday 1st May

0705 Kings Cross Leeds 47792

0444 Leeds-Kings Cross

0910 Kings Cross Leeds 47749

0549 Leeds-Kings Cross

1010 Kings Cross Leeds 47781

0600 Bradford-Kings Cross

1210 Kings Cross Leeds 47792

0807 Bradford-Kings Cross 47749

1310 Kings Cross Leeds

1044 Leeds-Kings Cross 47792

1410 Kings Cross Leeds 47781

1244 Leeds-Kings Cross 47749

1510 Kings Cross Leeds

1344 Leeds-Kings Cross 47781

1610 Kings Cross Leeds

1544 Leeds-Kings Cross

1703 Kings Cross Leeds	1644 Leeds-Kings Cross	
1850 Kings Cross Leeds	1744 Leeds-Kings Cross	47781
1930 Kings Cross Leeds	1926 Leeds-Kings Cross	47749
2030 Kings Cross Leeds		47781

GNER DRAGGED TRAINS LATE SUMMER HOLIDAY 2000

All trains dragged between Newark and Doncaster and diverted via Gainsborough..

Saturday 26th August

0615 Kings Cross-Edinburgh 47734	0505 Leeds-Kings Cross 47734
0700 Kings Cross-Glasgow 47786	0450 Newcastle Kings Cross 47786
0800 Kings Cross-Glasgow 47772	0600 Newcastle Kings Cross 47772
0810 Kings Cross-Leeds 47733	0700 Newcastle Kings Cross 47759
0830 Kings Cross-Glasgow 47799	0730 Newcastle-Kings Cross 47798
0900 Kings Cross-Edinburgh 47759	0620 Edinburgh Kings Cross 47792
0930 Kings Cross-Glasgow 47798	0700 Edinburgh Kings Cross 47734
1000 Kings Cross-Edinburgh 47792	0900 Newcastle-Kings Cross 47786
1040 Kings Cross-Edinburgh 47734	0700 Glasgow-Kings Cross 47735
1100 Kings Cross-Glasgow 47786	0800 Glasgow-Kings Cross 47733
1130 Kings Cross-Glasgow 47785	0930 Edinburgh-Kings Cross 47799
1230 Kings Cross-Edinburgh 47733	0900 Glasgow-Kings Cross 47759
1300 Kings Cross-Glasgow 47799	1000 Glasgow-Kings Cross 47792
1500 Kings Cross-Glasgow 47792	1200 Glasgow-Kings Cross 47733
1600 Kings Cross-Edinburgh 47793+HST(A)	1330 Edinburgh-Kings Cross 47785
1700 Kings Cross-Glasgow 47785	1400 Edinburgh-Kings Cross 47799
1840 Kings Cross-Newcastle 47733	1400 Glasgow-Kings Cross 47786
1900 Kings Cross-Newcastle 47799	1500 Glasgow-Kings Cross 47792
1930 Kings Cross-Leeds 47786	1840 Leeds-Kings Cross 47734
2030 Kings Cross-Leeds 47734	1600 Glasgow-Kings Cross 47785
2130 Kings Cross-Leeds 47798	2015 Leeds-Kings Cross 47798
2200 Kings Cross-Newcastle 47792	1800 Glasgow-Kings Cross 47793 (B)

(A) - dragged Kings Cross to Doncaster

(B) dragged Don - Kings Cross

Sunday 27th August

0800 Kings Cross-Glasgow 47759	0700 Newcastle Kings Cross 47772
0835 Kings Cross-Leeds 47734	0730 Newcastle Kings Cross 47786
0900 Kings Cross-Edinburgh 47785	0700 Edinburgh-Kings Cross 47775
0930 Kings Cross-Glasgow 47733	0800 Edinburgh Kings Cross 47759
1000 Kings Cross-Edinburgh 47792	0900 Edinburgh-Kings Cross 47785
1030 Kings Cross-Glasgow 47775	0930 Edinburgh-Kings Cross 47799
1130 Kings Cross-Edinburgh 47759	1000 Edinburgh Kings Cross 47734
1200 Kings Cross-Glasgow 47785	1030 Edinburgh Kings Cross 47733
1300 Kings Cross-Edinburgh 47799	1100 Edinburgh Kings Cross 47792
1330 Kings Cross-Edinburgh 47734	1325 Newcastle Kings Cross 47775
1400 Kings Cross-Aberdeen 47733	1050 Glasgow-Kings Cross 47772
1430 Kings Cross-Glasgow 47792	1300 Edinburgh-Kings Cross 47759
1500 Kings Cross-Edinburgh 47786	1540 Leeds-Kings Cross 47799
1530 Kings Cross-Newcastle 47775	1250 Glasgow-Kings Cross 47733
1600 Kings Cross-Edinburgh 47772	1500 Edinburgh-Kings Cross 47792
1630 Kings Cross-Newcastle 47759	1530 Edinburgh-Kings Cross 47786
1700 Kings Cross-Glasgow 47799	1715 Newcastle-Kings Cross 47775
1730 Kings Cross-Newcastle 47733	1450 Glasgow-Kings Cross 47772

1830 Kings Cross-Edinburgh 47792
1900 Kings Cross-Newcastle 47786
2000 Kings Cross-Newcastle 47772
2030 Kings Cross-Leeds 47799
2100 Kings Cross-Newcastle HST
2200 Kings Cross-Newcastle 47733

1550 Glasgow-Kings Cross 47799
1730 Edinburgh-Kings Cross 47759
1655 Glasgow-Kings Cross 47733
1800 Glasgow-Kings Cross 47786

Monday 28th August

All trains diverted between Newark and Doncaster via Gainsborough

IS12 0615 Kings Cross Glasgow 0907 47786
IS13 0700 Kings Cross Edinburgh 0923 HST
ID32 0703 Kings Cross Leeds 0947 47792
IN01 0730 Kings Cross Edinburgh 1009 47785
IS14 0800 Kings Cross Edinburgh 1031 47759
ID34 0810 Kings Cross Leeds 1057 47733
IS15 0830 Kings Cross Glasgow 1120 47734
ID35 0910 Kings Cross Leeds 1148 47799
IN02 0930 Kings Cross Edinburgh 1220 47775
IS18 1000 Kings Cross-Glasgow 1244 47772
1S20 1030 Kings Cross-Aberdeen 1257 HST
1S16 1033 Kings Cross-Glasgow 1320 47792
1D37 1110 Kings Cross-Leeds 1353 47785
1S10 1130 Kings Cross-Glasgow 1421 47759
IS24 1200 Kings Cross-Inverness 1427 HST
1D38 1203 Kings Cross-Leeds 1448 47786
IS28 1300 Kings Cross-Edinburgh 1533 47799
ID39 1310 Kings Cross-Leeds 1555 47734
IS29 1330 Kings Cross-Glasgow 1608 47775
IS30 1400 Kings Cross-Aberdeen 1620 HST
IN04 1430 Kings Cross-Edinburgh 1705 47792
IS31 1500 Kings Cross-Glasgow 1730 47772
IS0I 1530 Kings Cross-Edinburgh 1809 HST
ID42 1540 Kings Cross-Leeds 1828 47759
1S32 1600 Kings Cross-Aberdeen 1816 HST
1N06 1630 Kings Cross-Newcastle 1909 caped
1S33 1700 Kings Cross-Edinburgh 1935 47799
1D02 1710 Kings Cross-Hull 1951 caped
1S42 1730 Kings Cross-Edinburgh 2006 47734
ID11 1750 Kings Cross-Skipton 2030 caped
1S34 1800 Kings Cross-Glasgow 2041 47785
IN09 1830 Kings Cross-Newcastle 2106 47772
1D46 1850 Kings Cross-Leeds 2143 HST
IS36 1900 Kings Cross-Edinburgh 2121 47798
1D47 1930 Kings Cross-Leeds 2214
IN12 2000 Kings Cross-Newcastle 2234
ID50 2030 Kings Cross-Leeds 2252
IG22 2100 Kings Cross-Newcastle 2342
ID51 2130 Kings Cross-Leeds 0008
IN13 2200 Kings Cross-Newcastle 0058
1D36 2334 Kings Cross-Leeds 0207

(A) - Dragged Doncaster to Kings Cross Tweed

1A00 0505 Leeds-Kings Cross 0548 47786
1A02 0450 Newcastle-Kings Cross 0625 HST
1A03 0610 Leeds-Kings Cross 0654 47785
1A06 0600 Newcastle-Kings Cross 0736 47759
1A10 0700 Hull-Kings Cross 0753 HST
1A11 0648 Skipton-Kings Cross 0807 HST
1A12 0700 Newcastle-Kings Cross 0836 47799
1E02 0600 Edinburgh-Kings Cross 0909 47775
1A15 0812 Bradford-Kings Cross 0925 47772
1E03 0700 Edinburgh-Kings Cross 0955 HST
1A16 0900 Newcastle-Kings Cross 1040 47792
1A17 1005 Leeds-Kings Cross 1053 47785
1E04 0700 Glasgow-Kings Cross b1117 47759 + 47786
1E05 0800 Glasgow-Kings Cross b1212 HST
1A19 1205 Leeds-Kings Cross 1248 47799+47734
1E07 1000 Edinburgh-Kings Cross 1309 47775
1E08 0800 Aberdeen-Kings Cr b 1317 47792
1A35 1048 Edinburgh-Kings Cr b 1351 47772
1E10 0755 Inverness-Kings Cross 1414 caped
1E09 1000 Glasgow-Kings Cross b 1421 HST
1A23 1405 Leeds-Kings Cross 1448 47785
1E11 1200 Edinburgh-Kings Cr b 1517 47799
1E12 1000 Aberdeen-Kings Cr b 1528 47759
1A24 1505 Leeds-Kings Cross 1551 47786
1E13 1200 Glasgow-Kings Cross b 1619 47734
1E25 1330 Edinburgh-Kings Cr b 1628 47792 (A)
1A27 1605 Leeds-Kings Cross 1648 caped
1E15 1430 Edinburgh-Kings Cr b 1731 47772
1A29 1705 Leeds-Kings Cross 1753 47775+47733
1E16 1400 Glasgow-Kings Cross b1803 47798
1A30 1524 Edinburgh-Kings Cross 1833 caped
1A31 1805 Leeds-Kings Cross 1854 47759
1E17 1600 Edinburgh-Kings Cr b 1904 47786
1F60 1657 Edinburgh-Kings Cross 2003 caped
1E18 1600 Glasgow-Kings Cross b2010 HST
1E19 1455 Aberdeen-Kings Cr b 2027 HST
1F61 1755 Edinburgh-Kings Cross 2114 47799
1E20 1800 Glasgow-Kings Cross 2213 47772

b -train started at Berwick upon

All trains operating North of Doncaster

IS08 0620 Doncaster Glasgow 0620 91008
IF20 0808 Doncaster Edinburgh 0808 91020

1A07 0633 Bradford-Doncaster 0730 91020
1A13 0805 Leeds-Doncaster 0836 91101

IF21 1004 Doncaster Edinburgh 1004 91010
IG20 1256 Doncaster Leeds 1256 91004
IF23 1400 Doncaster Edinburgh 1400 91031
ID41 1658 Doncaster Leeds 1658 caped
ID43 1753 Doncaster Leeds 1753 caped
1D48 1950 Doncaster Leeds 1950 caped
IG21 2105 Doncaster Leeds 2105 90038

1A18 1105 Leeds-Doncaster 1136 91004
1A22 1305 Leeds-Doncaster 1335 91031
1A25 1233 Edinburgh-Doncaster 1531 caped
1E14 1400 Edinburgh-Doncaster 1654 caped
1A32 1855 Leeds-Doncaster 1929 caped
1A34 2010 Leeds-Doncaster 2041 90038
1E21 2000 Glasgow-Doncaster b 0025 Ext'd to KX

Details are also available for 1998 and 1998 diversions and copies of the relevant sheets can be obtained from Andy Barclay on 0114 255 2625 (work) or 07773 401379 (mobile) or from THE EDITOR.

The compilers of these lists would obviously like to fill in the gaps. Any information would be appreciated and can be sent to Andy Barclay or to THE EDITOR.

NEIL WEBSTER

It is with sadness that we inform members of the sudden death of Neil Webster. Neil was apparently found dead at his home on Monday 19 March 2001. Neil was a member of the Committee of the Pennine Railway Society in the very early days of the Society as Fixtures Secretary and Magazine Editor. Many members will know him for his work with Peter Fox on the Platform 5 books.

He was later involved with Metro Enterprises.