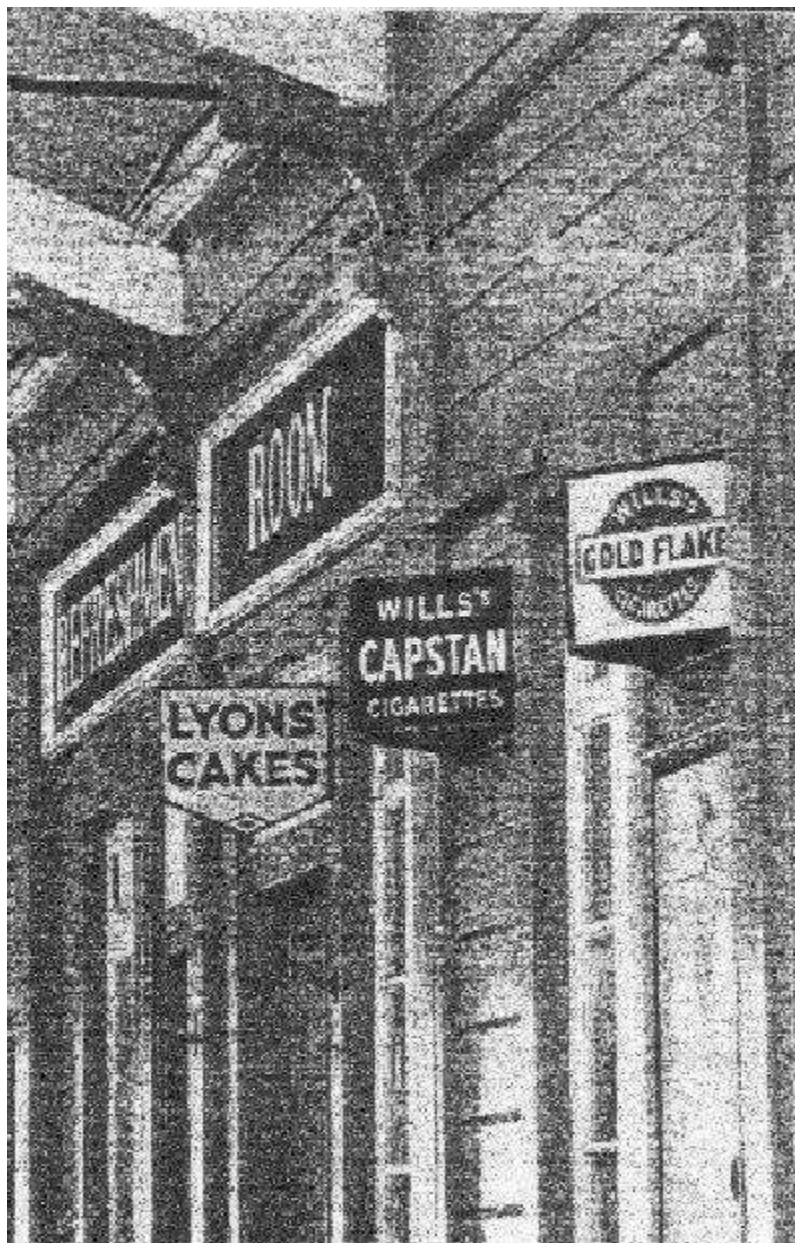


TRANS PENNINE
THE MAGAZINE OF THE PENNINE
RAILWAY SOCIETY



No.116 - Summer 2001

COMMITTEE BRIEFS

Neil Webster

The funeral of Neil Webster took place in Sheffield on 26th March 2001. Neil was, as reported in the last issue of Trans Pennine, a committee member in the early days of the Society.

The Society was represented at the funeral by committee members Robin Skinner and John Sanderson. Members present included Barry Marshall and Paul Sutton.

Flowers were sent from the Society and a donation made to the Speedway Riders Development Fund at Neil's request.

We Regret to Announce - Latest

“We apologise for delays on the Circle Line. This is due to a platform shortage at Edgware Road.

Double Deckers

Double Decker trains are earmarked to enter service in 2010 on the South West network which links London with commuter towns in Surrey and Hampshire.

Ten carriage trains would seat 1200 and franchise operator Stagecoach say that the plan is dependent on passenger growth continuing at predicted levels of 5% per year throughout the decade, and a review of bridges and tunnels.

To the Med in 7 Hours

With the opening of the French TGV Méditerranée service, Marseilles can now be reached in 7 hours from London.

Leaving on the 08.53 Eurostar from Waterloo, Marseilles is reached at 16.46 (local time, one hour ahead), with a change at Lille.

Services also operate to Nice and Perpignan.

Last Post??

Late arriving mail trains could force First Class post to take to the air. Train delays to 60 nightly mail trains following the Hatfield over-reaction are unacceptable to Consignia, the new name for Royal Mail's parent company. EWS has a contract with Consignia under which 95% of the mail carried by train should arrive within 10 minutes of the scheduled time.

Sunshine on the Line

Sunshine on the line is likely to be Railtrack's latest seasonal excuse for delays and cancellations. Recently laid continuous welded rail has to be pre-stressed, which involves stretching the metal to simulate the effect of expansion in hot weather. If it has not been pre-stressed the rail will buckle. In the rush to complete repairs following Hatfield, Railtrack has left some of the track inadequately pre-stressed.

Industrial Action

The RMT union has called for strike action on June 25th and 4th July in protest to the downgrading of guard's safety role. RMT claims that changes to the industry's rule book mean that the guard's job has been changed to a “Kit Kat Seller”.

The union makes no comment on the fact that Thameslink, Gatwick Express and WAGN operate trains without guards at all!!

Dumfries Depot to Open

ScotRail is to reinstate a traincrew depot at Dumfries to save on the cost of hiring drivers and conductors from another operator.

Currently the company hires crews from Arriva Trains Northern at Carlisle to operate services between Carlisle, Dumfries and Glasgow.

In fact, ScotRail said it was cheaper to send one of its own crews by taxi to Carlisle (115 miles) to operate the weekday 06.12 service.

Voyagers

The first Virgin Voyager train is now in service, carrying passengers between Birmingham NS and Reading as part of its final testing before entering timetabled services in July.

For enthusiasts wishing to see the units at Crofton, the EWS crossing keeper will escort you across the running lines to the Bombardier Depot gate.

Bombardier have kindly put a chalkboard on the fence near the gate giving details of units on site and their whereabouts - Good PR from Bombardier!!!

Bullet Train to York

A power car and other vehicles from Japan's "Shinkansen" Bullet Train have arrived in Britain by sea, and are now being taken by road to York for display at the National Railway Museum. Local radio (21 June) reported long traffic queues due to slow progress and breakdowns.

Red Star Ends Rail Link

RED STAR, once the by-word for getting small packages across the country has closed.

Rail disruption following Hatfield had seriously affected the financial viability of the operation.

Timber Trains

EWS has signed a contract to transport 17,000 tonnes of timber a year by rail. Four trains a week will run from Huntly and Inverurie to transport 5,000 tonnes to Workington and 12,000 tonnes to Brandon, Suffolk.

Government Ministers

So, the new Transport Minister cannot drive a car and the new Sports Minister is a bit "iffy" on sporting knowledge.

When will the "popular press" show a bit of common sense in its political reporting? What qualities do ministers actually need? Should the Transport Minister be able to drive a car, a train, a bus, a tram before he is considered competent for the post? Should the Sports Minister be a qualified referee, umpire, jockey, oarsman, etc, etc before he is considered knowledgeable enough to do the job??

The answer is obviously NO. The incumbent should be a good parliamentarian, organiser and fixer. Only time will tell if the present Ministers have these characteristics.

Wabtec Wagons

Wabtec Doncaster have almost finished the order for converting RIV 70 6905 series vehicles to Autoballasters for GE Capital.

The first batch of 10 (GERS12901-10) are in GRTM livery with the second batch of 91 (GERS12911-101) are in Railtrack livery. A third batch of four vehicles are to be delivered shortly and will be for

demonstration purposes in both the UK and on the continent. GERS12991 is an experimental 75 mph vehicle, the others being limited to 60mph.

New Autballasters are currently being converted in the HQA series. Noted in the yard recently have been:-
HQA-A Outers 380001
HQA-B Inners 380101/2/3/9
HQA-C Generator 380201

Class 308's nearly done

Now that the 333 Siemens units seem to be performing better, the end of the vintage 308's must be almost nigh.

Units 308143/145/153 were noted on 20th June being taken into Doncaster's Bombardier Works.

This leaves only units 138 157 158 available to cover for any problems with the Siemens units.

Your Editor has covered the whole routes of the 333's. Verdict: Very Fast...Very Quiet ... Very Hard Seats!!!

MEMORIES OF LEEDS CENTRAL

by Paul Slater

Recently I made two train journeys into Leeds. The first was on a "Sprinter" from Knottingley, so I travelled into Leeds on the old Midland main line through Woodlesford and Stourton, and the second journey was on an electric multiple-unit from Doncaster which I boarded at Adwick, using the park-and-ride facility; this meant that I travelled into Leeds on the old Great Northern main line.

I lived in Leeds during the second half of the nineteen-sixties, and as I did not have a car then, I used the trains a great deal for travelling around. The two main lines south from Leeds were both very familiar to me, for long distance journeys as well as for local trips. I used the St. Pancras expresses for travelling down to my parents in Northamptonshire, and these ran over the old Midland route, whereas the Kings Cross expresses, which I used if going to visit friends in London or former university colleagues in Cambridge, ran over the old Great Northern line. Later, the Midland route south of Leeds was used only by local passenger services, the St. Pancras expresses running via Wakefield Westgate and Moorthorpe.

Since 1967 there has only been one main station in Leeds, the former Leeds City, at the time of my two recent visits in the throes of rebuilding; but during my first two years in Leeds the former Great Northern station, Leeds Central, was the terminus of expresses from Kings Cross as well as diesel multiple-units on stopping services from Doncaster, Harrogate, and Liverpool via Bradford Exchange and the Calder Valley line. Leeds Central was the start of a few of my journeys to London and Cambridge, and I also used it for regular commuting into work from Horsforth, on the Harrogate line, where I lodged with a family for nearly a year before I got a bed-sitter nearer the centre of Leeds. If I started work at nine o'clock my morning train arrived at Leeds City, but some days I began at one o'clock, and then I rode in on a train which terminated at Leeds Central. During the week I went home after work by bus, but on Saturdays I would catch a train to Horsforth from Leeds Central. Ex-LMS steam locomotives could be seen at Leeds Central on shunting and empty stock work, a contrast with the "Deltics" and 47's on the London expresses. Copley Hill shed was closed, and 2-6-4 tanks from Holbeck did most of the station piloting, although 2-6-0 no. 43124 was a regular pilot in 1966. At one stage it was leaking steam through its whistle as well as various other places, and it moaned softly to itself as it stood idle between duties! One memorable journey which I made from Leeds Central was on a cold and snowy day in January 1966 when I went to visit a girl whom I had met on holiday two years earlier and who was now a student at Bretton Hall College near Wakefield. I caught an afternoon train to Cleethorpes as far as Wakefield Westgate; I had expected it to be a diesel multiple-unit, but when I arrived at Leeds Central 43124 stood at the buffer-stops with a four-coach train, and a "Black 5" stood at the head end. Both engines were leaking steam profusely in the bitterly cold air, and when the train started, the "Black 5" panted up the gradient past the remains of Holbeck High Level station, slipping on the icy rails, and huge clouds of vapour floated over the dismal snowy streets. This was my very last journey behind steam on British Railways before the days of preservation, and it must also have been the first - and last - time I used a steam train to visit a girlfriend!

I remember Leeds Central as an unattractive station, cramped and dingy, but now that it has gone I find it interesting to recall the times I used it. I did very little photography there, but in 1966 I snapped 43124 standing on the bridge over the River Aire at the station approaches, and the following year, not long before the station closed, I got a picture of 2-6-4T no. 42145 hauling empty stock up the gradient away from the platform ends. One of the friends whom I went to visit in London sometimes came to see me at weekends, and I would meet him off the Kings Cross express at Leeds Central. Having seen him on to his train on the Sunday evening, I once or twice walked along the street parallel to the railway so that I could enjoy the sight of the express departing over the Aire bridge.

I noticed on my latest visit to Leeds that the bridge which the trains used to cross the Aire outside Leeds Central still stands, and one of the stone-built goods hoists in the station yard has been preserved. Trains from the Doncaster direction follow the old Great Northern route in through the outskirts of Leeds, although the surroundings of the line have changed greatly since the 1965; a series of junctions with the lines to Manchester, Bradford Interchange and Skipton brings these trains into the former Leeds City station from the north-west. The viaduct which Manchester trains once used, running south-west from the station past the back of Holbeck shed and over an area of slum housing, is now derelict, although it still stands; expresses to Kings Cross also used this viaduct for a time after the closure of Leeds Central.

LIFE AS A RAILWAY MESSENGER BOY

by Chris Tyas

On Monday January 10th 1977 I reported to the Area Managers office at the grain bank at the end of platform one at Doncaster station. First job I would be shown around by the lad whose place I was taking over as he moved on to a more senior post. First thing was to sort out all the internal mail telegrams and any operating notices for all the various locations. Locations we had to visit were Black Carr junction (once a week, Wednesday only, except for other emergencies), Potteric Carr, Up Decoy, Up Decoy shunter's cabin, Down Decoy, Down Decoy shunter's cabin, Carr Box, Sand Bank shunter's cabin, Carr Loco, Belmont Hump cabin, Belmont Yard shunter's cabin, Balby box, Bridge Junction, St James Junction, Traffic Accounts office Hexthorpe Bridge, National Carriers St James yard, Doncaster South box, Full loads office grain bank, various offices on Doncaster station including the Travel Centre, Station announcer's cabin at the north end of platform 1, C box, Doncaster north box, various offices in Doncaster Plant Works, various offices in Gresley House, Marshgate shunter's cabin, and finally Marshgate box.

So as you can see we had quiet a lot of ground to cover in a day and all on "shanks pony", although the locations away from the station area were only visited twice a day early morning and in the evening the station area was visited at regular intervals throughout the day. After a week of being shown the rounds I was left to my own devices, you soon got to know the various members of staff and at which box you could stop for a yarn, and also where you were likely to get a brew made for you more importantly. You could nearly always guarantee a nice warm cuppa at Down Decoy box, and also C box the bigger boxes such as Doncaster North and South were always very busy so you did not stay too long. Although on one visit to South box one very cold day I had just struck up a conversation with the signalman when an up express came screeching to a halt outside the box. The driver who looked rather annoyed for some reason was climbing down from the cab of his Deltic to find out why his green signal had been turned to red as he came under Balby Bridge. It transpired that as I had entered the box I had caught the emergency stop button on the signal panel with my donkey jacket, thereby returning all signals to danger. After a brief chat between the signal man and the driver it was agreed to forget about it. After that episode I always made sure not to get too close to the panel in future.

One of the favourite locations I always enjoyed visiting was the control office in Gresley House. I had gradually got to know a few of the controllers and so was able to keep track of certain locos, also I learned a lot about how the railway operated, also by visiting signal boxes as well, it was all very much an education to me.

At the time I was a messenger the start of the re-signalling of the area began and on one of my late shifts I was on route to Balby box, but what no one had told me was that contractors had started earth works in the area for a new signal gantry, they had dug a six foot hole but had not bothered to mark it and guess who fell in it. I don't know who was more shocked when I finally managed to climb out, me or the signal man on duty in the signal box. There were also many other hazards to contend with, obviously moving high speed trains for one which was made even worse during fog. I remember one evening during fog I was just about to

cross from Up Decoy to Down Decoy when something distracted me, so I stopped for some reason just as a parcels train passed by hauled by a class 46. I always find it strange that not only does fog impede your vision but it always seems to make it eerily quiet as well. I don't know why but things always seemed to go wrong on the late shift. I remember once it was absolutely bucketing down with rain so I decided to go through the shed at the Carr Loco. At this time the roof on the building was in a lot of need for repair as rain was pouring in through it. The only way through was to wade through a puddle so off I went only to get half way through to find that in the middle there was a drain with no cover on it. Here we go again up to my knees in water!!.

One Wednesday just before home time I was told that I was to report to one of the assistant Area Managers. First thing the following morning I was to go as an escort on the weekly wages run. This job entailed going out to all the outlying signal boxes and crossing keeper's houses in the district. We visited places such as Warmsworth Lime Sidings, Joan Croft, Moss, Heck, Rossington, and Bentley junction, this being the only occasion that I ever visited these locations and nearly all sadly no longer in existence. As I have already mentioned I got to know a lot of people through the job some who I still see regularly even today and always stop and have a chat with. One of the signalmen is also a long standing member of the Pennine "Phil Baker". There was also a wealth of characters on the railway who always brightened up the day with a laugh and joke or a cheery greeting, like one of the station shunters who called everybody "Flower". Whether it be the divisional manager or the messenger lad we were all flower to him, so obviously he was known to one and all as "Flower".

Summer was also a good time as the drivers who worked through to such places as March and Spalding would sometime fetch boxes of fresh strawberries back to sell to staff. I would often buy a punnet and have devoured the lot before getting to the end of platform one "and the platform was a lot shorter in them days".

Occasionally when you finished off at Down Decoy there would sometimes be a freight train or a light engine waiting to go up to the station or Hexthorpe yard, so if you spoke nicely to the driver he might give you a lift which saved you a lot of walking. One of the favourites used to be the evening March to Bathgate grain train which was nearly always a good runner and was always around the time I was likely to be at Down decoy. One morning I was out at Black Carr Junction just as a freight hauled by a class 40 was stood waiting to cross the main line (before the Black Carr flyover was reinstated) so I asked the driver if he was going through the station and could I have a lift back. As I climbed on board the signal came off and away we went. The first thing the driver asked was had I ever ridden on an un-fitted goods before, to which I replied no, so he told me I better grab hold of something or else I would end up crashing around the cab like a pea in pod. I soon found out what he meant when he applied the brake, as the trailing wagons continued to surge forward bouncing into the rear of the loco, it certainly gives you an insight into what a bucking bronco must be like.

One of our regular jobs on the late shift was the flimsy which was the daily local operating notice. This would be typed up about five o'clock and we would have to print it up on an old Roneo Vickers printing machine by hand, ready for delivery to all locations at six o'clock. This was a very important document as it had all the special workings for the next twenty-four hours. It also gave notice of any emergency speed restrictions affecting the area.

One Thursday evening I was printing up the flimsy when I noticed that there was to be a Royal Train to Fittingly the following day for the Queen's Silver Jubilee Air Display. As I was on afternoons that week I managed to find out the times for the following day, so I was able to photograph the Royal Train. This has so far been the only occasion I have managed to photograph the train and then only with an Ilford Instamatic camera. Also, later that day I walked past the train on platform one at Doncaster Station while delivering that day's flimsy, giving me the chance to have a close look at the train, but sadly I did not have my camera with me.

Early in August I was told that as I had reached the age of eighteen, I would have to look for a senior position. I duly had an interview with the Civil Engineers Department. I started as a track-man in Doncaster Number 10 relay gang in September 1977, but that remains another story for another time.

The "Other" William Adams

Roger Ivill - The Railway Magazine

December 1973

To anyone who was a railway user before 1961 the word "Bradshaw" will not require explanation. From the time it was first published monthly from December 1841 until it disappeared from station bookstalls after the May issue in 1961, the famous Bradshaw's Railway Guide was essential literature for regular passengers. The guide was, of course, the brainchild of George Bradshaw, the printer and engraver from Salford, but it was to another man that it owed its phenomenal success as a popular aid to travellers. That man was William Adams, the main agent for Bradshaw, who, like his more famous namesake, was a Londoner.

William Adams - the agent - was born in the metropolis in 1809, when the idea of a countrywide network was, except to a few visionaries, no more than a pipe-dream. Having completed his education Adams was articled to a solicitor, but within a short while he turned his back on the legal profession and began to take an interest in publishing. It was in 1838 that William Adams first made business contact with George Bradshaw, when he became the London agent for Bradshaw's railway maps and sections of Great Britain.

During the previous decade George Bradshaw had produced a number of maps of the English counties, and of the canals of Lancashire and Yorkshire, and towards the end of the 1830s he saw similar opportunities for profit arising out of the expanding railway systems, which were already making a considerable impact on the travelling habits of the population. It was for these maps that William Adams was appointed agent. George Bradshaw, much heartened by the initial success of his railway maps, in 1839 brought out his first railway timetable, a small cloth-bound book, containing a comprehensive selection of timetables and railway maps. This was published at irregular intervals through Tilt & Bogue of London, and was supplemented by a monthly timesheet indicating the latest alterations to running times. Early in 1840 this timetable was retitled Bradshaw's Railway Companion.

This was not, however, the first attempt at publishing a general timetable for the travelling public. The first came in July 1838, from James Drake of Birmingham, but, like several others, Drake's effort soon fell by the wayside. Bradshaw's timetable, too, was by no means certain of avoiding a similar fate, but at this stage it fell under the influence of William Adams.

The agency for the Companion was transferred from Tilt & Bogue to Adams, who immediately put his mind to finding ways in which the future of such a publication could be assured. There were already signs that the Companion was growing in popularity, but at the same time it was abundantly clear to Adams that its very success was producing problems which, if they were not quickly overcome, would prejudice further progress. One of the main drawbacks was the slow rate of production. The Companion was put together by the old method of pasting the individual leaves, a time-consuming process which would have soon become incapable of meeting the increasing demand for this growing booklet. Above all else, decided Adams, the public needed a new publication which would be both regular and reliable. He recommended to Bradshaw, therefore, that the first essential must be to introduce an improved production process. Adams further suggested that the new publication be monthly and be priced at sixpence instead of one shilling.

The outcome of these various recommendations was the appearance, in December 1841, of the first Bradshaw's Railway Guide, printed and published by Bradshaw & Blacklock, 27 Crown Street, Manchester, and sold by W. J. Adams from his office at 170 Fleet Street, London, "and may be had through all booksellers and newsmen". Adams held no fear that the lower sales revenue from this cheaper guide would pose any undue problems, being quite confident that any initial losses would very soon be offset by increased demand. To supplement income, however, he explored the opportunities presented by the guide as an advertising medium. In this venture, too, he was successful, and it was quickly apparent that the faith and judgement of William Adams had been well-founded.

At the end of 1842 Adams vacated his premises at 170 Fleet Street and moved to more suitable accommodation at No. 59. By 1847 Bradshaw's Monthly Railway & Steam Navigation Guide for Great Britain, Ireland, the Continent, and Foreign Ports was well and truly established, and the proprietors began to look for ways in which they might widen their field. In that same year Bradshaw's Continental Railway

Guide was published for the first time. In 1848 the firm decided to wind up production of the old Railway Companion, which had long since been rendered obsolete by the superior services which Bradshaw provided. The next undertaking came in 1849, when the General Railway Directory & Shareholders' Guide was published.

During the period which followed, Bradshaw and Adams went from strength to strength with the various guides, but in September 1853, the partnership was jolted by the sudden death from cholera of George Bradshaw while he was touring in Norway. His name had become a by-word, however, and after Bradshaw's death William Adams in conjunction with the various provincial and continental agents who had now become necessary, continued to nurture Bradshaw along its prosperous way, until Adams himself died on December 21, 1873.

It would, perhaps, be improper to suggest that Adams was the principal founder of Bradshaw, but certainly he proved himself to be the architect of its great success on station bookstalls, and although he never fully received the acknowledgement which he deserved there is no doubt that in his particular field he made a valuable contribution to the development of railway passenger services. During his association with the guide he saw it grow from a small booklet of less than 40 pages to a weighty volume of more than 400 pages, and one suspects that if it had been suggested to William Adams that the Bradshaw of 1961 would contain in excess of 1,200 pages, he would not have been in the least bit surprised.

*His more famous namesake was Locomotive Superintendent, London & South Western Railway, 1878-1895.

PENNINE QUIZ No. 105

(The Feminine Touch) by Paul Slater

1. Name the two preserved "Princess Royal" Pacifics.
2. Who sold the Talylyn Railway to a preservation society in 1951?
3. Name the preserved "Princess Coronation" Pacific which has done many main line steam runs.
4. The heroine of which Tolstoy novel killed herself under a train?
5. Name two women novelists commemorated by Class 92 electric locomotives.
6. Who is the new Honorary President of the "A1 Steam Locomotive Trust"?
7. Name electric locomotive 27006.
8. Apart from 70000 "Britannia" and 70023 "Venus" which other Britannia Pacific carried a woman's name?
9. Just outside Leeds Station, in City Square, are nude statues of women. What are they holding?
10. Who wrote "The Railway Children"?
11. Name the preserved "Princess Coronation" Pacific which was moved from Bressingham to Butterley.
12. Name electric locomotive 27005.
13. Name diesel locomotive 60035.
14. Which "Royal Scot" 4-6-0 was named after a female?
15. Which former Northamptonshire branch line is the basis for the heroine's journey at the beginning of H E. Bates story "The Bride comes to Evensford"?
16. Which "King Arthur" 4-6-0 was named after a Queen?
17. The main engine shed in Aberdeen in steam days sounded as if it was named after a woman - what was it?
18. Which "Patriot" 4-6-0 was named after a woman?
19. The main engine shed in Edinburgh in steam days carried a woman's name - what was it?
20. Name Channel Tunnel Shuttle locomotive 9004.
21. Which station on the Tunbridge Wells - Eastbourne line had a name spelt differently from the original name of the village it served, to avoid a reference to the "wrong sort of woman"?
22. Name steam locomotive 62664.
23. Which "Modified Hall" 4-6-0 was named after a women's college?
24. Which legendary Irish Queen is commemorated by a preserved 5' 3" gauge 4-6-0?
25. Name the Cavan and Leitrim locomotive depicted in a mural at Ballinamore.

PENNINE QUIZ No. 104

The Answers

1. 1981 .
2. Civil Engineers Brake Van.
3. Charles Henry Parkes, former chairman of The Great Eastern Railway.
4. 1919.
5. Signalling Equipment.
6. Tool for bending rails.
7. Euston -Watford d.c. services.
8. Great Western Railway.
9. 3ft-6ins.
10. 1886.
11. Jubilee Line.
12. Grimesthorpe Castle-Little Bytham.
13. 4ft. - lin.
14. Thomas Brassey.
15. Pecket & Sons Ltd.
16. Seven.
17. Tanfield Railway.
18. Alan Pegler.
19. 67012,67017.
20. 14207 9 Huddersfield -Bradford, 155345 Bradford-Huddersfield.
21. 333002.
22. 11.
23. 27-March-1963.
24. Between Wennington and Caton
25. Cyclops.

The Winners

1st. John Dewing

2nd Ken King

3rd Paul Slater

Congratulations gentlemen, the usual plain brown envelopes will be in the post shortly.

PENNINE OBSERVERS NOTES

Eastern Region

Noted at Lincoln during this period were:-

- 02 April 56114
- 03 April 56018 66078
- 04 April 66007 66051
- 05 April 66199
- 06 April 56062
- 09 April 56031 66125
- 10 April 66026 66061
- 19 April 66168 66225
- 20 April 56103
- 23 April 5607166218
- 24 April 56060
- 26 April 56018 66225
- 27 April 66239

01 May 66205
03 May 56060
04 May 66030
08 May 56063
10 May 66160
22 May 56115
23 May 56071

Noted at Cottingham on 17/18 Mar on track replacement work were 37521 37667 37694 37695 37379 and 37428. Further work was carried out the following weekend and the following were in attendance - 37401 37667 37694 37695 37372 37379.

On 31 March 47310 56103 66071 were noted at Healey Mills, while on 14 April 60099 and 37886 were noted light engine at Wakefield Kirkgate.

On 21 April Stourton Freightliner Terminal was host to 66514 66515 and 66523.

On 05 May 47775 and 47780 were noted dragging ECML expresses (electric haulage south of Retford) with 47785 in the sidings. 47737 and 47746 were performing the same task on 12 May.

At Peterborough on 16 May 90020 was noted on a special working and 60034 on a stone train. 08528 08538 37895 47727 56027 56095 66092 66155 and 66702 were in the sidings.

Present at Ipswich on 12 May were 47270 47287 47370 66502 86605 86610 86614 86615 86634 and 86638. 86215 86620 86230 86235 were all noted on Norwich trains at Liverpool Street on 16 May.

17 May at Barnetby saw 56063 56089 56110 66523 on coal trains with 56117 60002 60006 60052 on oil trains, 60041 on iron ore and 66129 on enterprise.

On 18 May 09202 arrived at Hull Paragon at 11 pm ex Doncaster to work on the King George V Docks. Too late to go on to the docks branch so the loco stayed at Hull Paragon all week!. After a 3 hour journey from Doncaster the driver of 09202 returned by taxi.

On 24 May the 18.40 Newcastle/Bristol (due Doncaster 20.21) failed at Moss between York and Doncaster. The Doncaster Thunderbird 47734 was immediately sent out to assist and eventually dragged a very dead 47827 into the station at 21.15. 47734 then dragged 47827 to Doncaster shed for attention and after being "battered" rejoined its train and headed south at 22.45 (sympathy for any Bristol passengers - due in at 23.58).

Midland Region

On 27 March 47747 on the 15.10 Liverpool/Poole was held near Birmingham Int'l for 75 minutes due to a passenger being taken ill on a local Wolverhampton/Coventry train.

On 05 May "Heritage" DMU's 101680 and 101685 were noted working the Llandudno/Llandudno Junction shuttle.

47818 on the 06.00 Paddington/ManPicc was held at Wolverhampton for 45 mins on 27 May and then diverted due to fire on lineside equipment at Penkridge. Trains in both directions were delayed up to 90 minutes.

12 May was billed as "Daisy's Last Day". Daisy being Longsight's pride and joy - Green liveried MetCamm DMU 101685 (53160/53164), the oldest DMU on the system. The celebrity unit worked Manchester/Sheffield Stoppers all day culminating with the 18.15 Sheff /ManPicc. It was then supposed to be withdrawn!! However, due to continuing problems with FNW's new 175 DMU's (again) Daisy was noted at work on Rose Hill and Marple services on 31 May and 02 Jun.

As noted above the surviving 101's are still running but the new Summer timetable has seen Pacers or Sprinters diagrammed for the Sheffield workings and the 101's booked for the short distance Marple trains, especially at peak times, although Caledonian Blue liveried 101692 was noted on the 19.20 Manchester/Chester on 01 Jun. The last Saturday of the 101's on the "Sheffields" on 19 May started well enough with the following workings recorded:-

101676 9.15 Sheff/ManPicc
101682 10.15 Sheff/ManPicc
101680 11.15 Sheff7ManPicc
101683 10.03 ManPicc/Marple
101693 10.26 ManPicc/Marple

However, problems occurred later (your correspondent on the failure!!). 101657 (54085/53211), one of the very rare power/trailing combinations brought out of store at Longsight after months of inactivity, failed at Bredbury on the 17.28 ManPicc/Marple and blocked the line completely. After about 45 minutes the Longsight fitter appeared in his van, but after hitting various parts of the unit with his hammer, good old 657 still refused to budge. Eventually 101683 appeared from the Romiley direction and after carefully negotiating the emergency crossover, dragged the unit back to Manchester after a delay of 90 minutes. 101657 was however observed back in service on 09 June reformed as a "triple cripple" 3 car unit with the addition of car 51175 (ex 101568) on the 12.14 ManPicc/Rose Hill. The same day, back from the dead Green "Daisy" 101685 worked the 20.28 Ma11Picc/Rose Hill.

On 06 Jun 37682 and 66703 were noted at Mountsorrel, 66052 on a stone train at Syston and 37109 58005 58046 60040 60057 and 60075 were on Leicester depot. In the Birmingham area on 06 Jun were 47810 at New Street, 57007 on F/L Depot, 66217 on freight at Saltley, 66208 on coal at Water Orton, 66022 on coal at Washwood Heath and 47634 47733 58050 60083 66189 66197 92031 at Saltley depot.

On Saturday 02 Jun RES electrics on hire to Virgin Trains and noted at Crewe were:-

86243 11.23 Manchester/Euston
86425 12.45 Liverpool/Euston
86417 15.07 Carlisle/Euston

Also noted were 153318 in "Heart of Wessex" livery in the Shrewsbury bay platform. 153374 in "Cornish Branches" livery attached to 158871 was observed at Manchester on the 16.45 Cardiff/Manchester.

Southern Region

On 15 Apr 47805 on IS39 09.35 Poole/Glasgow ground to a halt just after leaving Bournemouth - eventually being rescued by gleaming ex-works Virgin liveried 47828 which happened to be running light engine from Eastleigh to Poole for its next working. The train also had a very dead 47827 on the back which had failed earlier. The whole train of 2 dead and 1 live 47s dragged back into Bournemouth, where, after dumping the two dead locos the train restarted 100 minutes late!! The branch from Brockenhurst to Lymington Pier does not often feature in "Trans Pennine" but the Lymington end is very attractive and the branch train is still formed of vintage traction 4CEP EMU's. 1539 on 15 Apr and 1578 on 16 Apr. It is suggested you sample this branch and the vintage EMU's before SWT's mass introduction of new EMU's takes place in a couple of years time.

Scottish Region

Noted at Edinburgh on 23 Mar were 66146 86258 whilst Glasgow Central was host to 86224 and 86212.

On a GNER £10.00 bargain on 24 April 37426 was noted on a freight near Dunbar with 90238 and 90016 being seen at Edinburgh.

Western Region

On 27 May 47815 on the 23.50 London Paddington/Penzance was diverted via Woking and Yeovil Junction to Exeter Central and then reversed at Exeter St. David's.

Noted on West Country services on 28/29/30 May were:

47846 08.20 Penzance/Paddington
67030 and 67027 at Plymouth
47701 05.53 Plymouth/Birmingham
57601 Laira Depot (not working)
66162 Freight at Truro
67005 66076 Exeter St. David's
47812 08.46 Penzance/ManPicc
47742 09. 13 Liverpool/Plymouth
47845 08.40 Glasgow/Penzance
47815 22.00 Penzance/Paddington
47832 15.42 Paddington/Exeter
47815 12.33 Paddington/Exeter
47846 08.20 Penzance/Paddington
60010 China Clays at Exeter
47830 0920 Plymouth/Paddington
47830 18 .42 Paddington/Exeter
47846 23.50 Paddington/Penzance
47815 14.33 Paddington/Plymouth
47805 15.50 Plymouth/Leeds

At Didcot on May 29th were 58042 60008 60065 60068 66058 66079 66205 66211 66235.

Whilst on a visit to Swansea to cover the Yorkshire/Glamorgan cricket fixture our intrepid reporter noted the following:

Newport 30 May- 60012 60053 60080 66059 66083 66108 66145 66184.

Cardiff 30 May- 66078 66089 66176 66180.

Margam 30 May-- 60018 60026 66058 66167 66186.

Margam 31 May- 60030 60045 66058 66174 66186 66199 66204 66247.

Margam/PT 01 Jun- 08995 66042 66068 66173 66182 66238.

Newport 01 Jun- 56105 60045 66013 66059 66083 66105 66134 66151 with 67005 67013 on mail.

Whilst supposedly watching Yorkshire v Somerset at Bath on 14/15 Jun the following were noted;

47844 08.46 Penzance/ManPicc

57601 09.20 Plymouth/Paddington (both days)

57601 15.42 Paddington/Exeter (both days)

47811 06.20 Penzance/Paddington

47815 12.33 Paddington/Penzance

47813 hauling the 14.33 Paddington/Plymouth was terminated at Taunton due to problems of doors not opening. Passengers could only use the guards van door! 47827 on the Glasgow/Penzance was terminated at Truro at 20.38 (90 mins late) due to a major loco fault. A bus was laid on for the rest of the journey.

Preserved Railways, Railtours and Open Days

Kirklees Light Railway on 13 April saw steam locomotives "Badger" and "Hawk" working "Easter Express" trains between Clayton West and Shelley.

On 16 April diesel locomotives "Countess Fitzwilliam" and "Earl of Strafford" were topping and tailing trains between Rockingham Station and Hemingfield Halt. Barrow Hill Open Day on 28 April saw Furness Railway steam locomotive No. 20 giving brake van rides assisted by 57011. 03066 and 08818 were giving turntable demonstrations. On display were 03170 08530 20056 25067 26011 31105 37063 37095 37111 37194 37294 45060 50002 50023 50050 82008 84001 D9009 E3003 E3035 E3044 (cab only) with steam locomotives 2700 27505 45593 "Kolhapur" and several industrial locomotives.

Deltic D9000 was noted on 28 April passing Gainsborough Central on a special working. On 29 April the NYMR Diesel Day was host to 37116 D1023 33021 55019 50027 D7628 08850 08556 (D8000 failed on the Saturday and was not working).

Midland Railway Centre "Vintage Trains Weekend" on 06 May saw Furness Rly steam loco No. 20 on vintage train, 80098 on regular passenger train and steam loco 1163 "Whitehead" on goods train.

On 05 May 47734 hauled the "Railtourer" from Hull to Llandudno Junction. 47727 then took the train to Blaenau Ffestiniog for a supposed trip to Portmadoc - NOT SO. The line was closed all day due to a derailment at Blaenau and 47727 then hauled the train back to Hull. Noted at Horbury Junction on the return leg were 56096 56119 and 60047.

On 26 May at the Peak Rail "Anything Goes" weekend D8 and steam locos 7597 and 68012 worked trains between Matlock Riverside and Rowsley South. 03158 was giving brake van rides at Rowsley South.

On 15 Apr the Swanage Railway, well worth one or several visits, had SR Merchant Navy 35027 "Port Line" and BR 4MT tank 80078 on service trains.

On 21 April Pathfinder Tours "The Nene Navigator" was in the hands of:-

92036 Crewe/Nuneaton

66006 Nuneaton/Kettering

58050 Kettering/Toton Yard

60015 Toton Yard/Orton Mere

D9516 Orton Mere/Yarwell

D9523 Yarwell/Orton Mere

56055 Orton Mere/Nuneaton

92040 Nuneaton/Crewe.

On 28 April Pathfinder Tours "The Napier Neptune" saw a gleaming D9000 "Royal Scots Grey" back on the main line again at last. A very fast run from Doncaster to Kings Cross, then giving many punters on the train their first ever trip to Cleethorpes behind a Deltic. Mainline Blue liveried 60078 topped and tailed the train to Ulceby from where D9000 took the train back to Doncaster via the extremely rare (especially for a monster like D9000) line via Brigg and Gainsborough Central.

On 12 May "The Freightliner Phoenix" between Crewe and Lowestoft (and return) was hauled by 56060 60074 58045 66097 59205 and 92035 at various stages.

On 26 May Pathfinder Tours "Tyne Trekker" ran behind 67010 from Yeovil to York. Then 56103 and 60069 top and tailed the train on a circular tour from York via Doncaster/Rossington/St. Catherine's Junction/Low Ellers Curve (very rare track) /Doncaster/Selby/York. Return to Yeovil was behind 67005.

On 28 May "The Cornish Quarryman" was in the hands of 59001 and 59101. On 02 June "The (N) Onllywn Orbiter" from Crewe to Newport. Ebbw Vale and Margam Yard used 37886 37707 60026 and 08878 at various stages of its wanderings.

ROBIN'S REVIEW: NO 13

"STEAM RAILWAY"

Steam Railway is published by EMAP Active Ltd, retailing at £2.95, current subscription charges are £32.50 per year. Steam Railway is on sale every four weeks, therefore giving 13 issues per year as opposed to the usual 12 monthly issues of its rivals.

The magazine contains regular sections between which appear 5 main feature articles. The regular sections of which there are eleven not counting the editorial page, are headed by the News Contents Sections which comprises a super 27 pages including a double page spread on 50 years of the Talylyn Railway, (Preserved railways are 50 years old - what a thought !). This is followed by all the up to date news on "Today's Steam."

“Mailbag” is three pages of letters and relevant photographs. “Gallery” is the magazines regular photo feature with four pages of excellent potentially award winning photographs.

“Down Main” by David Wilcox is the magazine’s regular column on main line steam, discussing the pros and cons of different recent and future steam specials. This column of interesting debate and comment runs under the slogan of “Down Main” taking you to the “Heart of Main Line Action”. This column written by a respected authority in Main Line Steam covers a full five pages!.

The other heavyweight regular column is “In The Top Link” written by Mike Notley, this is four pages of performance by Steam on recent Main line runs.

“In The works” is a two page regular feature on long term locomotive restoration projects - this edition looks at Taff Vale No 28.

“Questions and Answers” is self explanatory as is “Reviews”

“The Glorious Years” recalling BR steam days prior to 1968, is four pages of photographs taken in a correspondent’s local area in the early 60s.

“New Steam Railway Directory” is a truly excellent part of the magazine divided into three sections, Guide To Events, Main Line Diary and Lynne Bests Steam Guide. Telling you all you need to know and where to go as a steam fan in the next few months.

Finally in the regular sections is “Mixed Traffic” by the editor Mel Holley, a cartoon and a few end bits to keep you smiling. There are also five excellent main articles in this edition; “How The Foxfield Railway is being transformed”, “La’al Ratty”, “You only live Thrice”, a report on The Ravenglass and Eskdale Railway. “Donor is back from the Dead” and “Middleton-How Leeds Led The Way.”

And finally The worlds fastest steam hauled express- in Australia.

VERDICT: Steam railway is one hundred pages packed full with all the Steam enthusiast needs to know about the current scene in depth as well.

Mel Holley, the editor, talks about 50 years of railway preservation in his editorial for Edition 258 dated May 25th 2001. The editorials are refreshingly without political comment. Steam railway is an excellent read well worth £2.95 every fourth Friday. Circulation. 37,764 average copies sold per issue in 2000.

RAIL ALE

A ride on the Ruislip

by David Bladen

Imagine the scene - New Year’s Eve at a house in Northwood Hills, London. Inside, two men are slumped in armchairs, watching football on the television and letting a rather good lunch settle. Outside, the snow lies deep and crisp and even.

Into this scene of male contentment bursts a woman. “Come on you two, we’re all going for a walk”, she says, more in hope than expectation. Puzzled looks are exchanged between the men. One of them stirs and says, “Nah, too cold. We’re quite happy here, thanks.” Both return to the football.

Realising she might need more than the promise of fresh air and exercise to get these two to shift, the woman plays her trump card. “I thought we could walk to that pub at the edge of Ruislip Lido.”

The two men glance at each other, tempted; “We’ll get our coats!”

The woman in question is my sister-in-law Cathryn, and her enthusiasm for fresh air is the reason my brother-in-law David and I, together with our respective three children, now find ourselves wandering through the snow.

As we trudge through Ruislip Woods, Cathryn says to me, almost in passing, "I wonder if the trains are running?"

"What trains?"

Oh, there's a little railway runs around the edge of the lake. Didn't you know about it?"

"NOW you tell me - no, I did not. I could have brought my camera!"

"Oh, Sorry"

Sure enough, as we come out of the woods towards the edge of the ice-covered lake, I catch sight of a miniature track and before long we are standing at the Woody Bay ticket office of the Ruislip Lido Railway.

Despite the snow, the trains are indeed running and I'm quite happy when I discover there is one due to leave in about fifteen minutes. Not all of our group share my enthusiasm for a trip - David and son Simon decide, probably wisely, that they will forego the dubious pleasure of a ride in open carriages. Simon makes some remark about a lunatic uncle!

I purchase return tickets for the rest of us from the frozen-looking booking clerk, and we retire to the warmth of the 'Railway Room', the RLR's combined shop and tea-room to wait for the train.

I peruse the extensive display of photos of the railway and having bought a souvenir mug and key-ring, get talking to the man behind the counter. He tells me something of the of the society's history and also mentions their website (<http://rlr.topcities.com>), which contains further details of the history of the Lido and the railway.

I learn that the railway starts operation around 1945, with short trains being hauled by 'Prince Edward' an Atlantic type steam locomotive. The line is then less than a third of what it is today - just a simple "dog bone" shape circuit on the South East shore of the Lido, running around the woods.

It has been built by the Grand Union Canal Company as part of the leisure facilities at the Ruislip Lido - from which what is actually a reservoir gets its current name. Until the mid 1970s / early 1980, there is swimming in the lido, as well as pedalos, water skiing and all the other attractions of the seaside. On the South East shore, a beach is created, and it is from here that the railway starts.

When the Grand Union is nationalised into British Waterways, control of the Lido passes into the hands of Ruislip-Northwood Urban District Council. The number of staff on the line is, at most, only 2 or 3 and these people become very adept at doubling up on jobs and "making do". 'Prince Edward' moves from the railway in 1959 and is replaced by a diesel locomotive which is soon joined by another, similar locomotive. The unusual, and, even at this time, antiquated gauge of 12 inches between the running rails means that locomotives and rolling stock cannot be bought cheaply "off the shelf" and 12 inch gauge stock is hard to come by second hand. As such, the railway lingers on through the years.

Many films are shot at the Lido during this period, with Pinewood Studios being nearby. Identified shots of Ruislip Lido include scenes from 'Summer Holiday' and the "Young Ones", both films starring Cliff Richard. Ruislip-Northwood UDC becomes part of the London Borough of Hillingdon in 1965, and under the new council, funding is diverted from the Lido and other services in the north of the fledgling borough, into the area around the now rapidly developing Heathrow Airport.

Slowly, things at the Lido begin to decay and break down, but the council does nothing until tragedy strikes. In a cost saving effort, the council has left the railway hopelessly understaffed, with no skilled staff at all. It is an accident waiting to happen.

One summer in the mid 1970's, a train comprising of stock over 30 years old and with a locomotive overdue for servicing, leaves the rails with a full complement of passengers, injuring many. The train has been travelling too fast on the tightest corner of the original route - where the track turns back to return to Woody

Bay. The railway is immediately shut down, and is soon showing obvious signs of dereliction. In 1979, the Ruislip Lido Railway Society Limited is formed to take over the running of the railway from the council. This can happen because in 1973, the council had ordered a petrol-engined locomotive from builders Severn Lamb, naming it 'Robert'. This loco, along with a few short bogie-carriages, is all the society's passenger rolling stock for about five years.

Reopening happens in time for the 1980 summer season. Keeping the line open in those early days is often an uphill struggle however, with passenger loadings either too light to pay for the fuel or too heavy for 'Robert' to pull comfortably. Despite this, work soon starts on the first stage of an ultimately three-stage extension programme, around the Lido to the main car park.

Leaving the circuit at a point near to where the accident happened, the line carries on through the woodland to a new station named Eleanor's Loop. A new locomotive is ordered from the Ravenglass and Eskdale Railway in Cumbria, to be named 'Lady of the Lakes'. The locomotive is originally built to 15 inch gauge so trials can be carried out on the RER, and is converted to 12 inch on arrival at the RLR's new workshops, built only a couple of years earlier.

The locomotive enters service, along with a new design of carriage, just before the new station is opened. The carriages have roofs and accommodation for wheelchairs and have been built in the railway's own workshops. In the years following the opening of Eleanor's Loop, the line is extended again to Haste Hill, a major engineering project that includes cuttings, embankments, steep gradients and tight curves.

A new, more powerful locomotive, 'Graham Alexander', is purchased in 1990 from Severn Lamb, the builders of 'Robert'. By the time Haste Hill is open, the railway has already amassed quite an amount of non-passenger stock for carrying ballast and other vital tasks on the growing railway, and so this can all be stored undercover, the Permanent Way Shed is built, joining the carriage shed and the workshop in the now busy area in the yard at Woody Bay.

Woody Bay station itself sees a number of improvements - a ticket office and control room, several platform extensions and the building of a water tower. The water tower has become necessary after construction begins at the railway of their first steam locomotive since 'Prince Edward', 'Mad Bess?'

'Mad Bess', an oil-burning 2-4-0ST, (dubbed "Bad Mess" by many members during its long period of construction) is finally finished in 1998, after the third extension from Haste Hill station to the Lido's car park and entrance is opened.

It is evident from my conversation with the man (and the picture on my newly-bought mug), that 'Mad Bess' is the pride of the fleet. The loco should have been operating the day's services but the cold weather has meant that the water tower at Woody Bay is frozen solid and the loco's water tank cannot be replenished. 'Graham Alexander' will operate instead.

The sound of a loco horn is our signal to leave the sanctuary of the 'Railway Room' and we cross to the platform to join the few other hardy souls who are already on board. I have a quick look at the loco then join the others in one of the carriages. Despite its small size, 'Graham Alexander' seems a powerful machine and its hydraulic transmission ensures a smooth departure from the platform. We are soon rattling along on the 11 mile journey around the lake but once clear of the protection of the woods, the open carriages offer scant protection from the icy wind off the lake and there is definitely a rosy glow on all our cheeks - Cathryn's enthusiasm for fresh air seems to have diminished somewhat!

Eleanor's Loop Halt and Haste Hill station are closed because of icy platforms and before long we reach the end of the line at Water's Edge station. 'Graham Alexander' is uncoupled and runs round the train ready for the return journey. Although the pub is only a short walk from Water's Edge station, David and Simon are still at Woody Bay and as none of us has brought a phone, we have no means of telling them to walk round to meet us. We decide to brave the elements once more and get back on board.

The ride back is equally cold and even I'm glad when we finally reach journey's end. I'm seriously considering a hot toddy instead of a pint when we eventually get to the pub. David and Simon are waiting patiently in the 'Railway Room' - at least they've been warm!

We now walk along the south-west shore of the lake watching the many water fowl sliding about on the ice and after about ten minutes, arrive at our ultimate destination, **The Water's Edge**. This turns out to be a 'Brewer's Fayre' establishment and although the emphasis is definitely on food, there is a pleasant lounge bar where we are assured the kids are welcome.

'Brewer's Fayres' are not normally noted for their wide choice of beers, but I'm pleased to see Fuller's London Pride and Greene King IPA on sale alongside Tetley's Bitter and Boddington's Bitter. Forgetting completely about the idea of a hot toddy, I opt to try the London Pride - very good it is and, for the capital, not badly priced at £1.85. David pronounces himself equally satisfied with his pint of the IPA. Could it be that 'Brewer's Fayres' are finally paying as much attention to their beer as to their food?

We continue to thaw out with another round of drinks, and then it's time to make our way back along the lakeside to Woody Bay and through the snow-covered woods to home.

Despite the weather and my initial reluctance to go out, I've rather enjoyed my afternoon. A 'new' railway, some different haulage and some decent beer - can't be bad. I will definitely revisit the Ruislip Lido Railway. When that day comes, I will make sure I've got my camera, I will make sure 'Mad Bess' is in steam but most of all, I will make sure it's warm!

PENNINE MEMBERS SLIDE COMPETITION 07/03/2001

Results of the competition were:-

1st Tony Brown - MetCamm DMU 101682 at Edale on 3rd Jan 2001.

2nd Tony Brown - Virgin 47843/814 on an empty coaching stock train at Edale on 3rd Jan 2001.

3rd Robert Hay -34027 "Taw Valley" at Quorn on the Great Central Railway.

PENNINE MEETINGS

All meetings take place at the Salutation Inn, South Parade, Doncaster at 20.00 hrs on the first and third Wednesday of each month.

4th July 2001 Chris Tyas - Travels around Britain from A - Z

18th July 2001 Andy Dalby

1st August 2001 Robin Skinner

15th August 2001 Tony Caddick

5th September 2001 Robin Havenhand

19th September 2001 John Andrews

3rd October 2001 Pennine Slide Competition

A special thanks to Graeme Wade and Chris Theaker for stepping in at short notice to do shows.

Steve Hall's show should now be on November 21st 2001 and Chris Nicholson, who incidentally is unwell, will hopefully be able to do 17th October 2001.

WANTED

Collector seeks Ian Allen Combined Volumes - 1950's, 1960's and 1970's - Preferably unmarked.

Contact: Barry Jones - 01709 588648

EDITOR's ACKNOWLEDGEMENTS

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

EDITOR's PLEA (YET AGAIN)

I am extremely short of articles and a QUIZ for the next magazine and would appreciate any contributions from members, Again I repeat -

**REMEMBER - IT'S YOUR SOCIETY AND IT'S YOUR MAGAZINE -
MAKE SURE WE KEEP UP THE STANDARDS!!**

EAST LANCASHIRE RAILWAY VISIT

Enclosed with this magazine is the booking form for the Society's visit to the East Lancashire Railway on Saturday September 15th 2001.

If you intend to join us on this auspicious occasion please send or give the booking form to Chris Tyas (the hard working organiser) on or before the closing date of Wednesday August 1st 2001.

The committee look forward to a good turnout!!

NEXT ISSUE

The next issue of TRANS PENNINE is due for publication in the first week of October 2001. Would contributors please let me have their information by September 24th 2001 - **THANK YOU**