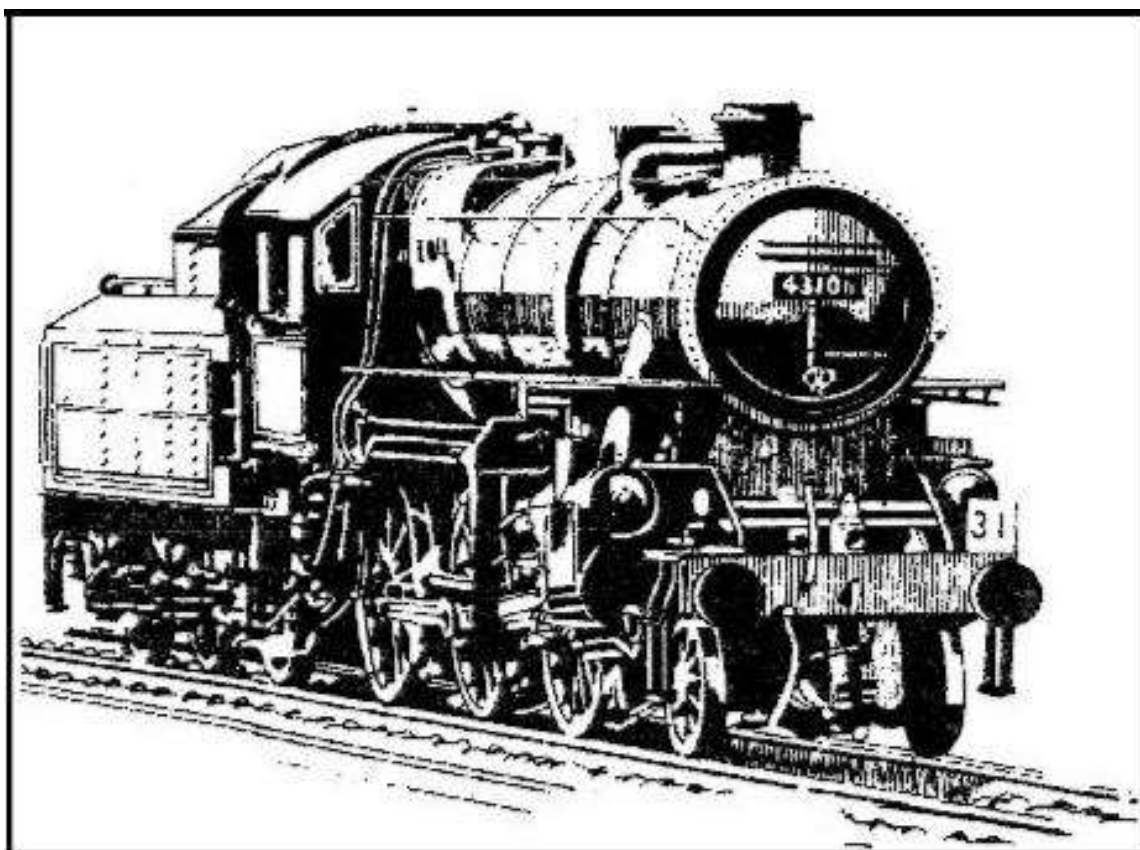


TRANS PENNINE
THE MAGAZINE OF THE PENNINE
RAILWAY SOCIETY



No.117 - Autumn 2001

COMMITTEE BRIEFS

Make a Date for the AGM

The Pennine Railway Society Annual General Meeting will be held on Sunday January 6th 2002 at 12 noon in the Salutation Hotel, South Parade, Doncaster.

Please come along and meet the committee and air your views on the running of your Society.

Visit to East Lancashire Railway

September 15th saw 15 members visit the East Lancs Railway at Bury. We were treated to a full tour of the railway including all the workshops and stock areas plus a round trip to Rawtenstall hauled by 33117. Thanks to the Felix Preservation Group for use of their bus, and to the driver, Ian Wilson, a Pennine member. We also thank the ELR and their staff for their excellent hospitality and to our own Chris Tyas for his untiring work in organising the visit.

Non Arriva

Massive problems for Arriva, the bus company which has taken over the rail franchise of Northern Spirit. Their boss has resigned and train cancellations are at an unacceptable level.

West Yorkshire PTE recently recorded a vote of "No confidence" in Arriva who were cancelling trains to the tune of up to 1,000 per week.

To add to this, they have spent £2.4m on a fleet of new buses, 24 single deckers, only to find they are too wide to pass through the Mersey Tunnel linking Birkenhead and Liverpool. The buses are 1.5" too wide to pass through the tollbooths!

Best Apology over the Tannoy

Anglia Railways; "We apologise for the late departure. This was due to a coupling problem. There is a points failure outside Shenfield which may further delay us and we will be picking up passengers from the earlier train which failed at Colchester. The train will split in two during the journey and passengers for Norwich, now in the rear portion must move into the front carriages. Tickets endorsed "GER only" are not valid and will be subject to a penalty. My name is Julian. Have a pleasant and relaxing journey"

Buddleia Causes Delays

Railtrack's managers told their annual meeting that the flowering plant Buddleia was the cause of delays. The wrong type of hot and humid weather was creating ideal tropical growing conditions, and the plant was embedding itself at stations, outbuildings and bridges.

Social Evenings

With the shortening of daylight hours, Robin has drawn up an entertaining programme of social events to take us up to Christmas and into the New Year.

Please come and join us at the Salutation Hotel, South Parade, Doncaster on the first and third Wednesday of each month. Entertainment Guaranteed.

Golden Sod-off

Former Railtrack boss Gerald Corbett received a total of £1.6m on leaving the company for his loss of office, compensation, lump sum pension entitlement, salary and benefits.

Royal Trains

The future of the Royal Train is in doubt as it is now hardly used and costs £700,000 per year to run and maintain.

Efforts made to hire it to companies and Government ministries have failed.

The train has already been reduced from 14 to 9 carriages in an attempt to cut costs.

The Queen has started travelling on public trains, although she still gets an entire carriage to herself.

Pigeons

A court has ruled that Railtrack has to pay the cost of clearing pigeon droppings from beneath railway bridges. These can make pavements slippery (and fall on people's heads!!).

Editor's comment: Does the Highways Authority therefore have to clean droppings from road bridges on to the railway. I rather think not!

Milk Probe Halts Train

Passengers on a Wales and West Cardiff/Penzance train were stranded after a passenger made a complaint to British Transport Police that the driver had stolen milk from the buffet trolley for his tea.

The driver was so shaken that he abandoned his train and left work early. No charges were brought.

The Docklands Light Railway

by Paul Slater

I first saw the trains of the Docklands Light Railway on the day I went to the Millennium Dome, but I did not have a ride on one until my next visit to London, over a year later, when I went to try the other big Millennium attraction in the capital, the Millennium Wheel or London Eye.

I enjoyed my visit to the Dome, where I found a certain amount of railway interest in the Journey Zone and the Self-Portrait Zone; it was from the huge paved area between the Dome and the river, decorated with abstract sculptures and the Greenwich Meridian picked out in red lights, that I glimpsed the operations of the Docklands Light Railway on the other side of the Thames. My ride, or "flight", on the London Eye was also very enjoyable, the views over the capital on a springtime day of sunshine and showers were magnificent, and with Charing Cross and Waterloo stations being close by, a bonus for me was the chance to do some railway photography from a new vantage point?

When my "flight" was over, I still had several hours left before I needed to make my way to Kings Cross for the train north, so I decided to have a proper look at the Docklands Light Railway. I walked to Waterloo and caught a tube train on the Jubilee Line Extension; this was the way I had travelled to the Dome, using the new tube line from London Bridge to North Greenwich, but this time I alighted at the station before North Greenwich, Canary Wharf. The stations on the Jubilee Line Extension are different from other tube stations, and the huge underground hall at Canary Wharf is very impressive.

It was pouring with rain when I reached the surface at Canary Wharf so I sheltered in the entrance to the tube station. I could see trains of the Docklands Light Railway crossing a viaduct over an expanse of water not far away, and there were signposts to both Canary Wharf and Heron Quays stations. When the rain eased off, I walked the short distance to Heron Quays, which was visible from the entrance to the tube station. The automatic ticket machine at the foot of the steps up to the southbound platform was of an unfamiliar type, and I could see no list of fares; however, by turning an orange wheel to highlight different categories of ticket in turn - it reminded me of "Arrow up" and "arrow down" on my computer at work - and pressing a green button I obtained a ticket for the same value as the tube ticket on which I had just travelled from Waterloo, which seemed a fair guess as to the price of a ride to the terminus in the City of London. I walked under the viaduct and up the stairs to the northbound platform.

Heron Quays is on the Lewisham branch of the Docklands Light Railway; it formerly terminated at Island Gardens, but has recently been extended, with a new tunnel under the Thames. The service was frequent, and rather than catch the first train going my way, I decided to stay and do a little photography on what was a new system for me. A notice warned that the station was under continual video surveillance, so possibly someone in an office somewhere was looking at a screen and wondering who the anorak was who was photographing every train. I found Heron Quays quite a good location for pictures; to the north, only a short distance away, was Canary Wharf station with its four platforms and overall roof situated at the base of the great Canary Wharf skyscraper, to the south the railway ran on a long viaduct past new buildings, below me was an expanse of water - a former dock - with a barge moored, and to the east was a forest of cranes above a huge building site.

The Docklands Light Railway operates on a third-rail electrification, and much of it is an overhead or elevated railway. Its trains are formed of two-car units, and most trains I saw consisted of two units. The basic livery is red and blue, but many units sport advertisements in a variety of colours, and it seemed that no two trains looked alike. Units 8, 6 and 61 arrived and departed for Lewisham, then 40 and 50 came the other way, bound for Bank, then 74 and 30 for Lewisham, then a train for Stratford, then another one for Lewisham, and I boarded the next one northbound.

Beyond Canary Wharf; the heavens opened again. Through the rain, I glimpsed two old dockyard cranes preserved by the water's edge, a triangular junction with the Beckton and Stratford branches of the Docklands Light Railway, and, in the distance, the unmistakable shape of the Millennium Dome, now closed and forlorn and awaiting, its fate. At Whitechapel the Docklands Light Railway station was alongside one on the line from Fenchurch Street to Shoeburyness. I alighted at the island platform at Shadwell to change on to a service for Tower Gateway.

The rain dwindled and stopped. I photographed units 49 and 50 returning to Lewisham, then a train for Bank, then an electric multiple-unit heading for Fenchurch Street. The next train to call at Shadwell was for Tower Gateway, formed of units 26 and 88; I got on, and the train ran the short distance to the terminus, passing the junction with the Bank branch. Another passenger asked me directions to the District Line, he thought he should stay on to the next stop, and I checked with the guard - or "train captain", as I believe they are called on the Docklands Light Railway - that this was indeed the terminus, and that Tower Hill station on the Circle Line was within walking distance. I stayed on the island platform at Tower Gateway for a few minutes, obtaining photos not only of the train on which I had just arrived but also of multiple-units arriving and departing at Fenchurch Street and running alongside the Docklands Light Railway.

I broke my journey back to Kings Cross at Liverpool Street, where I got my first pictures of 86s in Anglia livery, had a meal, and for the second time that afternoon gave someone directions, I'd never heard of Edmonton Green, the station my inquirer wanted, but by checking lists of departures displayed on the concourse and then the big screens I got him on a train for Cheshunt. Then it was time to take an overcrowded rush-hour ride to Kings Cross for a delayed departure for Retford, the journey north through a beautiful sunny evening - the showers of rain all gone - a final bonus to end an interesting day.

Over the Snow by Steam

Robert Tyrrell

Railway Magazine - Dec 1973

It may come as a surprise that in 1861 the United Kingdom, with an area of only 93,000 square miles, boasted more than 10,000 route miles of railway while the vast Romanoff Empire, sprawling over 8 million square miles, could only muster one-tenth of our figure. Because of the lack of an efficient professional class and an inbuilt suspicion of foreigners, Russia's industrial revolution progressed painfully slowly until the last quarter of the nineteenth century. True, a short railway had been opened as early as 1837 between St. Petersburg and Tsarskoye Selo, but the first main line from the former city to Moscow was not completed until 1851, the year of London's glittering Great Exhibition.

In the early years of Tsar Alexander II's reign the internal transport system remained much as it had been a hundred years earlier. During the long winter months roads became impassable, lakes and rivers were frozen over and the only mobility was by horse-drawn sledge. Something had to be done and it was British expertise and initiative that did it.

On January 4, 1861, "The Engineer" announced that a Mr. Nathaniel Grew had designed and exported to Moscow the world's first steam ice locomotive. It had been ordered by Monsieur Gabriel Solodonikoff who had "the exclusive concession for the use of such machines in Russia." Despite Russia's lack of communications these two gentlemen obviously realised that the country possessed a winter "transport-bed" of ice and snow if only it could be made use of.

With sledge-irons replacing the bogie and trailing wheels and a single pair of studded 4-ft, driving wheels, Grew's ice locomotive is at once interesting and mysterious. The mystery is its close resemblance to Stephenson's "Rocket" which had been built more than thirty years previously. As the accompanying engraving shows, the controls are rudimentary, the main steam and exhaust pipes are unlagged and there is no notched quadrant to secure the reversing lever. Moreover, the whole valve-gear, including the connecting-rods, appears to be very lightly constructed. The screw-brake type of handle seen on the front footplate was used to turn the forward pair of sleigh-irons and thus guide the engine but no buffers were provided although it was intended to pull a train of sledges. The 100 gallon Water tank was sensibly mounted over the boiler and it was fitted with a steam jet as a further precaution against freezing. As "The Engineer" put it: "This tank is intended to be filled with snow and ice in a region where water is a solid." The boiler was pressed to 100 lb. per sq in, and the rear-mounted cylinders (another reversion to Stephensonian practice) were 6 in. by 16 in. Wood fuel was used and the footplate crew comprised three men, driver, fireman and steersman.

Considering that the enginemen had to work in temperatures around 20 deg. F of frost it is amazing that the locomotive was delivered without even a cab. However, we are told that on arrival in Russia it was intended "to fix at each end of the engine a house [sic] of warm but light construction as a protection from the severe temperature". Unfortunately no pictures of this modification survive, We can only assume that the reason for the over-simplified design of the whole locomotive was this: the designer, living in "The Workshop of the World," realised he was sending a steam engine to a country where few people had even seen such a vehicle, much less driven or maintained one. At all events, with becoming British reserve, Grew announced "Should the present engine prove moderately successful it is the intention to construct a still more powerful engine".

Evidently the prototype was a success for the Russians immediately ordered another which was delivered the same year, 1861. But this time they must have specified something more sophisticated as the second prime-mover could hardly have been more different from the first. The design and construction was completely altered and gave a surprisingly modern appearance.

Built by Neilson & Company, of Glasgow, and named Rurik, this engine weighed 12 tons and was 22 ft, long. A single sleigh-iron "bogie," 11 ft. in length, bore the weight at the front and the driving wheels were placed, Crampton-style, behind the firebox. A ship's type steering wheel was mounted forward and spring buffers were fitted at each end. The two cylinders, 10 in. by 22 in., were now mounted more conventionally below the smokebox and the drive was transmitted by a jackshaft which carried the eccentrics. A well-proportioned saddle tank sat snugly on the boiler and the livery was plain dark green set off by a copper-capped chimney and a polished brass dome.

The Rurik is recorded as having worked a regular passenger and mail service during the winter of 1861 over the frozen River Neva between St. Petersburg and the naval base of Kronstadt, a distance of some twenty miles. It hauled a train of three railway coaches, mounted on sleigh-irons, and with

the low frictional resistance and the engine's 5-ft. wheels this train must have had a very fair turn of speed.

Purists might object that neither of these power-units were true railway locomotives because they did not run on rails. On the other hand, research confirms that on this particular route a definite "track" was smoothed in the snow and ice and signals and telegraph communications were installed. No brakes were fitted so that drivers had to rely on careful judgement in shutting off steam or else throwing the lever into reverse.

Nor was there any steam heating, so the first-class passengers huddled in their furs while the hard-class folk shivered in their shawls and stopped up the holes in the floorboards with newspaper. (According to one authority this was a well-known and necessary precaution in nineteenth century Russian rail travel.)

In spite of their undoubted success the working life of these unusual engines seems to have been comparatively short. In his book "More Unusual Railways," J. R. Day writes "The final fate of these remarkable locomotives does not seem to have been recorded". The probable answer is that in 1868 Russian railway construction finally took a great leap forward, largely aided by French investment. That, together with improved ice-breakers on the rivers and lakes, must have progressively rendered the Anglo-Russian experiment redundant.

Before the rebuilding of London's Science Museum a one-eighth scale model of Rurik was displayed in the locomotive section but it has not re-appeared and is said to be in store. It is to be hoped that one day it will be on view for it represents a significant landmark in British engineering and commercial enterprise.

Modern railway and other transport developments have made us a blasé generation in regard to travel but, in the year of the liberation of the Russian serfs, it must have been an exhilarating experience to travel at speed by those three related yet incompatible elements -snow, ice and steam.

MINEHEAD REVISITED

by Martin Hall

Three years ago, Geoff Broadhead and I spent a mid-week in June travelling on parts of the former and existing railway network once operated by the Great Western Railway. I wrote about our travels in an article that appeared in Trans- Pennine magazine in the autumn of 1998.

That particular visit took in The Severn Valley Railway, The West Somerset Railway and The Paignton & Dartmouth Railway.

In August this year, we decided to repeat the exercise, but this time to substitute the Gloucester Warwickshire Railway for the Severn Valley Railway as neither of us had been on the former. Accompanied this time by my wife, Alison, the three of us commenced our travels with a car journey from Stourbridge to Williton. A breakfast stop was made at Strensham services on the M5 where the food was as diabolical as ever (will we ever learn) and this time was served up by an interesting group of what I assume were Kosovan refugees, all of whom insisted upon shouting and bawling at each other in a highly animated but completely in-comprehensible way.

Heavy rain had joined us by the time we reached the railway station at Williton so a quick dash was made to the booking office where tickets were purchased. Our first locomotive of the day was ODNEY MANOR working a Bishops Lydeard to Minehead service. We managed to secure a compartment at the very front of the train. The heavy rain was making traction a little difficult for the "manor" and we very nearly slipped to a standstill after leaving Doniford Halt. Arrival at Minehead was some 20 minutes late.

We had a couple of hours to kill and with it being wet outside, there was only one thing for it get wet inside. Hence we headed for what I think is called the York Bar on the high street.

DINMORE MANOR greeted us on our arrival back at the station and this time we made a full return trip to Bishops Lydeard and back to Minehead. The rain had eased by now so we were able to enjoy the views of the Bristol Channel and then the Quantock Hills, as the railway heads inland once past Williton. At Bishops Lydeard, we noticed that the signalling of the station had been completed and that the box now appeared to be in full operation.

Arrival back at Minehead was more or less right time and we crossed the island platform and joined the waiting DMU for the last trip of the day, back to Williton.

Once at Williton, we drove the few hundred yards to our digs at The Foresters Arms. The pub is situated on the A39 just on the edge of Williton village. Its location is ideal for those visiting The West Somerset

Railway and it does feature in the Good Beer Guide. It had been a long day so we had a relatively early night after enjoying a meal and a few pints of Cotleighs "Tawney Owl" Bitter.

The next morning saw us driving to Taunton, a distance of approximately 15 miles from Williton, along the very windy A358. On arrival at the station, we were just in time to see a 47 depart on a west bound service. Typical!

Great Western Trains provided a HST for the first leg of our journey and we climbed effortlessly up Wellington Bank and into Whiteball Tunnel on our way to Exeter St David's. A change of trains saw us on a Wales & West Sprinter for the rest of our journey along the sea wall past Dawlish and Teignmouth, through Newton Abbott and then, branching off at Aller Junction and down to Paignton. We walked over the footbridge from the "BR" station to the Paignton & Dartmouth station known as Paignton Queen's Park. Here, one of the first people I bumped into was a buffet steward I knew from the Severn Valley Railway where I work. It's certainly true about it being a small world.

Not surprisingly, a GWR "Prairie" tank locomotive was waiting to work our train forward, number 5239. It being the "peak" season, the train was very well loaded as we pulled out of Paignton and made our way down to Kingswear through Goodrington Sands and Churston.

On arrival at Kingswear we crossed the River Dart on the ferry to Dartmouth and partook of a Cornish pasty whilst at the same time trying to fend off the seagulls which were performing worryingly accurate impressions of Stuka dive-bombers. After an hour or so of attack from the air, we returned to Kingswear and made the return trip up the valley to Paignton Queen's Park, once again with 5239 at the head.

A service bound for London Waterloo returned us to Exeter St David's where we retired to The Great Western Hotel for a swift pint before joining a Great Western Trains HST back to Taunton. We drove back to Williton and The Foresters Arms for more good food and Cotleigh's finest.

The following morning saw a drive from Williton to the edge of the Cotswolds, as Toddington was our aim. The Gloucestershire Warwickshire Railway was once part of the GWR network and is located on the line that once ran from Cheltenham, through Honeybourne and onto Stratford upon Avon.

As I have mentioned earlier, we had not been to this particular railway before but as I had seen it featured on a number of occasions in Traction magazine, I was intrigued to find out what it was actually like. I have to say that we were all very impressed. The standard of upkeep of the stations, locomotives and rolling stock is to be highly commended and dare I say, puts "my" Severn Valley Railway to shame in a number of aspects. We found the staff there very friendly and enthusiastic. In addition, the views from the train were good with large expanses of countryside visible on either side of us, at one point even as far as the Malvern Hills.

The line from Toddington heads in a south westerly direction to Winchcombe, the only other station on the line, some 3 miles distant. From there you pass a further 4 miles, through the 593 yard Greet Tunnel to Gotherington. The station here is privately owned but the owner is evidently a railway enthusiast, judging by the proliferation of railway equipment, including a signal box, which surround the property. The Gloucestershire Warwickshire Railway intend to open their own halt here but at present, the train simply stops in a "run-round" loop and then makes the return journey back to Toddington.

Staff we talked to at the railway explained that the line should be open to passengers through to Cheltenham Racecourse in 2003 and that plans were being made to extend in a north westerly direction to Broadway and that that could be open as early as 2006.

All in all, we were very impressed with The Gloucestershire Warwickshire Railway and spent a pleasant day travelling between Toddington and Gotherington and I would certainly recommend it to anyone who has not been before. All good things must come to an end, and so it was that we headed back to Stourbridge after a very enjoyable three days of traversing both existing and former GWR metals.

On holiday at Alghero NW Sardinia I was pleased that there was a metre gauge railway from our town to Sassari. Single diesel railcars, often in tandem trundle along until they meet the standard gauge lines that ran from Sassari to other parts of Sardinia. The fare was very cheap - £2.00 return!

Welsh Interlude. Margaret, having rented a bungalow at Arthog (near Barmouth) for a week, we loaded the car (with the kitchen sink).

On the way, stopping at Horsehay for the Telford Steam Railway, we caught the midday train made up of Peckett 0-4-0ST 2142 Northern Gas Board No 1, a Mk 1 coach, a GWR brake van & a diesel shunter. Apparently the loco was not steaming well, the diesel took the train and we very slowly gained a walking pace to the end of the line, The 0-4 -0 then came to life and on the return we branched left onto the old line to Ironbridge and halted at Dawley station where there was an excellent OO layout. (Railway Magazine July p5-1 refers to a previous 'brisk start') - but the ride was enjoyable. At Horsehay there was a two-foot gauge two-car steam tram running on a short track.

With the family in tow (including son Mark a previous junior member) we just managed to catch the Tallylyn Vintage train from Tywyn Wharf especially as the £42 in cash for fares took my breath away! But it was money well spent, as we were able to get off the train for 'runbys' etc. On a visit to Barmouth I photographed the site of the old signal box. It was not convenient to visit other Welsh railways but that could be another visit. However three of us cycled along the track bed of the Cambrian Railway from near Dolgellau through Penmaenpool to near Arthog. At Penmaenpool the signal box is preserved as an RSPB post and a fixed distant signal stands on the water's edge and where there was just room for a track in front of the hotel.

On 21 July 67020 hauled the Green BN set to Lincoln for a street fest and on 4 August 4472 Flying Scotsman came through Lincoln using the Joint Line. At Potterhanworth it was on time and going quietly. After its water stop at Lincoln it went through Saxilby working well hauling the Pullman Set.

23 August - Day trip Derby to Bristol, Margaret and I caught the 08.40 to Temple Meads and had 47747 for haulage, The loco kept excellent time but the clag from the exhaust could have been included in the October issue of the Railway Magazine! On the return journey complete with granddaughter and luggage, on the platform at Temple Meads waiting for the 14.12 (change at BNS) 35005 Canadian Pacific steamed through having left its BN set to turn on the triangle. It was on a Victoria-Bath-Victoria excursion and I did not have my camera! 47765 performed well to B'ham NS arriving early, where we changed to the 16.00 Dorset Scot HST for Derby, being held outside Derby for a two car DMU to eventually leave its platform. Central Rivers depot near Burton had some Class 220's stabled but I did not get the numbers!!

For the older Pennine BUS members - at Tywyn Wharf by the station was a Trojan coach (circa 2nd World war period Brooke Bond Vans were Trojans!!)

Pennine Quiz No. 106

(Around the Capital) by Ian Shenton

1. Which station was originally called Coombe Farm?
2. In which year was Denmark Hill station destroyed by fire?
3. In which year did Clapham Junction station open?
4. Which station was originally called Jolly Sailor?
5. Which steam loco depot served Waterloo station?
6. What was the original name for Earlsfield station?
7. What was the name of the power station that served trains from Waterloo?
8. What are the platform No's for the Waterloo & City line at Waterloo?
9. What is the distance between Waterloo & Bank stations in km?
10. At which station was there a Doric Arch?
11. Where did the stone come from to build this arch?

12. From which station did the Norsman run from?
13. From which station did the Palatine run from?
14. From which station did the Mayflower run from?
15. Which steam depot had its entrance in Dumpton Place?
16. What is the length of Drayton Green tunnel (yds)?
17. In which year did the Piccadilly line reach Heathrow airport terminal 4?
18. What is the journey time from Heathrow airport terminal 4 to Paddington by Heathrow Express?
19. How many Class 332's are there?
20. Where did SR EMU's 5781-5795 originate from?
21. Which depot was reach by Box Lane?
22. Where does Cremane viaduct cross the Thames?
23. What is the length of" Gasworks tunnel (yds)?
24. At which main line station is the All Zone One-Day Travelcard not valid?
25. At which c2c station does the Docklands Light Railway interchange?

Pennine Quiz no. 105 .

The Answers

1. Princess Elizabeth and Princess Margaret Rose
2. Lady Jones, the widow of Sir Henry Haydn Jones
3. Duchess of Hamilton
4. Anna Karenina
5. Jane Austin and George Eliot
6. Dorothy Mather, widow of A H Peppercorn
7. Pandora
8. 70036 Boadicea
9. Lamps
10. E. Nesbit
11. Duchess of Sutherland
12. Minerva
13. Florence Nightingale
14. 46168 The Girl Guide
15. Wellingborough - Higham Ferrers
16. 30454 Queen Guinivere
17. Kittybrewster
18. 45519 Lady Godiva
19. St. Margaret's
20. Victoria de Los Angeles
21. Horam (the village was originally Whoreham)
22. Princess Mary
23. 7911 Lady Margaret Hall
24. Maeve
25. Kathleen

The Winners

Joint 1st John Dewing and Ken King
 Joint 3rd Malcolm Bell and Ian Shenton

Congratulations Gentlemen - Your cheques will be in the post. Due to the complex result it may take our revered Treasurer some time to work out the sums!!

Pennine Observers Notes

Eastern Region

Noted at Lincoln during the recent period have been:-

July 02 66245 on coal, 56065 light engine

July 06 60012 and 60017 on oil

July 09 60017 on oil, 66097 on coal

July 10 56081 on coal, 60020 on oil

July 12 56120 and 66141 on coal, 60038 on oil

July 13 56088 on coal, 60003 on oil

July 16 56105 and 66152 on coal. 60017 on oil

July 19 60056 on oil, 66093 and 66152 on coal

July 23 56102 on coal, 60003 and 60038 on oil

July 24 56071 66147 & 66152 on coal, 60038 oil

July 26 56069 on coal, 60047 on oil

July 31 54068 and 56087 on coal, 60017 on oil

Aug 02 56059 and 56087 on coal, 60065 on oil

Aug 07 56091 and 66098 on coal 60048 60049 60074 on oil Aug 09 56060 56067 and 56068 on coal 60048 on oil

Aug 10 56058 and 66026 on coal 60063 and 60084 on oil Aug 13 66022 and 66083 on coal

Aug 15 66018 on coal, 60021 and 60049 on oil

Aug 17 56067 on coal, 60049 on oil

Aug 20 56105 and 56118 on coal

Noted at York on 04 July were Eurostars 3301/02 47717 67013 + 86241 on Mail, 66209 on Steel train and 47780 as Thunderbird.

Passing Eaton Lane Crossing on 16 July were:-

Eurostars 331 1/12 York/KX

90223 Bradford/KX

90225 Parcels

47197 Freightliner

66501 Freightliner

37706 Light engine

Sunday 09 September saw 90142 shunting GNER stock at Doncaster and the following week the loco was in action on various Kings Cross/Leeds workings.

Midland Region

Noted at Carlisle Station on 14 July were 56060 56085 60032 66108 66150 66238 90221 and 92004. On the same day Carlisle Kingmoor was host to 20303 20307 20309 20311 20312 20317 20901 20904 33023 33029 37608 37609 and 66191.

Noted in the Leicester area on 18 July were 66102 on Gypsum train at Loughborough, 66705 at Mountsorrel and 37109 58005 58046 60016 6004 60079 and 66231 on Leicester depot.

In the Birmingham area on the same day were:-

47737 New Street

66136 Snow Hill (freight)

66205 Saltley (Car train)

66187 Washwood Heath (coal)

60091 Water Orton (freight)

66165 Daw Mill Colliery (freight)

08939 66005 Washwood Heath Yard

08905 60050 60069 60092 66170 66179 66242 on Saltley Depot.

On 28 July EWS Class 86's came to the rescue of three consecutive Virgin Trains southbound from Stafford:

13.25 Holyhead/Euston - 86254 RES Livery

15.45 Liverpool/Euston 86243 RES Livery
16.35 Stoke/Euston (via B'ham) 86261 EWS Livery

Noted at Preston on 04 August were:

47849 07.38 Reading/Glasgow (In)
86242 07.38 Reading/Glasgow (Forward)
90011 09.10 Euston/Carlisle
47798 Northbound Pullmans
87003 10.38 Glasgow/Euston
86224 06.36 Poole/Edinburgh
86222 10.40 Edinburgh/Brighton (In)
47849 10.40 Edinburgh/Brighton (Forward)
D9000 Northbound Charter
87019 11.10 Euston/Glasgow
86226 08.58 Paignton/Edinburgh
86236 12.30 Glasgow/Poole (In)
47847 Glasgow/Poole (Forward)

Noted at Stafford on 08 Sept were:

86261 11.26 Manchester/Euston
90020 09.19 Holyhead/Euston
92026 S/bound Intermodal
90012 10.45 Euston/Liverpool
87034 11.45 Liverpool/Euston
87026 12.40 Stoke/Euston
86259 10.30 Euston/Stoke
86240 09.10 Edinburgh/Bournemouth
47812 08.40 Glasgow/Paignton
87003 11.45 Euston/Liverpool
90146 12.45 Liverpool/Euston
86245 10.38 Glasgow/Euston
87013 12.10 Euston/Glasgow
90009 13.45 Liverpool/Euston
47828 09.18 Brighton/Edinburgh

On 14 Sept Voyager Unit 220008 was noted on the 17.49 ManPicc/Birmingham.

Scottish Region

Noted on Ayr Depot on 14 July were 08441 08881 37516 66002 66063 66067 66089 66102 66176 66178 and 66246.

66017 66184 66214 and 66220 were also noted on MGR's.

On 01 Sept Polmadie was host to 47733 66127 86240 90223 and 90231 while 47763 47792 92007 92014 92030 and 92034 were noted at Motherwell MPD.

Western Region

Our Membership Secretary had a week in sunny Dawlish from 16 June to 23 June and saw 57601 in action Mon - Fri on its usual diagram:

09.20 Plymouth/Paddington
15.42 Paddington/Plymouth

On 05 Sept your editor had a lazy day in Twyford and noted the following between 10.00 and 14.00 hrs:-

43004/005/009/010/015/016/018/020/021/022/023/024/025/027/028/035/042/124/126/130/134/136/137/138/
139/140/141/144/147/148/149/150/163/168/170/171/177/174/175/176/177/179/181/183/185/187/188/189/19
0/191, 47704/709/712/810/818/839/601/849/798, 59002/4/5/102, 60004, 86242, 90011, 67003
165102/103/104/107/108/109//111/112/113/116/117/120/121/124/126/127/128/130/136/137
166201/202/203/204/207/208/209/210/212/213/217/219/220

Noted at Didcot by our member, John Dewing, who helped YORKSHIRE become cricket champions by his dedicated support were:-

30 July 58025 60020 60026 60028 60070 and 67016. 47811 on the 2350 Night Riviera Paddington/Penzance left 1 hour late but arrived Penzance 5mins. early.

31 July 47813 on 06.30 Plymouth/Paddington 47832 on 08.20 Penzance/Paddington 47746 on 08.16 Penzance/ManPicc 37057 37695 66082 66203

10 Aug 37057 58030 60002 60026 66003 66080 66082

Preserved Railways, Railtours & Open Days

On 13/14 July the PF Railtour "The Ayr Liner" was hauled at different stages by 60001 92042 37707 37886 66246 and 56054.

Six locomotives were in steam at the Barrow Hill "Steam Gala" on 18 July:

68088 + 92203 "Black Prince" on shuttle train

41708 giving brake van rides

1163 "Whitehead" giving shunting demonstrations

61572 and 68005 giving turntable demonstrations

Eight locomotives were in steam at the Barrow Hill "Model Engineering Show" on 21 July:

61572+68088 on shuttle train

1163 "Whitehead" giving brake van rides

41708 giving shunting demonstrations

Miniature loco "Victoria Rose" giving rides

92203 "Black Prince" and miniature locomotives "Polly 111" and 70026 "Polar Star" also in steam.

The Great Central Railway "Steam Railway Gala" on 28 July was host to D123 D5830 and steam locos 6990 "Witherslack Hall", 7821 "Didcheat Manor" and 63601 working passenger trains between Loughborough and Leicester North and goods and mail trains between Loughborough and Rothley. D7629 was shunting at Rothley.

The Keighley and Worth Valley Diesel Gala on 08 Aug was host to 37607 26024 20304 20301 47643 25235 25059 D8031 D0226 and steam loco 42729.

At Corus Scunthorpe on 11 Aug steam loco 3138 "Hutnik" was on the steelworks tour train with steam loco 1438 on the steelworks brake van tour assisted by diesel shunter DL2_ Corus locos 76 and 79 were on "torpedo" molten iron wagons with 78 and 90 on other works trains. Noted at Snibston Colliery Railway on 27 Aug was Cockerill vertical boiler locomotive "Yvonne" on a passenger train and Ruston 4 wheel diesel giving shunting demonstrations.

Locos used on the PF Railtour "The Poly Granite" on 31Aug/01 Sept were 56088 37415 37411 37669 67004 20307 30310 90019. On the return leg the tour was diverted via Kilmarnock and Dumfries to Carlisle due to overhead line damage at Lockerbie. Then on return from Carlisle 90019 was substituted in place of 56103 due to lateness of tour. A fast run then ensured that the tour arrived back on time at Stafford. Locos noted at the East Lancashire Railway Diesel Gala on 08 Sept were D1041 D8087 D200 47358 66523 D5600 D5580 37038 D7076 31108 33117 50033 45135 D172 24054 D345. (66606 worked on Saturday and was replaced 66523 on Sunday).

On 14/15 Sept the PF Railtour "The Blyth and Tyne Meanderer" was hauled by 58037 56089 92014 66142 and 58050.

Camels Live On!!!

Originally planned to be withdrawn in May 2000 and subsequently every few months since then, the venerable 1950's built Metro -Cammell class 101's appear to have been given yet another reprieve thanks to the continuing problems with the new Class 175 "Coradia" units. (see the last few editions of TP for this continuing saga). Some of the units are being given a life extension overhaul at Glasgow Works which could see a few survivors remain in traffic until May 2002.

Journeys to Sheffield now only occur in the event of failures or shortages of Sprinters/Pacers.

The class is now only diagrammed for Marple and Rose Grove services in the main. Sightings on 08 Sept were:

101691 Strathclyde Liv, 17.04 to Marple

101676 RR Liv. 17.14 to Rose Grove

101693 Strathclyde Liv. 17.25 to Marple

Robin's Review: No 14

"Great Western Railway Journal"

I suppose this column, over the last few years, has covered just about all the mainstream Railway Enthusiasts magazines available today and you'll be wondering how many there are available on the market. Well, probably more than you think, but whether you class the remaining magazines to be reviewed as mainstream or not is probably a matter of opinion. One thing I am trying not to do initially is review Railway Modellers magazines although you the member/reader may have a view on whether or not this column reviews modelling magazines or not. If you have, write to the editor and you never know you may shape the future of this column in Trans-Pennine! Anyway to put your mind at rest Robin's review still has some way to go before it runs out of steam, diesel or juice!

Great Western Railway Journal (GWRJ) is published 4 times a year at £3.75 per issue. Subscriptions are £15.00 per year, GWRJ is published by Wild Swan Publications and as the title suggests specialises in The Great Western scene right up to the 1960s, although the end of the steam era seems to be as far as it goes. Therefore it is obviously written for the dedicated GWR enthusiast but can also be of interest to other interested parties because of the in depth nature of the articles. The current issue which came out in August is No 39. GWRJ first appeared in 1991 as a preview edition, the success of which led to issue No 1 in early 1992. GWRJ now consists of 60 pages of articles with many colour and black and white photographs. There are four articles in the current edition of which the main article is PAIGNTON REVISITED. This very extensive article covers mainly the fifties and early sixties. Written by Chris Turner the article is thirty-five pages long and would make an excellent small publication in its own right. It includes comprehensive photographs of the station, goods shed, yard and sidings. Also there are copies of original drawings and maps of buildings and area. The article I found compulsive reading but then for someone who has spent over twenty years of his railway career working on stations and the fact that the station and train working particularly on summer Saturdays is covered in great detail, one would expect to enjoy!

The next article is "Halls on Goods in the Midlands and North" (North meaning Chester and Birkenhead etc). Diagrams and make up of trains give an interesting insight into GWR goods trains before the Second World War. "Fireman at Wolverhampton" is a four-page article relating the experiences of a young fireman at Stafford Road shed. "Modem Opens 3" looks at open wagons, their design, construction and use in traffic. Finally the letters page and the Photo feature at the back of the magazine show excellent colour shots of Castles and Kings on West Country Holiday trains.

VERDICT Great Western Railway Journal is not your normal run of the mill enthusiasts magazine. It's specialist, but in such a way as to be interesting reading for lots of people with different railway interests. Only it's all Great Western!

Pennine Meetings

All meetings are held at the Salutation Inn South Parade Doncaster starting at 2000 hrs on 1st and 3rd Monday of each month.

3rd October 2001. Pennine Slide Competition. Judged by Graeme Wade.

17th October 2001. Derek Porter

7th November 2001. John Wragg.

21st November 2001. Steve Hall - Diesels - Late 70s/80s.

5th December 2001. Members Slide Night.

19th December 2001 Pennine Shield Final.

PENNINE SHIELD:

Round One 22nd November 2001

Round Two 5th December 2001

Final 19th December 2001

2nd January 2002. Members Slide Night. Bring Along a selection of your slides.

Sunday 6th January 2002. Annual General Meeting. 12-noon Salutation Inn.

Thanks to all those who have done shows in the last few months. If you would like to do a show or would like to recommend anyone let me know - Robin

Editors Acknowledgements

I would like to thank the following for their generous contributions to this issue: Tony Caddick, Gerry Collins, John Dewing, Martin Hall, John Sanderson, Ian Shenton, Paul Slater, Robin Skinner.

Time for a Change

For personal reasons I have decided to retire from the Trans Pennine Editor's post at the end of the year.

My last edition will be the Christmas 2001 Issue.

Anyone wishing to take on this highly prestigious position should contact myself or any other committee member as soon as possible to ensure we have continuity of publication.

I am prepared to help and advise any volunteer for as long as long as required.

Thank you all for your assistance during my spell as Editor,

Next Issue

The Christmas 2001 issue of TRANS PENNINE is due for publication on Monday December 17th 2001. Would contributors please let me have their information by Friday December 7th 2001

THANK YOU