

TRANS PENNINE

The magazine of the Pennine Railway Society



First Class



Second Class



Third Class

England in 1842: looking to the West

No. 118 - Winter 2001

Committee Briefs

Cover Picture

Another chance to spot our beloved Treasurer following his favourite hobby. It should not be a problem to work out in which class he would be travelling!!

Membership Fee Unchanged

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

We hope you will rejoin the Society in 2002 by simply completing the renewal form and returning it, with a cheque for £4.50 made out to the "Pennine Railway Society", to our Membership Secretary, Tony Caddick at the address shown on the form.

Annual General Meeting

You are invited to attend our Annual General Meeting which will be held at 12 noon on Sunday 6th January at the Salutation Inn, South Parade, Doncaster.

This is an opportunity for you, the members, to have a say in how you wish the Society to be run. It is also a chance to socialise with friends you may not have seen for some time.

Free 2002 diaries

All members rejoining for 2002 will receive a free Pennine Railway Society pocket diary. Yet another good reason for renewing your membership.

Social Meetings

Members are asked to make a note of the meetings arranged by Robin on the first and third Wednesdays of each month, held at the Salutation Inn.

The early 2002 programme is shown later in this magazine. Curtains rise at 20.00 hrs and all are welcome. Entertainment Guaranteed.

Tony Booth

This will be the final time that Tony Booth will produce the **Trans Pennine** magazine.

The committee wish to place on record their thanks to Tony for his hard work and dedication in producing such an excellent magazine for the Society's membership.

We shall miss him. Details of new arrangements for the production of the magazine will be advised to members as soon as they have been finalised.

Arriva Trains Northern

Arriva Trains Northern has been fined a record £2m due to the number of trains cancelled because it does not have enough drivers. Despite its abysmal and unacceptable performance the firm has now been given unprecedented permission to axe up to 1,000 trains a week out of a total of 11,000 because of its staff crisis.

Many services are replaced by buses, which are cheaper to run. The firm took over from MTL Rail in February 2000 but only a short term contract was agreed. It can walk away (presumably unscathed) in April 2002 unless a new deal is agreed.

Wrong Kind of Track

Electrostar 375 trains have been confined to off-peak duties. 12 car trains in rush hour are too heavy, causing problems with the power supply.

The Connex trains can run with no trouble in lengths of up to eight cars.

Railtrack

There has been much debate recently over the Transport Secretary Stephen Byers' decision to apply to put Railtrack into administration after refusing to give it more public money. This saga will no doubt continue endlessly, to the detriment of all rail users and employees.

Free Entry to NRM

Entry to the National Railway Museum, York, became free from December 1st 2001 in line with a government initiative to allow free access to Flagship national collections.

Channel Freight Services Slashed

SNCF has cut the number of Channel tunnel freight trains bound for Britain from 15 to 5 a day in an effort to combat the problem of stowaways.

French police can only offer security to SNCF between 9 pm and 3 am from Monday to Friday. No other traffic from Frethun, near Calais, is being sent to Britain outside these hours.

Kyle Line Closed

The section of line between Strathcarron and Kyle of Lochalsh has been closed since 20th October 2001 due to a landslide. It is not expected to reopen until March 2002.

Brake put on Pendolinos

Virgin's plans to run Pendolino tilting trains at 140 mph on the West Coast Main Line have been dealt a severe blow by the soaring cost of upgrading track and signals.

Railtrack is contracted to deliver the 140 mph system between London and Crewe by 2005 but Railtrack, now in railway administration, is unlikely to be able to meet its obligations.

Abandoning 140 mph running would save £2 billion because a sophisticated train control system would no longer be required. The Pendolinos could still run at 125 mph.

If 140 mph running is abandoned, a further 9 Pendolinos would have to be built at a cost of £100m to maintain the planned number of services.

More 66's

Freightliner Heavy Haul has ordered a further six Class 66 locomotives to be built by General Motors in Canada.

These 66/6's will have different gearing to most of the other Class 66's which will reduce the maximum speed to 65 mph. This gearing will, however, enable the locomotives to haul much heavier loads.

They are scheduled for delivery in the Spring of 2002.

Freight Grant

UK Coal plc has been awarded £438,000 towards the cost of coal loading facilities and the restoration of the main line rail connection to Codnor Park Sidings near Ripley in Derbyshire.

THE COMMITTEE OF THE PENNINE RAILWAY SOCIETY JOIN TOGETHER IN WISHING ALL OUR MEMBERS, THEIR FAMILIES AND FRIENDS A VERY HAPPY XMAS AND A PROSPEROUS NEW YEAR

THANK YOU FOR YOUR SUPPORT AND FRIENDSHIP IN 2001

The Midland Metro

by Paul Slater

In a previous article for Trans Pennine, I mentioned a visit to Snow Hill station in Birmingham in 1959 and also described a journey I made in 1965 over the former Great Western main line through the Black Country between Birmingham and Wolverhampton when this route was still being used by Paddington - Birkenhead expresses. At Snow Hill in 1959 I saw a variety of Western Region steam power, and recently I have bought a number of videos which include many scenes shot at Snow Hill during the last years of steam. By way of contrast one video shows the new station at Snow Hill, with green "Sprinters" on Birmingham suburban services. In June 2001 I made a day trip to Birmingham for the first time in several years, to see the new Snow Hill station and the reinstated Western Region line, and also to ride on the new Midland Metro tramway.

I rode through to Birmingham New Street from Newark Castle, without any changes, on a Central Trains "Turbostar", then walked through the city centre to admire the fountains and sculptures in Victoria Square before making my way to Snow Hill. The island platform which forms the terminus of the Midland Metro stands alongside the tracks at the southern end of the station. Like the old Snow Hill, the new one is approached by trains from the south through a tunnel, and the name Great Western Arcade over the entrance to a shopping mall sited on top of the tunnel is a reminder of a main line which closed and has now been reopened as a local railway.

The Midland Metro trams are single vehicles painted in a striking livery of scarlet yellow and dark blue. I photographed nos. 05 and 12 standing at either side of the island platform, then bought a ticket from the machine and got on board tram no. 05 for the short ride to Jewellery Quarter. North of Snow Hill, the tramway runs alongside the re-instated railway to form quadruple track, and a green "Sprinter" overtook tram no. 05 before Jewellery Quarter. The station here, with the tram-stop beside it, stands at the northern end of a tunnel. I alighted from tram no. 05 and photographed tram no. 16 heading into the tunnel en route to Snow Hill; the tunnel-mouth was a visual reminder of the main line this had once been. Several scenes on my videos were shot at Hockley, and show steam trains passing lower-quadrant semaphores at what was the first station north of Snow Hill. Jewellery Quarter station, a striking modern building with pyramid-topped towers and a great deal of glass, must stand near the site of the old Hockley station. I photographed more green "Sprinters" on local services, and tram no. 11 on the Midland Metro, then boarded the next northbound tram, buying a ticket to The Hawthorns from the conductor, the machine on the platform at Jewellery Quarter being out of order.

The Hawthorns is a photogenic location, with a tram stop alongside the station, and the four tracks spanned at the south end by a modern footbridge, all glass and pyramid topped towers, and at the north end by an old three arched brick-built road bridge. Beyond the road bridge the four tracks divide, the railway swinging away towards Stourbridge Junction, and the tramway continuing towards Wolverhampton on the course of the old main line. I saw a "Sprinter" depart for Shirley and another one for Stourbridge Junction, and photographed trams 01, 04, 13 and 114. From the side, the trams appear mainly blue and yellow, but when approaching or moving away, their scarlet ends make me think of the Midland Red buses which I can

remember as being a very common sight, not only in the outskirts of Birmingham but over a wide stretch of central England.

I rode back to Snow Hill; I sat in the middle of the tram, and my eyes were mainly on the attractive young conductress as she went about her duties, but I realised that the raised seats at either end of the vehicle would make a good vantage point for a journey on the Midland Metro. At Snow Hill, I walked to the northern end of one of the long platforms, watched tram no. 06 departing for Wolverhampton and a green "Sprinter" arriving en route to Stratford on Avon, and contrasted the new Snow Hill station with the old one which I could remember from the days of steam. Then it was time to make my way on foot to Victoria Square and New Street station for the three 'Turbostars' which, with quick changes at Leicester and Nottingham, would take me back to Newark.

A month later, I made a second trip to Birmingham and the Midland Metro. Again, I left my car at Newark Castle and travelled straight through to New Street, but this time I was an hour earlier, and I rode on a Central Trains Class 158 unit. At Snow Hill, another passenger could not understand the ticket machine, and I asked to use it first so that he could watch. It took me a minute or two to work out from the instructions, and from my previous visit how to do it, but then I managed to get a return ticket to West Bromwich Central, my intention this time being to ride further along the tramway beyond The Hawthorns. Because of damage to the overhead power supply, the northern end of the tramway, where it runs through the streets to the terminus at Wolverhampton, was temporarily closed, and the trams were running only as far as Priestfield.

I got a seat at the front of the tram, in the raised section behind the driver's cab, and enjoyed the view forwards during the ride to West Bromwich, although a fine wire mesh in the windows either side of the door leading into the cab meant that I did not attempt any photography. The day had turned wet, and I admired the view through the windscreen wipers. No one came to check my ticket, and it appeared that since my previous visit the trams had ceased to carry conductors. Beyond The Hawthorns, the tramway parted company with the railway and followed the course of the old main line towards Wolverhampton, through grassy cuttings and under several old railway bridges.

A church spire was visible from the tram stop at West Bromwich Central, and signposts directed pedestrians to the town centre. The rain seemed to bring out the colours in the ornamental foliage beside the track. Tram no.13 arrived and departed for Snow Hill, and then I got on tram no.11, bound for Priestfield. Again, there was no conductor and no working ticket machine. I rode as far as Wednesbury Great Western Road. The tram stop had a name with historical significance, but it was outside the town in a nondescript area of warehouses and waste land. A new depot for the Midland Metro stood beside the tram stop. I remembered the landscape of industry, canals and terraced houses through which I had travelled when I came this way on a Western Region express in 1965; little now remains of that scene.

I got on tram no. 1A for the ride back to Snow Hill. I sat at the rear of the vehicle, and managed to take a few photos through the clear glass of the door into the empty cab; tram no. 01 heading for Priestfield at Wednesbury, tram no. 13 at West Bromwich, tram no. 05 at Handsworth Booth Street, and a "Sprinter" for Dorridge overtaking on the parallel track near Jewellery Quarter. The rain had eased off, but it came down again as I walked to the end of the platform at Snow Hill. A chilly wind blew, the station lamps shone in the gloom, and although it was only four o'clock on a July afternoon, it felt almost wintry; I could imagine that I had been to the city to do some Christmas shopping. A green "Sprinter" departed for Stourbridge Junction, passing a white Chiltern Trains "Turbostar" moving into the station ready for a service to Marylebone. I was thinking that I could not expect to see goods trains here, when one came into sight, and I finished my film with a shot of 66136 running alongside tram no. 13.

My journey back to Newark allowed me more time for the two changes than on my previous trip, and a bonus was non stop ride from Leicester to Nottingham on the "Robin Hood". It was the first time I had travelled on a Midland Mainline High Speed Train, and it made quite a contrast with my ride on a crowded "Turbostar" from Birmingham to Leicester. I had enjoyed my two visits to the Midland Metro.

Nearly two years ago I wrote an article about my experiences whilst training to become a Guard on the Severn Valley Railway. One of the things I have been meaning to do for some time is to write about my other activities there. When I'm not guarding trains I spend my time as a member of station staff at Kidderminster Town. Now this is not just a case of donning uniform and ambling about on the platform seeing the occasional train out, there are a wide variety of things to be dealt with at Kidderminster and I shall, in this article, paint a picture of a typical year.

Kidderminster Town is the southern most terminus of the railway. The preservation society which formed the railway started at Bridgnorth in 1970 and made their way south. Kidderminster was finally reached in 1984. Over the years, the railway has evolved from being something purely for the railway enthusiast into a form of entertainment for all. A theme park, if you like, which just happens to be 16.75 miles long and about 50 to 100 yards wide. As with most things nowadays, income is best generated by giving the public what they want and at a price they can afford. Theme weekends are very much in vogue and Kidderminster Town and its staff play an important role in the key theme weekends run by the railway. A good many "purists" are not at all keen on the idea of little blue engines with faces on, for instance, but when you consider that the 10 key theme weekends account for just over a third of the railway's income, the commercial reality is that they are necessary, or dare I say, essential, to the survival of the railway.

Our year will start at the beginning of April when the railway's main operating service commences. Trains have been running during the winter months but on a very reduced service and at weekends only. At Kidderminster Town we are starting to get ready for the first "Thomas" event of the year. All of the station's "Thomas" gear needs to be brought out of storage, cleaned and repaired as necessary and then put into place. This typically involves the construction of the "Thomas" Tower (AKA Sir Topham Hat's Office) on the platform from where our station announcer John will operate. His elevated view enables him to keep an eye on what's going on and advise the crowds (and I do mean crowds) of things such as the arrival and departure of trains and the commencement of the next show involving Thomas and the Troublesome Trucks. The tower is essentially scaffolding with mock brick panels attached. Next to go up is the Thomas bunting, all along the platform and outside the station front.

At some point in time a few of us go up the line to gather the "Troublesome Trucks" that will be used in the display. During the winter they will have been scattered to the four winds so to speak and can end up in all sorts of different sidings in the most unusual of places. We are usually assisted by the diesel group with one of their locos. The day starts early and can finish late, but the end result sees us travelling back to Kidderminster Town triumphantly as a loose coupled goods with all of the required trucks in the required order. Mission accomplished.

Whilst all of this is going on a vast amount of organisation is going on behind the scenes by our Station Master, Malcolm Broadhurst. He will be arranging everything from sound engineers to foot-plate crews for Thomas etc.

The Spring Thomas event takes place in the middle of May.

The Friday before the first weekend (each of the two "Thomas" events comprises two weekends back-to-back) sees those of us who can, doing the last minute jobs. These typically include putting faces on the Trucks and the Brake Van and also the sets of coaches that will form the trains that will operate up and down the line during the event. Chairs also need to be arranged on the platform so that the public can sit down whilst watching a display.

And so to the event itself. The Kidderminster Station Staff have two main roles, those working the platform seeing trains out, dealing with passenger's queries and those involved in the display. The latter includes acting as shunters (a task I undertake), playing certain parts such as the Fat Controller, The Policeman, The Thief. If you want to know more, why not come and see for yourself.

In the melee, it is important that communication amongst staff is maintained so two-way radios are used. Two very hectic but very enjoyable weekends later and its all over. Then, yep you've guessed it, the next couple of weekends are spent taking all of the Thomas stuff down and putting it back into storage.

Immediately this is done we start preparing for the next big event which takes place at the beginning of July, the 1940's event. The amount of preparation for this really does defy all belief. You simply have to be there to fully appreciate it, but let me give you a few pointers. Starting with the station front and working towards the end of the platforms;

- A mock bombed building is erected outside the station front complete with gushing water.
- All of the station's windows have tape applied to them. Criss-crossed.
- Sandbags are filled and placed on window ledges and piled up either side of doorways.
- An ARP's dug out is constructed from sandbags on the station concourse and is bedecked in an appropriately ARP type manner.
- The "Thomas" Tower is moved from half way up the platform to the ticket barrier end and acts as a sound control and lighting point.
- A machine gun post is constructed in front of it from, yes you've guessed it, more sand bags.
- The cattle dock area next to the museum is converted into a stage for the big band that perform during the event.
- The station running-in board is obscured with black out material.

These are the main tasks but there are literally hundreds of ancillary ones. And whilst all this is going on, the Station Master is making frantic arrangements with various groups of re-enactors, military preservation groups, War time fire fighting display teams, owners of war time vehicles who all want to come along at the event.

For the Staff at Kidderminster Town, the event itself, which lasts now for two consecutive weekends, is usually a lot less strenuous than the Thomas event. A small number of us such as myself will work on the platform seeing trains out. As this is an event for adults and you are not therefore dealing with lots of people and even more children, it tends to be a bit less fractious, although it is very busy none the less. Once again, two way radios are used by staff as a means of keeping in contact with one another. Other members of staff take a more participative role and turn out in Home Guard or ARP uniforms After the event all of the gear has to be taken down and put away into store. This takes until around the beginning of August and once we've done that we have the Thomas event at the beginning of September. Everything that happened for the event in May has to be repeated all over again so I won't go into the details a second time.

By the end of September, the second Thomas event has been held and the gear taken down and stored. The staff at Kidderminster Town have a breather for about a month and then at the end of October, the preparations begin for the next big event, The Santa Specials. Once again, there is a vast amount of work to be done. Santa's grotto is at Arley and the staff there get stuck into setting up that end of the operation. The trains run from Kidderminster Town which is the start to the Santa "experience" and our job is to ensure that the station is suitably decorated. This work involves;

- Putting coloured lights up the entire length of the platform.
- Erecting decorative and lit screens around the ticket barrier and entrance to the miniature railway.
- Decorating the Booking Hall and the Buffet. Decorating the marquee which is erected to cover the entire concourse.

- Erecting and decorating the large Christmas tree which is in the marquee.

During the event itself the staff at Kidderminster Town work intensively. Passengers book their tickets for specific outward bound trains to Arley. This is necessary to ensure that the flow of people arriving at Santa's Grotto is constant and there are no surges. There are 13 trains at half hourly intervals, each booked to a capacity of 375. Our job is to make sure that the right people get on the right trains and that this is done in a timely fashion so as not to delay later departures. In short, it's a bit like working in an airport;

- Announcements are made (by me on the "Roving mic") calling passengers to the ticket barrier when their trains are ready for boarding.
- Staff on the ticket barrier check ticket to ensure the right people are attempting to board the right train,
- Staff on the platform help passengers with children's buggies, assist with loading the train (that is ensuring everyone has a seat) and see the train out.
- At the same time there are trains arriving back from Arley and the passengers need to be guided by announcements to the exit gates and away from the passengers entering the platform to board trains for their outward journey.

In essence it's all about keeping the flow of people moving through the station, onto and off trains so as to avoid congestion. And believe me, there are a lot of people, nearly 5,000 a day to move around a terminus station with one island platform. Staff use two way radios to keep in contact with one another and co-ordinate things and not surprisingly, like the TV programme "Airport" there are the inevitable dramas; lost children, lost parents, parties delayed in traffic and in danger of missing their allocated train, lost property, questions fired at you from ladies you have never seen before in your life such as "Has my husband got on the train? ", the list is almost endless.

Some how, and even we don't always know how, we manage to keep things running relatively smoothly for the four mad, mad, mad weekends during the run up to Christmas whilst this all takes place. At Christmas, we all take a very welcome break from the mayhem and return in January to...oh yes, you're getting good at this..... take all the gear down again and put it into storage. This takes us until the latter part of January and during the winter months things are a little less hectic. We tend to catch up with some of the other maintenance jobs that we simply haven't had time to do until now. Things don't stay quiet for too long however for by the end of March we have come full circle through the seasons once again. The trains are starting to run during the week and we are thinking about the Spring Thomas Event.....

Many people ask me whether all of this was what I had envisaged working on a preserved railway was about. Well the answer is obviously, no it wasn't. However, the sense of satisfaction I derive from this is incalculable and the spirit of comradeship at Kidderminster I have experienced is second to none. Sure, I need a break from it every now and then which is one of the reasons I decided to pass as a Guard, but I have made some very good friends at Kidderminster Town and I am sure that if and when the cycle of the events comes to an end, the memories these times will stay with me forever.

My True Confessions

by Chris Tyas

Perhaps this could be a regular feature within these pages, providing members are prepared to submit their own confessions. The editor may consider anonymity, I know for a fact that other members do have similar tales to tell so come on and send them in.

37410 the elusive Aluminium 100.

This story begins at work on Friday 10/02/89. Whilst checking out the TOPS machine I discover that 37410 has arrived at Fort William with the sleepers from Euston and is allocated to work the evening return sleepers. So after work it was home for a quick bath and a meal then off out for the weekend, 43109 +

43071 were on the train to Edinburgh from where I took 47705 to Glasgow Queen Street. Then it was down the stairs to the low level for an EMU to Dumbarton East for a visit to a Good Beer Guide listed pub and the chip shop. Next I caught another EMU to Helensburgh Central. From here I then walked up the hill to Helensburgh Upper to wait for 37410 on the sleeper service to Euston.

Then it happened. Out of the gloom along the platform came a man eating a bag of chips. Oh no! It can't be, please not now, not when I am so close to scoring my last EE 37. But it was.

Yes it's super jinx Neil Webster, why does it always happen to me. Then into view comes the sleeper, about 40 minutes late and what's on the front, 37404. In the true words of Victor Meldrew "I don't believe it". Apparently a freight train heading north had failed and Fort William shed sent out the first engine off the line to rescue it, which just happened to be 37410. At least I scored some new track to Glasgow Central from where 87032 took over for the southbound trip. I left the train at Watford Junction from where I had 87030 to Crewe. From here I had 37428 to Cardiff and then the same engine back to Shrewsbury for 47607 to Wolverhampton. From Wolverhampton I had 87003 back to Crewe for 90016 to Manchester Piccadilly and a 156 to Sheffield. Then 43016 + 43177 home to Doncaster. On arrival I had travelled 1,251 miles and had two new engines 87032 and 90016, plus some new track, so it wasn't too bad after all.

Well I hope that you have enjoyed my confession. If you have, please send in your own, or at least give some feed back to a Member of the committee at a future Pennine meeting

Pennine Quiz No. 107 - High Speed Train Silver Jubilee Prize Quiz

Andrew Barclay

Andrew has kindly donated a copy of the newly published "HST Silver Jubilee" book to the winner of this quiz;

1. In what year did the prototype HSDT appear in public?
2. In what year did BR introduce the production HST into service?
3. What services did BR first turn over to HST sets?
4. What were the original numbers carried by the prototype HSDT power cars?
5. In the heyday of HST operations on the ECML the HST fleet was maintained at 4 maintenance depots. What were they?
6. What was the name of the first power car (No. 43113) to be named in 1983?
7. On 28/11/83 HST power car 43045 was named at Doncaster Station. What was the name?
8. In the summer of 1987 BR agreed to trial 2 power cars that had been converted into surrogate DVT power cars. What were the numbers?
9. On 01/04/94 the HST fleet was split between two Rolling Stock Companies. What were they?
10. With which class of electric locomotive did the surrogate DVT power cars work on the ECML?
11. On Monday 5/10/81 what services were turned over to HST sets?
12. Six coaches, two from the prototype HSDT and four from the production series have been converted to be used in which very important train set?
13. Which 4 main operating companies currently use HST's as part of their daily services?
14. In the autumn of 1983, after 15 months of problems with HST power cars, BR decided to start a repaint into IC livery to become known as Executive livery. On which line did the publicity run take place?
15. On 25/05/91 solo power 43029 probably worked the shortest formed HST service ever. Why?
16. What was the name of the HST service which used to operate between Kings Cross and Cleethorpes via Lincoln?
17. On 30/08/84 a Western Region power car was named after a famous BBC pop music programme. What was the name?
18. What are the 3 different power units used by HST power cars?
19. On Monday 15/05/84 BR introduced an HST service from Kings Cross to Inverness, also named a power car after the same name that the train still carries. What is that name?
20. In the summer 2001 timetable on summer Saturdays the "Atlantic Coast Express" ran between which two railway terminals?
21. The "Golden Hind Pullman" runs between which two railway terminals?

22. The "Red Dragon" runs between which two railway terminals?
23. The "Master Cutler" Pullman runs between Leeds/Wakefield/Doncaster/Sheffield and Chesterfield to London St Pancras. Which power car is named "Master Cutler 1947 – 1997"?
24. In which other country is there a design closely based on the UK HST design?
25. The "Y Ddrgig Cwmreig/The Welsh Dragon" runs between which two railway terminals?

Pennine Quiz No. 106 - The Answers

1. Westcombe Park
2. 1980
3. 1863
4. Norwood Junction
5. Nine Elms
6. Summerstown
7. Durnsford Road
8. 25&26
9. 2.37 Km
10. Euston
11. Bramley West Yorkshire
12. Kings Cross
13. St Pancras
14. Paddington
15. Camden
16. 506 yd
17. 1986
18. 21 mins
19. 14
20. Tyneside
21. Ripple Lane
22. Chelsea
23. 528 yds
24. St Pancras
25. Limehouse

Pennine Quiz No. 106 - The Winners

- | | |
|-----|----------------|
| 1st | Mr Ken King |
| 2nd | Mr John Dewing |
| 3rd | Mr Paul Slater |

The usual brown envelopes will be in the post!!

Pennine Observers Notes

Eastern Region

Noted at Lincoln during the recent period have been:

- | | |
|--------|---------------------------------------|
| Oct 02 | 56116 and 56119 on coal. 66056 on oil |
| Oct 04 | 60076 on coal. 66603 on oil |
| Oct 09 | 60023 and 66604 on oil, 66228 on coal |
| Oct 11 | 60087 and 66604 on oil |
| Oct 15 | 56018 on coal. 66604 on oil |
| Oct 16 | 66250 on coal, 66604 on oil |
| Oct 17 | 66111 on coal |
| Oct 18 | 56071 and 60027 on coal. 56048 light |
| Oct 19 | 60074 on oil. 66026 and 66044 on coal |

Oct 24 56073 and 66186 on coal. 60005 on oil
Oct 26 66043 on Ferrywagons
Oct 30 56077 on coal. 66606 on oil
Nov 02 56114 + 60050 on oil. 66129 on coal

Noted at York on Oct 10 were Eurostars 3311/3312 on the 08.51 Peterborough/York and 11.03 return.

37688 37521 and 37503 were noted working track laying trains at Beverley station on Nov 11.

Class 66 locos are now cleared for the Hull/Scarborough line and 66237 66041 and 66221 were seen at Cottingham on Nov 25.

Western Region

Noted at Didcot on Sept 24 were 66028 66057 60003 60087 and 37706. 47712 was noted on the 23.50 London Paddington/Penzance which called at Reading, Swindon, Bath and Bristol TM due to an HST failure on an earlier Paddington/Cardiff train. The train left at 02.01 and 47712 then failed at Exeter, being replaced by 57601 to Plymouth where 47815 completed the journey to Penzance, arriving 60 mins late.

Noted at Plymouth on Sept 24/25 were 67015 67018 08499 67007 67013 67026 and 67027. Also seen on freight workings were 60024 66127 and 60041.

On Sep 30 47816 worked the 21.00 Penzance/Paddington via Exeter Central, Yeovil Junction and Swindon. Noted at Bristol Barton Hill on Oct 01 were 67005 67013 and 67028.

At Newport on Oct 26 were 37418 66010 60034 60043 66045 66064 66079 66121 66173 66198 and 66221.

Swindon on Nov 14 was host to 66084 66529 and 67009.

Cross Country Services

The last Summer Saturday of loco hauled holiday trains in the South West of England produced the following;

47848 08.05 Liverpool/Paignton
15.08 Paignton/Preston
47818 08.58 Paignton/Edinburgh
47826 Preston/Paignton
47709 08 00 Penzance/Paddington
47844 10.00 Paignton/Newcastle
47750 08.48 Penzance/Manchester
47829 12.05 Paignton/Liverpool
47811 11.40 Penzance/Paddington
47701 10.33 Paddington/Paignton
15.40 Paignton/Paddington
47826 13.05 Paignton/Manchester
47849 08.40 Glasgow/Paignton
18.45 Paignton/Derby

Virgin Voyager DEMU's next summer??. Watch this space.

On Nov 24 47817 worked the 13.45 Birmingham NS/York (not Newcastle) diverted via Nuneaton and Leicester due to engineering work. Buses were used from Bristol to Birmingham and the train left at 14.30 arriving at York 1735, around 90 mins late. The return working (18.07 York/Birmingham NS) left 30 mins late due to a fault on 47817.

For the last few months of Virgin class 47 Cross Country operations, 47847 has been repainted in "Large Logo Blue". 47826 in "Inter City Swallow", 47851 in "BR Two Tone Green" and 47853 in "XP64" livery. Well done to Virgin Trains for trying to keep the enthusiast fraternity happy before the "dreaded Voyagers take over!! (I remember when Class 47's were the least loved locos!! **Ed**).

Midland Region

At Preston on Dec 01 the 12.30 Glasgow/Poole (starting at Carlisle due to engineering work) was formed by 86231 with 47847 attached on the rear. 47841 then took the service forward from Preston.

Preserved Railways, Railtours & Open Days

At Peterborough on Nov 03 90035 was on the "North Country Boat Express", taken forward to Harwich by steam loco 61264. Also noted were 47712 on a freightliner and 08569 37377 37706 53074 56103 56109 66211 on depot with 66235 in the yard.

The "Cleveland Cleric" Railtour on Sept 22 was hauled by 58025 Swindon/York and return, 56056 York/Bishop Auckland and return.

The same evening FGW liveried 47816 with matching stock kept the photographers happy when deputising for a Virgin HST on the 15.50 Newcastle/Plymouth.

At the Great Central Diesel Gala on Sept 21 were D8048 D8098 D7629 37075 25265 D4067 D123 D1705 (47117) and D5850 (all working).

The "Tone Bone" Railtour on Oct 27 was in the hands of:-

56063	Crewe/Swindon
66156	Swindon/Westbury
58030	Westbury/Yeovil/Taunton
67026/59203	Taunton/Newport
60062	Newport/Gloucester
56063	Gloucester/Crewe

On Nov 03 the "Nor" by Nor' West" Railtour saw action from 50031 Cardiff/Blackpool North and return, 60073 Blackpool North/St Helens/Sutton Oak branch and return.

Normal punters from Cardiff could enjoy the sights and sounds of the last weekend of Blackpool Illuminations or go for a tram ride. The last day of the lights on Sunday Nov 04 saw 32 trams in service in the afternoon. The following day brought in the sparse winter timetable with just 7 trams in service - Roll on next summer!!

The "Catherine Wheel" Railtour on Nov 17 was hauled by 37685/710 between Crewe and Derby. 66187 then top and tailed with the two 37's to Sinfin/Kirk Sandal and the Bolsover branch before heading back to Derby where the 37's worked the train back to Crewe.

The Barrow Hill Open Day on Oct 06 was host to 73212 31108 25067 D9525 D3066 D9009 D8568 20056 37294 and 08133 (all working). 47798 and 47289 arrived at 15.00 and the Royal engine was put on static display. Apparently 47289 arrived too late to work due to completion of drivers working hours,

The North Yorkshire Moors Railway held a "Wartime Weekend" on Oct 21. In steam were 75029 60007 34081 60532 4177 and 29 (34081 failed in the afternoon). The event was well attended despite heavy rain throughout the day.

A CHRISTMAS PUZZLE

In the story below there are 20 railway junctions mentioned, but not all are spelt exactly the same and some only sounding like them. See how many you can find.

Dr Day's three children Abby, Lea & Tilly had just finished a very large Sunday lunch when it was suggested they should go for a long old walk. Lea wanted to go to the engine shed but Dr Day said that it was against the law. So Abby suggested going to Victoria Park.

So they set off walking down Deal Street, passing the old weavers cottage on the way. Lea said "Look it's that cat Cliff used to feed over the road". Tilly ran across to play with it but it was nearly run over by a black car. Her father told her to remember the green cross code in future when crossing the road.

Lea still wanted to see the trains and told Dr Day that you could see a lot of the engines through the long hedge down the side of the shed, if you walk under the railway where it crosses the skew bridge and slopes away down the bank to the shed.

Dr Day said that it was getting very cold. "Even colder than the North Pole" said Tilly. Let's go home so you can read us a nursery rhyme said Abby. Tilly wanted to hear "Little Bo Peep" but Lea preferred "Goldilocks and the Three Bears".

Upon reaching home the children went and stood in front of the fire, but father said they should not stand there too long as their legs would soon go red raw by standing there after being out in the cold.

Well, it had been a grand day and it was soon time for the children to go to bed.

Bring Back the Trains

On Saturday November 17th 2001, passengers on the 21.30 Arriva service (Bus) from Bridlington to Hull had an eventful journey between Beverley and Cottingham. The bus driver "got lost" three times, having to ask passengers which was the correct route and did not even know where Cottingham station was situated. Obviously the bus driver was new to the area and should have taken a "route learning course" earlier. (John Dewing)

Pennine Slide Competition 3rd Oct

Many thanks to Graham Wade for stepping in at short notice to be our judge. After deliberation over the final ten slides the result was as follows:

1st Chris Theaker: Early morning sunrise shot of 35005 "Canadian Pacific" at Birmingham International.

2nd Robert Hay: EWS liveried 37419/411 on a SRPS Charter at Glen Falloch on the West Highland Line.

3rd Glen Williamson: Amtrak P38/2 loco at Chicago Station (not taken on a Pennine jaunt I presume).

Thanks to all who entered slides and to the non-winners (most of your committee). Better luck in March on Members Slide Competition Night.

Rail Ale Huffers and Harwich

by David Bladen

"Huffers" I know about Harwich", I hear you say," but what on Earth are huffers?"

All in good time! Some of you may be aware that management of the EWS container fleet has now landed with me. The containers themselves are scattered at various sites throughout the country, but the largest concentration of boxes (nearly 500) is at Harwich.

Why they are there is the stuff of ancient history and not something I will bore you with, (not when I can carry on boring you with these articles!), however, having acquired the responsibility for the things, I decided it was time to inspect a large part of my empire and arranged a couple of days in the Essex port.

The trip down to Kings Cross on the 07.30 'Yorkshire Pullman' was its usual humdrum self and the sweltering, crowded Underground journey round to Liverpool Street once again confirmed my long-held view that London is a great place to visit, but no way would I want to live and work there.

If like me, you have not been to Liverpool Street for a while, are you in for a shock! I'd read that major redevelopment was underway at the station (and in much of the surrounding area, thanks to a large quantity of Semtex a few years ago) and I think it can now be justly described as a shopping centre with some railway lines attached.

I didn't have chance to look too deeply at the changes as the destination board showed there was a 09.30 Anglia Railways departure to Norwich which would call at Manningtree. With a bit of a sprint, I made it on to the train and shortly afterwards, 86237 gently pushed the rake of air-conditioned Mk 2 "coffins" along the platform and out of the station.

Once clear of the suburbs, the train increased speed and we fairly rattled along. The driver must have been a bit of a speed merchant as instead of slowing down for the scheduled stop at Chelmsford, we carried on straight through the station.

This was something of a shock for four passengers in my carriage. It turned out they were lawyers on their way to a case at Chelmsford Crown Court. One went to find the guard while the others indulged in some frantic mobile phone calls. The trip to see the guard must have produced results (possibly under threat of legal action?), as there was soon an announcement that the train would stop additionally at Witham to allow passengers for Chelmsford to disembark.

Arrival at Manningtree was, surprisingly, on time and with some twenty minutes to wait before the connecting train left for Harwich, I headed off to a place I had long wanted to visit, namely, the **Station Buffet**.

Now the buffet at Manningtree is the stuff of legend. It has been the subject of a fair few articles in CAMRA's newspaper, 'What's Brewing', but surprisingly has not featured in the 'Good Beer Guide' since 1979. I was pleased to see a row of three handpumps on the counter but they would have to remain off-limits for the time being. Not only was I on duty, the smell of cooking was making me hungry rather than thirsty and if truth be known, not even I can drink beer at 10.30 in the morning!

A number of handwritten menus on the walls and a large blackboard behind the bar extolled the culinary delights on offer. I was curious about something called a 'giant breakfast huffer'. Enquiries revealed this was a large, triangular bread cake that could be filled with various items of your choice. Bacon, sausage and beans were my chosen fillings and I handed over my £1.85.

After a couple of minutes, something that looked as though it would give your cholesterol levels a real fright appeared before me.

And very good it was too! I did wonder if I would get through it before the Harwich train arrived, but I was just disposing of the last fork full as 312722 pulled into the bay platform. With a wistful glance at the handpumps and the comforting thought of "I'll be back", I made my way on to the platform and joined the train.

The line between Manningtree and Harwich, or the "Mayflower Line" as it now appears on advertising posters, is one I had not travelled on before and the brief journey to Harwich International was spent gawping out of the windows at the scenery. As we got closer to the port, I caught my first glimpses of Parkeston Yard and also the two piles of containers I had come to survey.

Harwich International station struck me as a curious place. The boat-train platform is flanked by a splendid brick facade (presumably Great Eastern) behind which is the modern ferry terminal. You then have a single island platform with digital clocks that don't work and vandalised ticket machines. The two are linked by a sheet-metal-clad overbridge with steep stairs that would not be welcome to anyone struggling with a heavy suitcase.

Added to this, I was the only person to get off the train and seemingly the only person on the station. The whole place felt unwelcoming and I presume it only comes to life when the direct boat-train service from Liverpool Street arrives.

I called in to see the local EWS yard manager and then made my way back towards Tip Sidings and the containers.

Surveying containers is probably not the world's most exciting job but it was a lovely day and there was an opportunity to photograph some of the passing trains. By four o'clock I'd had enough and I returned to the yard manager's office for a very welcome cup of tea before booking off. Then it was back on to the 312 for the short run to Manningtree and the promise of a pint. Happily ensconced back in the buffet, it was finally time to see if the wait had been worth the while.

Two beers were on offer, Adnams Southwold Bitter and Greene King IPA, both priced at £1.95. The Adnams was first to be sampled and it was a smashing pint. I didn't enjoy the IPA quite as much, but then I've never really been a fan of Greene King's bitter beers - that said, if you can find a pub selling a good pint of the KK mild, try it, you won't be disappointed.

One of the things that struck me as I sat with my beer, watching the world go by, was that the buffet's clientele was very varied. The "morning" customers were not rail passengers but were people from "outside" who wanted a good breakfast. By contrast, the "evening" trade seemed to be composed of rail passengers who regarded the place as a local, as somewhere to wind down after the day's tribulations before they went home. I think it is fair to say many were definitely "regulars", as each was greeted by name as they came in.

I could have stopped in there all evening, however, my hotel was in Harwich, the 'couldn't eat for a week' effect of the huffer was finally beginning to wear off and I was starting to feel a bit peckish. Time to go. 312722 was stood in the bay and I boarded for the third trip of the day, this time to go to the end of the line. I'm not sure what I expected to find in Harwich itself but first impressions were not favourable. A single, rough-riding line from Harwich International to the small, dilapidated Harwich Town station and rusty, weed-covered rails branching off towards the site of the old train-ferry quay, gave the feel of a place that had seen better days. Once outside the station and into the streets, however, it became evident that there was a lot of history about the place, with its narrow streets and distinctly nautical architecture.

One quick wash-and-brush-up-and-a-bite-to-eat later and it's out to explore. The yard manager at Parkeston had told me that at one time, Harwich had more pubs per square mile than anywhere else in England and although there are quite a few still in existence, I was planning to visit just one establishment, the GBG-listed **Hanover Inn** on Church Street.

A CAMRA member colleague of mine had visited Harwich a couple of weeks previously and recommended the place, and I have to agree with his judgement as the Hanover is one of those rare places where you feel comfortable as soon as you walk through the door.

What makes it so? Maybe it's the decor - a low, timbered ceiling in the lounge, with brasses and trophies everywhere and much nautical bric-a-brac.

Could it be the welcome from the staff and the regulars? I'm greeted warmly and soon deep in conversation about what brings me to Harwich.

It might have a lot to do with the beer. As well as Ridley's IPA and Rumpus, Tolly Cobbold Mild is on sale at £1.70 and very moreish it is too!

I suspect, however, that it's a combination of all these plus that well-known but indefinable quality called 'atmosphere'.

As I wander amongst the containers the following morning, I can't help but think that this has been a rather enjoyable business trip - can't wait to come back!

Robin's Review No 15.

Locomotives Illustrated

Locomotives illustrated (LI), was first published in 1974 and is exactly what the title says, about locomotives their design construction and history in service. If you are looking for similarities with other magazines, apart from quality of photographs and presentation, forget it, LI is very different to your normal Railway Enthusiasts Magazine.

Locomotives illustrated is published six times a year, every other month at £3.20 per issue; subscriptions are £19.20 per year or £35.20 for two years. LI is published by RAS Publishing and Printed by Ian Allan. LI is an Ian Allen Stable publication along with Modern Railways and Railway World. However LI is franchised out to RAS. Steam Days is also part of the Ian Allan stable and franchised out to Redgauntlet Publications. Locomotives Illustrated was first published by Ian Allan in 1974, The first edition No 1 being "The Royal Scots", the current edition being No 140 "Swindon's New Century Part 3" an edition devoted entirely to locomotives built at Swindon between 1925 and 1939. This edition has 48 pages packed mainly with black and white photographs of Swindon built engines, there is some text, but this is mainly the Editorial and list of locomotives built in the period at Swindon. There are also some excellent colour shots. This is in comparison to Edition No 1 with 40 pages and only colour on the cover and painting colour in the centre pages but the price was 50p.

Over the years LI has concentrated on photographic profiles of a particular class of steam locomotive covering the pacific classes and the locomotive classes of the pre grouping and big four era. However on the odd occasion it has strayed (justifiably in my opinion) and edition 17 in about 1978 was dedicated to The Deltics.

In the mid 1970s Ian Allan began to realise that they had a massive archive of railway photographic material available in their own right, plus the contact with established railway photographers over many years. So using the Illustrated title used up to 1963 when Trains Illustrated became Modern Railways, they launched Locomotives Illustrated, Trains Illustrated, and Modern Railways Pictorial. To this day only Trains Illustrated survives of the three. However it is interesting to note that For Edition 1 the picture editor was Brian Stephenson and still today it is edited by Brian.

VERDICT: If you are interested solely in pictures without much text and no news whatsoever and want to concentrate on one subject then LI is for you. Using my own words it is a miniature version of the Power series published by OPC. LI is definitely for the steam buff and as steam buffs have their own loyalties to Gresley Stanier, Bullied and Churchward I would suggest some would buy selectively rather than subscribe. However LI does fill a corner of the market very well.

Pennine Meetings

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

2nd January 2002

Members Slide Night Bring along a selection of ' your slides'

Sunday 6th January 2002.

Annual General Meeting.

16th January 2002.	Paul Micklethwaite.
6th February, 2002	Chris Palmer
20th February 2002.	Glen Williamson.
6th March 2002.	Members Slide Competition.
20th March 2002.	Peter Marsh.
3rd April 2002.	Peter Gray/Graeme Wade. "Steam From Denmark to Dyfed"
17th April 2002.	Paul Slater.
1st May 2002.	Pennine Slide Quiz. By Tony Smith
15th May 2002.	John Wragg.

Meetings in November 2001 had a few technical difficulties. We apologise for the November 7th meeting being cancelled at short notice due to the room being booked for a wedding reception. The 21st November meeting should have been Steve Hall but unfortunately he fell ill with shingles. Steve is now okay and will be part of next year's programme. Thanks to Andy Barclay for stepping in at short notice. John Wragg has re-booked for 15th May next year.

Thanks to all for your continued support for the Meetings.

Merry Christmas and a Prosperous New Year.

Robin Skinner

Editor's Acknowledgements

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

Time for a Change (Part Two)

You will be aware that in the last issue I gave notice of my intention to resign the editorship of Trans Pennine from the end of December 2001.

Response to the request for a new editor has shown a distinct lack of interest.

IT IS UP TO THE MEMBERSHIP WHETHER THEY WANT A MAGAZINE OR NOT!!!

I would ask you all to give the matter serious thought and consider taking on this important (if at times thankless position). I would hate to see the magazine fold after over 25 years of continuous production.

Next Issue

The Spring 2002 issue of TRANS PENNINE is due for publication on Monday March 25th 2002. Would contributors please let the editor have their information by Friday March 16th 2002 - **THANK YOU**

Inter City 125 - 20 Years on Cross Country Services

by Andrew Barclay

In October 1981 British Rail introduced HST intercity 125 units on the North East/South West services covering services between Yorkshire and the West Country. Further services were turned over to IC125 in November 1981 and January 1982.

The services that were converted are shown below:-

Monday October 5th 1981

Northbound

07.00 Bristol TM - Leeds W43166 W41147 W40001 W42258 W42254 W42266 W212262 W44000 W43165

08.20 Plymouth - Leeds W43170 W14068 W42302 W42303 W42304 W42305 W40004 W41160 W43169

Southbound

14.37 Leeds - Plymouth W43165 W44000 W42262 W42260 W42254 W42258 W40001 W41147 W43166

16.38 Leeds - Bristol TM W13169 W41160 W40004 W42305 W42304 W42303 W42302 W44068 W43170

The first Sunday services to be converted to IC125 were:

Sunday October 11th 1981

Northbound

07.40 Bristol TM - Leeds W43170 W44068 W42302 W42303 W42304 W42305 W40004 W44160 W43169

Southbound

21.49 Leeds - Plymouth W43169 W41160 W40004 W42305 W42304 W42303 W42302 W44068 W43170

The next batch of services to be converted to IC125 took place between 1st November 1981 and 8th November 1981

Sunday November 1st 1981

Northbound

11.25 Reading - Edinburgh W43170 W44068 W42302 W42303 W42304 W42305 W40004 W44160 W43169

Southbound

The southbound service did not go over to IC125 until Sunday 8th November so I have recoded the last Southbound Loco hauled train.

11.25 Edinburgh - Plymouth 47515 W81257 W9462 W6131 W6078 W6093 W3415 W1650 W13566 W6128 W6082 W6126 W6127

The first weekday train service observed was:

Monday 2nd November 1981

Northbound

07.36 Plymouth - Edinburgh W43165 W44000 W42262 W42266 W42254 W42258 W40001 W44147 W43166

Southbound

09.50 Edinburgh - Plymouth W43169 W41160 W40004 W42305 W42304 W42303 W42302 W44068 W43170

No more services were converted until January 1982. Listed below are the last day of loco hauled trains and the first day of IC operations;

Saturday 2nd January 1982

Northbound

10.54 Paignton - Leeds 45118 E5658 E5634 E5724 E1874 E3171 E3179 E9421 E9434

Southbound

10.33 Leeds - Paignton 45131 E9424 E9436 E5180 E1763 E5686 E5676 E5713

Sunday 3rd January 1982

Northbound

14.50 Plymouth -York 45077 E9430 E13432 E5053 E4716 E4721 E4896 E4892 E4879

Southbound

16.08 Derby - N. Abbot 45001 W34945 W26121 W25097 W25941 W4777 W26094 W13093 W26075
W25952 W26062 W35361 (This train started at Sheffield at 15.10)

Monday 4th January 1982

Northbound

10.54 Paignton - Leeds W43167 W44065 W42294 W42286 W42298 W42290 W40003 W41159 W43168

Southbound

10.33 Leeds - Paignton W43179 W41165 W40009 W42103 W42101 W42102 W42100 W44084 W43180

Sunday 10 January 1982

Neither train was viewed due to adverse weather conditions which caused severe delays and cancellations to all trains on North East/South West services.

No more train services were converted to IC125 until Monday May 17th 1982 which was the start of the summer timetable.

The following 5 pages are a summary of Summer Saturday Locomotive Hauled Train Services on the West Country, North Wales and Bristol routes from May 26th to September 29th 2001.

If anyone can help with filling in the gaps or providing additional information please contact:-Andrew Barclay or Peter Hall.

WEST COUNTRY SUMMER SATURDAY LOCOMOTIVE HAULED TRAINS 2001

SUMMER SATURDAY TRAINS MAY 26th – JULY 28th

Train	May 26	Jun 2	Jun 9	Jun 16	Jun 23	Jun 30	Jul 7	Jul 14	Jul 21	Jul 28
23.25 MANP-Birm		47818		47847	47828					
Birm-PAIG		(A)								
07.00 BRIS-PAIG	47807	47839	47828	47829	47822	47844		47828	47829	47827
06.05 DERB-PAIG	47814	47769	47742	(B)	47844	47854	47701	47772		47851
06.08 PRES-Birm	87028	87007	HST	87035	87031	86243	87028	86233	86417	87025
Birm-PAIG	47827	47854	HST	47849	47854	47806	47742	47810	47747	(O)
09.30 PADD-PENZ	47811		47815	47832	47830	47832				
08.05 LVPL-Birm	86253	47750	(C)	86236	47701	86248	47847	86234	47828	47822
Birm-PAIG	47736	47750	47703	47854	47701	47807	47847	47806	47828	47822
10.33 PADD-PAIG	HST	HST	47832	HST	HST	47815		47830		
09.17 MANP-Birm	Caped	HST	86224	HST	HST	86224	86248	86242	HST	86244
Birm-PAIG	47817 _b	HST	47848	HST	HST	47722	47851 _n	47747	HST	47848
10.17 MANP-Birm	86249	HST	86253	86222	47849	86231	86249	Caped	86236	86214
Birm-PENZ	47750	HST	47831	47769	47849	47840	47818	47829 _h	47818	47810
08.40 GLAS-Pres										
Pres-PAIG	47847	47747	47741	47810	47806	47849	(D)	47853	47851	47806
1630 PADD-PLYM		47815			47810	47816		47846	47846	
08.58 PAIG-Birm	47722	47839	47810	47847	47828	47841	47827	47812	47817	47831
Birm-EDIN	86248	86206	86226	86224	86251	86224	86248	86249	86240	86234
10.02 PAIG-NEWC	47807	47818	47828	47829	47822	47844	47807	47828	47829	47827
08.00 PENZ-PADD		47811				47813			47701	
08.48 PENZ-Birm	47844	47817	47807	(E) _g	47817	47831	47806	47854	47827	47812
Birm-MANP	87028	87007	86253	(F)	87031	86243	87028	(G)	47827	87025
12.05 PAIG-Birm	47814	47769	47742	47741	47844	47854	Can be diverted	47772	47810	47851
Birm-LVPL	47814	86242	86214	86242	86253	47854		86214	47810	86256
13.03 PAIG-Birm	47827	47854	HST	47849	47854	47806	47742	47810	47747	(H)
Birm-MANP	86249	86240	HST	86222	47818	86231	47742	86256	86222	(I)
11.40 PENZ-PADD		47846				47830			47832	
15.08 PAIG-Birm	47736	47750	47703	47854	47701	47807	47847	47806	47828	47822
Birm-PRES	86236	86253	86251	86251	86234	86214	47854	86226 _c	86244	86224
15.40 PAIG-PADD	HST	HST	(J)	47815	HST	47815		47813	47830	
16.17 PAIG-Birm	47817	HST	47848	HST	HST	47722	(K)	47747	HST	47848
Birm-MANP	(L)	HST	86240	HST	HST	86249	47840	86222	HST	
18.45 PAIG-DERB		(M)	(N)	47810	47806	47849		47853		

NOTES

- (A) 47814+47818(dead on rear)
- (B) 47741+47703(dead)
- (C) 86222+47703(dead on rear)
- (D) 47817 Pres-Birmingham New Street, 47722+47817 Birmingham New Street- ?
- (E) 47848+47827(dead on rear)
- (F) 87035+47827(dead on rear)
- (G) 86233+86222(dead on rear)
- (H) 47807+47750(dead on rear)
- (I) 86214+47750(dead)
- (J) 47849+47832(dead) PAIG-Exeter St. Davids, 47832 Exeter St. Davids-PADD
- (K) 47840+47851(dead on rear)
- (L) 87024+47817(dead on rear)
- (M) 47747 diverted from Bristol Parkway via Swindon, Oxford and Coventry to Birmingham New Street where terminated. Separate 22.15 Birmingham New Street-Derby train with 47843
- (N) 47741 diverted from Bristol Parkway via Swindon, Oxford, and Coventry to Birmingham New Street where terminated. Separate 22.15 Birmingham New Street-Derby train with ?
- (O) 47750 Birm-Exeter St. Davids, 47807+47750(dead) Exeter St. Davids-PAIG
- _b started Birmingham New Street
- _c terminated Crewe
- _n terminated Newton Abbott
- _g started Plymouth

LOCOMOTIVE HAULED HST SUBSTITUTIONS

May 26 06.30 PLYM-NEWC 47701
 Jul 21 05.42 PLYM-PADD 47846

WEST COUNTRY SUMMER SATURDAY LOCOMOTIVE HAULED TRAINS 2001

SUMMER SATURDAY TRAINS AUGUST 4th – SEPTEMBER 29th

Train	Aug 4	Aug 11	Aug 18	Aug 25	Sep 1	Sep 8	Sep 15	Sep 22	Sep 29
23.25 MANP-Birm	47703			47806					47818
Birm-PAIG	47703e								47818
07.00 BRIS-PAIG	47806	47854	47839	47828	47817	47750	47849	47814	
06.05 DERB-PAIG	47845	47814	47827	47827	(D)	47703	47814	47854	47829
06.08 PRES-Birm	87009	90001	90142	87003	DEMU	87035	87023	47826	87033
Birm-PAIG	47769	47831	47806	47843	DEMU	47741	47829	47826	47826
09.30 PADD-PENZ	47811	47813		47709					
08.05 LVPL-Birm	47812	86222	47851	86244	86242	86256	47827	86209	86258
Birm-PAIG	47812	47747	47851	47840	47840	47843	47827	47839	47848
10.33 PADD-PAIG	47816	47815	47709	47815					
09.17 MANP-Birm	86214	HST	86222	86253	86207	86258	86248	86236	HST
Birm-PAIG	47841	HST	47747	(A)	47841	47845	47703	47746	HST
10.17 MANP-Birm	47818	86244	86244	86248	87033	86209	86231	86214	86209
Birm-PENZ	47851	47750	47853	47829	47839	47851	47828	47818	47831
08.40 GLAS-Pres									
Pres-PAIG	47722	47828	47807	47807	47814	47812	47810	47847	47849
1630 PADD-PLYM	47832	47709	47712						
08.58 PAIG-Birm	47806	47854	47849	47828	47848	47750	47747	47741	47818
Birm-EDIN	86226	86249	86256	86214	86253	86258	86226	86222	86224
10.02 PAIG-NEWC	47701	47826	47839	47806	(E)	47829	47849	47814	47844
08.00 PENZ-PADD	47832	47712	47830						
08.48 PENZ-Birm	47810	47810	47742	47814	47826	47849	47750	47831	47750
Birm-MANP	47810	90001	90142	86248	(F)	87035	87023	47817	87033
12.05 PAIG-Birm	47845	47814	47827	47827	47849	47703	47814	47854	47829
Birm-LVPL	86248	47814	86207	47827	86236	86240	86234	86248	86236
13.03 PAIG-Birm	47769	47831	47806	47843	DEMU	47741	47829	47826	47826
Birm-MANP	47769	86244	86244	47843	DEMU	86209	86231	86214	86209
11.40 PENZ-PADD	47712	47830		47832					
15.08 PAIG-Birm	47812	47747	47851	47840	47840	47843	47827	47839	47848
Birm-PRES	86234	86253	86214	86222	86248	86226	47814	86231	86231
15.40 PAIG-PADD	47816	47815	47709	47815					
16.17 PAIG-Birm	47841	HST	47747	(B)	47841	47845	47703	47746	HST
Birm-MANP	47817	HST	86248	(C)	86249	86242		86258	HST
18.45 PAIG-DERB		47828		47807					

NOTES

- (A) 47703 Birm-?, 47793+47703 ?-PAIG
- (B) 47793+47703(dead on rear)
- (C) 86258+47703(dead)
- (D) 47849 DERB-Birmingham New Street, 47703+47849(dead on rear) Birmingham New Street-PAIG
- (E) 47817 PAIG-Birmingham New Street, 47848 Birmingham New Street-NEWC
- (F) 87033+47826(dead on rear)

- e terminated at Exeter St. Davids
- t terminated at Totnes.

LOCOMOTIVE HAULED HST SUBSTITUTIONS

- Aug 18 19.15 PADD-PLYM 47830
- Sep 22 08.15 PAIG-NEWC 47816 (FGW stock)
- 1550 NEWC-PLYM t 47816 (FGW stock)

NORTH WALES SUMMER SATURDAY LOCOMOTIVE HAULED TRAINS 2001

SUMMER SATURDAY TRAINS MAY 26th – JULY 28th

Train	May 26	Jun 2	Jun 9	Jun 16	Jun 23	Jun 30	Jul 7	Jul 14	Jul 21	Jul 28
08.00 EUST-HOLY _c	47725	47749	47767	47739	47789	47774	47739	47734	47727	47727
17.45 EUST-HOLY _c	47725	47749	47784	47739	47799	47774	47739	47761	HST	47799
05.46 HOLY-EUST _c	47725	47853	47789	47789	47789	47774	47734	47736	HST	47727
09.19 HOLY-EUST _c	47839	47757	47829	47822	47851	47843	47812	47841	47807	47839
13.35 HOLY-EUST _c	47725	47749	47767	47739	47789	47774	47739	47734	47727	47727

SUMMER SATURDAY TRAINS August 4th – SEPTEMBER 29th

Train	Aug 4	Aug 11	Aug 18	Aug 25	Sep 1	Sep 8	Sep 15	Sep 22	Sep 29
08.00 EUST-HOLY _c	47770	47749	47784	47725	47785	47758	47785	47770	47790
17.45 EUST-HOLY _c	47789	HST	47784	47736	HST	HST	HST	HST	47790
05.46 HOLY-EUST _c	47770	HST	47784	47725	HST	HST	HST	HST	HST
09.19 HOLY-EUST _c	47847	47742	47845	47853	47818	47841	47806	47806	47769
13.35 HOLY-EUST _c	47770	47749	47784	47725	47785	(A)	47785	47770	47790

NOTES

- (A) 47758 HOLY-Holywell Junction, 37682+47758(dead) Holywell Junction-Crewe
 c locomotive to Crewe
 c Locomotive from Crewe

LOCOMOTIVE HAULED HST SUBSTITUTIONS

Jul 7 0336 HOLY-EUST_c 47817

SUMMER SATURDAY BRISTOL TRAINS 2001

SUMMER SATURDAY TRAINS MAY 26th – JULY 28th

Train	May 26	Jun 2	Jun 9	Jun 16	Jun 23	Jun 30	Jul 7	Jul 14	Jul 21	Jul 28
1117 MANP-BRIS	47841	47828	47853	47807	47703	47818 _b	47843	47722 _g	47849	47747
1756 NEWC-BRIS	47807	47818	47828	47829	47822	47844	47807	47828	47829	47827
1535 BRIS-Pres Pres-EDIN	47841	47828	47853	47807	47703	47818	47843	47722 _g	47849	47747

SUMMER SATURDAY TRAINS AUGUST 4th – SEPTEMBER 29th

Train	Aug 4	Aug 11	Aug 18	Aug 25	Sep 1	Sep 8	Sep 15	Sep 22	Sep 29
1117 MANP-BRIS	47822	47818	47843	47854	47810	47847	47841	47840	47822
1756 NEWC-BRIS	47701	47826	47839	47806	47848	47829	47849	47814	47844
1535 BRIS-Pres Pres-EDIN	47822	47818	47843	47854	47810	47847	47841	47840	47822

NOTES

- b started Birmingham New Street
 c terminated Cardiff (may have terminated Bristol Temple Meads?)
 g terminated Gloucester
 g started Gloucester

LOCOMOTIVE HAULED HST SUBSTITUTIONS

May 26 13.43 NEWC-SWAN 47701