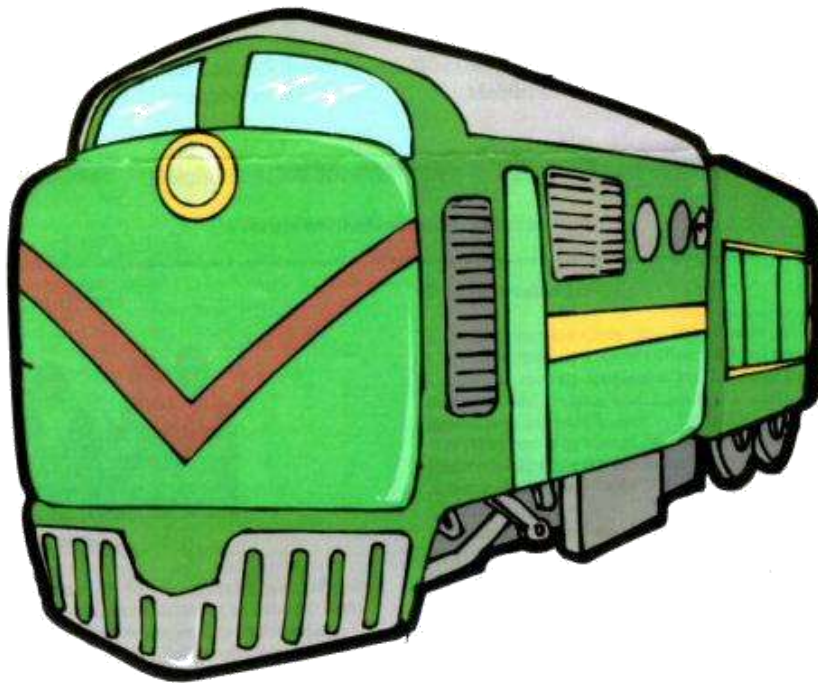


# **Trans Pennine**

**The Magazine  
of the  
Pennine  
Railway  
Society**



**Summer 2002**

No.120 - Summer 2002

## **Committee Briefs**

### **Severn Valley Railway**

The Society's visit to the Severn Valley Railway, advertised in the last magazine, is a certain runner on Saturday 12th October. There will be a return journey on the railway, together with a guided tour of Bridgnorth depot. Several carloads will be travelling down. If you wish to go on the trip, complete the booking form attached to the back of this magazine and return, along with the correct fare (£8.50 per adult, £4.25 per child), to Chris Tyas by 4th September.

### **Donny Drinker (1)**

Committee member Chris Tyas, described in publicity as CAMRA's Brewery Liaison Officer for local brewery Concertina, recently appeared at the Doncaster Beerex 2002 alongside Paul Hudson, BBC Look North weatherman. A special beer had been brewed by Concertina for the beer festival named in honour of the weatherman, called "Paul Hudson's Nithering Northerlies".

A photo of Chris and Paul filled a recent Donny Drinker CAMRA magazine.

Incidentally, young Tony Caddick was weaned on products dispensed at the Concertina Band Club in Mexborough.

### **Donny Drinker (2)**

Pennine member and girl about town, Alison Wilson, monitors at first hand developments in Doncaster's local real ale scene.

She regularly supplies information for the Pub news section in the CAMRA Donny Drinker magazine, similar to David Bladen's "Rail Ale" articles in Trans Pennine.

If Alison receives information on any public house from which she has been barred, husband Ian willingly visits to check out the gen.

### **Quote of the Season**

"Automatic Doors : press button to open".

Sign on the buffet entrance at East Croydon station.

### **Bye Bye Byers, Hello Darling**

Alistair Darling has been named Secretary of State at a restructured Depart of Transport in place of "Liars Byers" who has resigned after just 11 months in Westminster's hottest seat. Darling is a 48-year-old Scottish barrister who represents Edinburgh Central.

### **Closure Chaos for WCML**

Railtrack is to close a 25- mile stretch of the West Coast Main Line triggering a £50m compensation claim from Virgin Trains.

Every weekend from August until Christmas, passengers on the West Coast Main Line will be forced to take buses between Milton Keynes and Hemel Hempstead, adding up to 2 hours on journey times.

Railtrack initially demanded that the stretch be shut down altogether for 4-6 weeks to complete vital upgrading to the line, but this may have forced Virgin and commuter operators Silverlink and Metro out of business. It is believed Railtrack is insisting on daytime repairs because it is the cheapest option. The £16 billion modernisation programme for the London Underground will take place at night, causing less disruption.

## **Hull Trains**

It has just been announced that the franchise for Hull Trains to run on the ECML has been extended to the year 2010.

## **Forth Bridge**

A seven-year contract for painting the Forth Bridge has been awarded to Balfour Beatty, but the work is unlikely to be finished by the end of the contract.

## **Adelante Takes Bow**

First Great Western's Class 180 Adelante trains have at last started running. They are the first new trains on the Great Western main line since high-speed services were introduced 25 years ago.

The five-car trains built by Alstom, have a maximum speed of 125mph.

## **Eurostars into Leeds**

GNER's Eurostars are now running into Leeds. Three sets have been leased from Eurostar (UK) Ltd to provide seven services daily each way between Leeds and Kings Cross at prices starting at £25 return.

The fastest service will complete the 186-mile journey in one hour 59 minutes, travelling at up to 125mph between Kings Cross and Grantham. North of Grantham, owing to difficulties with the overhead power lines, top speed is 110mph.

## **Hope for EWSR**

The swing to the right following the French elections may lead to the eventual closure of the Sangatte Camp, the base of many refugees seeking asylum in the UK.

Their continual attempts to enter the UK on freight trains departing from the Calais Frethun terminal has created havoc to the EWSR railfreight services, leading to losses to the company of £0.5m per week.

## **Change of Address**

Please note the new address for the Magazine Coordinator, David Whitlam. He will be moving to Chesterfield sometime in July, so all correspondence for inclusion in the next magazine should be sent to his new address.

## **Special Guest**

Les Nixon will be the "Star Turn" at the meeting on 4th September. We hope for a good turn out for that night.

## **Pennine Slide Quiz**

Many thanks to Tony Smith for an extremely professional slide quiz which he set for us on May 1st.

In a gripping finale 5 entries were equal on 39 points out of 70. Embarrassment was shared out all around the room with all entrants having problems naming all 22 Deltics – the brain cells must be starting to go!!! Tony's five tiebreak questions then came into play and the winner amazingly won by getting all 5 correct – even identifying the wild animal in question as a raccoon!!! (Don't ask.)

1st - Tony Caddick

2nd - Andy Dalby

3rd - Chris Theaker

As well as cash prizes, TC won a wonderful prize of a “Pendolino” Train Set and other prizes to the winners courtesy of T.S. and WAGN/C2C. Never in the history of the Society have such quality prizes been awarded.

Many thanks to Tony Smith for his hard work in setting the questions – more of the same next year?

## **Birthday Treat**

**by Paul Slater**

It seemed wrong to be getting up on a Saturday as early as if I were going to work, especially on my birthday, but I had quite a long trip planned for today, and I needed to be off in good time. Sleepily, Chris gave me my breakfast, and my birthday present – a folk-music CD – and my card; the picture on it showed a steam train, which was appropriate in view of what I was doing today, and in the card was a twenty-pound note to cover my fare. Chris wished me a lovely day, and then I was away.

The drive to Retford was pleasant in the morning sunshine. My birthday falls at the beginning of November, and although that month has a bad reputation, I have found that on or around my birthday November can be really beautiful, with golden sunshine and golden leaves and the last warmth of an Indian summer.

I was in good time for the train, and soon I was on my way south along the familiar main line. The train ran fast, not stopping at Newark or Grantham; it took me from Nottinghamshire into Lincolnshire and then into the old Soke of Peterborough, once part of my home county of Northamptonshire but now included within Cambridgeshire. The sunlit countryside sped past, and I thought of other birthday treats I’d had in previous years.

As the train slowed for Peterborough, I collected my belongings and went to stand by the door. I looked carefully as we passed the yards, and, yes there was the special train, the “North Country Boat Express”, with the electric locomotive that had brought it from London. The red and cream carriages of the special belonged to an earlier age than the Great North Eastern Railway express on which I was travelling, and among the diesel locomotives at the little depot stood the steam engine I had come to see today, a column of black smoke rising from the chimney. It was the engine that Chris and I had driven along the Great Central Railway in Leicestershire one December day a few years ago. For a quarter of a century I had been a member of the society dedicated to restoring it and running it, and among preserved locomotives it was one for which I felt a special fondness. Chris sometimes referred to it as “my engine”, and today for the first time I would see it hauling a special train on the main railway network.

The “North Country Boat Express” was due to depart for Harwich at eleven o’clock, and I had over an hour to choose a vantage point from which to see it pass. I decided on the open ground by the Railworld museum, down by the River Nene, and I made my way there, following the signposted footpath that keeps pedestrians clear of the main roads. The streets of Peterborough, like the railway station, were unrecognisable from the time when I had come here as a boy trainspotter during the school holidays over forty years ago.

It was quiet and peaceful by the river. A few photographers had already taken up position on the footbridge leading to Railworld and the Nene Valley Railway’s station, but there was hardly anyone else about. I strolled around, checking possible locations for watching the steam train, and then sat at one of the picnic tables outside Railworld. Dressed for winter, I was warm in the sunshine. I sat and waited, thinking that this was a strange but enjoyable way to be spending my birthday. GNER expresses crossed the river on the big bridge in the distance, while closer at hand bright green Central Trains “Turbostars” on the cross-country service to East Anglia made a photogenic sight on the low bridge over which the “North Country Boat Express” would pass.

It was eleven o’clock. I saw smoke in the distance, and a few minutes later I heard a whistle and then the sound of the “B1” starting the special away from the station. It came slowly, but working quite hard as it accelerated its train, erupting a cloud of white steam. It looked magnificent as it crossed the bridge, full in the sun, its paint gleaming, and its steam dazzling white against the blue sky; 61264, “my engine”, on my birthday.

I watched the train pull away under the big bridge and out of sight on its journey across the Fens and into East Anglia, and then I went back to the station, visited the buffet, and walked up on to Spital Bridge. On one side was the modern diesel depot, with a 08, a 37, a 66 and three 56s on view, on the other side was a new factory where in steam days Spital engine-shed had stood. There had been two engine-sheds in Peterborough then,

Spital shed here, and a bigger one, New England, a mile down the line. One Saturday not long before my fourteenth birthday, I had been around them both with a group of railway enthusiasts with an official permit. Both sheds were long gone now, and so were some of the railways over which their engines worked; the line on which I travelled to Peterborough in the school holidays was closed over thirty years ago. My first visit to Peterborough was probably in the months following my twelfth birthday; I remembered the engines at the station, very smoky and impressive in the lamplight of a winter evening, and then a pantomime at a theatre in the city centre.

It was becoming very warm in the sunshine on Spital Bridge. I walked back to the station, had my lunch, and spent an hour on the platform before catching the express back to Retford. My birthday was not yet over, and there was still my new CD to try, but I'd had my treat – sunshine, a steam train and memories.

### **Did you hear the one about the duchess and the gunner?**

**by Chris Tyas & Andy Dalby**

It's Saturday morning, the sun is shining through the bedroom curtains, there's no work today as it's my Saturday off, when the phone rings at 07.55. It's Andy Dalby "Are we going out photographing?" to which my reply was "yes", "see you outside Wards in Waterdale at ten then".

He duly arrives at Waterdale at 09.50 dropping off Sue and Nick to do the shopping, I get in the car and it starts to rain. We are heading north to the A1 and I am glad he his driving as we pass over the new St Georges bridge, as I would have had to do three laps of the roundabout before getting in the correct lane.

We are now making good time as we head up the A1 to Fairburn arriving with about an hour to spare before 6233 The Duchess Of Sutherland is due on a Liverpool to York charter. We went and did a reekie and found the best place to stand and went back to the car, it started to throw it down with rain again.

At 11.15 it started to brighten up a bit so we went to take our positions, as the train was due at about 11.30. By this time more people had arrived and at around 11.22 a big black cloud appeared and it started to rain again "ho! the joys of railway photography". The Duchess arrived shortly after 11.30 and I managed to shoot off several frames hoping so as to at least get one half decent shot, then it was back to the car and dryness.

Our next location was to be the east coast main line to photograph the 10.49 Kings X to Newcastle Arsenal foot ex. Upon leaving we took the wrong turning and we were heading in the wrong direction, we had to turn round in a gateway and retrace our steps and were heading for Burton Salmon where we again took the wrong turning down what turned out to be a dead end road. Oops! turn round again and head for where we had come from.

We finally find our way to Temple Hirst but decided to go and have a look further south at Hensall, which we decided was a much better location. Yet again we have plenty of time in hand before the train is due, so we sit in the car for a while checking up the Virgin and GNER timetables and 66030 passes on the Goole to Knottingley line about 100 yards away on an empty MGR train from Drax power station, and I hurriedly get off a snap shot from the car window.

On the main line 91132 passes, heading north, managing to get past Great Heck without any trouble, the renumbering must be working. Also 91024 heads southbound, so we decide to get out of the car as the Aberdeen to Kings X is due but once out in the open we discover that the wind is blowing a howling gale and the rain starts coming down sideways. So it's back to the car and move it nearer to where we want to be to photograph.

We finally noticed that the signal on the up road has changed to green just before seeing the Aberdeen approaching with power cars 43111 + 43095, then a few minutes later it changes to green again and we are out of the car in time to photograph 43162 + 43194 on a Newcastle to Bristol service. Just after getting back in the car we spot 66150 heading into Drax on a loaded MGR train and as it is going under the main line the signal on the down road clears to green. A couple of minutes later 47783 passes on the gunners foot ex running spot

on time, the only thing that is on the east coast by the look of things as it was supposed to be following a 91 from Doncaster.

By now we were both getting very cold and decided to call it a day, but as we were packing things into the boot of the car the down signal changed to green again. So, back out came the cameras and along came 56098 on a steel train heading north, so yet again we packed the things into the boot and as Andy was just about to start the car we noticed that the down signal had gone to green yet again and 66081 was approaching on a northbound tank train. This time we did not even go looking at the signal, as we were now feeling very cold (I now know how the brass monkeys feel). So, it was off home for some fish and chips and a good warm, I just hope that we get some reasonable results for our efforts.

## **TC's DATE WITH A GREEN GODDESS**

**by Tony Caddick**

As regular readers of Trans Pennine will now realise from the last issue not only is this the Queen's Golden Jubilee Year, but also the equally grand occasion of my 50th birthday. Friday March 8th being the golden day with a celebration with close family that evening in the plush surroundings of the Pastures Lodge (yes – there is a posh pub in Mexborough!!!). My surprise birthday present enabled me to achieve a childhood ambition – a day out with the 'Ultimate Diving Experience' at Crich Tramway Village (the new trendy name for the National Tramway Museum).

The chosen day, Saturday April 27<sup>th</sup>, dawned cool but thankfully dry as I was greeted by one of the platform staff at 10.00. Along with the other five participants (some other birthday surprises) we were taken to the museum lecture room for an hours briefing by one of the chief driving instructors on the inevitable Health & Safety details, how a tramcar works, operating methods and driving theory. Then out onto the line for a full round trip to highlight the various areas of potential problems (i.e. pointwork, pedestrian areas and speed restrictions, etc.), before a splendid complimentary lunch in the Village Tea-rooms.

The now slightly more nervous trainees were then split into two groups of three each and taken to the depot to be introduced to their respective instructor and conductor and the allocated tramcar. The rest of the afternoon was then spent "on the road" in between regular service trams with each trainee given three round trips under the close supervision of their instructor. There were also opportunities to perform guard duties on the "back platform", including trolley turning (much more difficult that it looks), bell signals and changing points.

My allocated beast was one of my favourite cars at Crich, Liverpool "Green Goddess" Streamliner 869 of 1936. Built at the corporation's Edge Lane Works the car ran in Liverpool until May 1954 before running in Glasgow until June 1960. Rescued for preservation in 1961 the car finally re-entered service at Crich in 1993.

The first member of my party duly had his turn at the controls with no mishaps and treated us to a very smooth ride - I suspect he may not have been such a novice. Then it was my turn – after spending more years than I care to remember observing drivers on the Blackpool Tramway I noticed the slightly different brake controls, the Blackpool cars having a separate controller and Westinghouse brake handle. Although dating from the same period, car 869 was far more sophisticated with "electro-pneumatic" control and a BTH low voltage controller with power handle and brake on the same unit. However I could still adopt the classic tram driver pose - left hand accelerate / right hand brake. Slightly nervously I released the air brake and applied one notch of power and the beast moved. 16 tons 15 cwts of pure beauty and all under my control – heaven!!! Always remembering to "notch-up" smoothly (bit like a Deltic – too much power then "bang" / reset) and "throw-off" (controller straight back to the off position) before braking – AH!!! Braking. No problems starting the car but stopping it – too much and the car will literally stop on a sixpence with all the passengers and conductor joining you in the cab – not enough, well draw your own conclusions.

Anyone who has ridden the line will appreciate the steep gradient from the passing loop at Wakebridge to the terminus at Glory Mine with its spectacular views over the Derwent Valley. With the controller on notch 6, 869 purred up the incline and I could well understand the tales of these magnificent cars achieving speeds of over 40mph on the miles of reserved track on the Liverpool system.

Coming back down the incline the car soon picked up speed and the brake needed to be applied carefully to keep speed down and observe the compulsory stop at Wakebridge. After 3 round trips I found I was getting the

hang of it, but the braking still needs some practice. The final trip involved taking 869 to the Town-End terminus where most people congregate and due care and attention had to be observed with lots of ringing of the warning bell to warn unwary pedestrians. I now fully understand the concentration involved by Blackpool drivers on the very busy promenade. My little family group and the other trainees gave a round of applause as the instructor congratulated me on getting 869 home without incident and later on I was presented with a certificate to prove it. A truly memorable day, and as I said earlier – a childhood ambition achieved.

If I am brave enough the next test could be the “Advanced Ultimate Driving Course” which involves driving on one of the old hand-brake cars. We shall see, but in the meantime I can thoroughly recommend a day at Crich, even if you do not want to drive. But if it’s a special birthday – go for it. And Liverpool 869 all I can say is: What a monster – as Robin Havenhand might say – Sex on eight wheels!!!

## **ROBIN’S REVIEW**

### No 17. “*entrain*”

Entrain: - ‘To Board or put aboard a train’.

Entrain is published monthly by Platform 5 publications at £3.10 per issue, subscriptions are £37.20 for 12 issues. Publication began in January we are now at issue No 6 with the June 2002 edition.

The magazine consists of 68 pages in colour divided up into two main parts Regulars and Features.

Regulars include Train of Thought the editorial page written by our old friend Mr Peter Fox, in this edition he talks about the weekend engineering work planned for the WCML later this summer with complete blocks between Hemel Hempstead and Milton Keynes and looks at the number of buses required. Lamenting the days when engineering work on the WCML meant Birmingham trains went into Paddington, Manchester trains went into St Pancras and the sleepers and some other services ran to Marylebone; all very easy in the early sixties when the WCML electrification project was on going.

Moving on, there are eleven pages of British railway mainline news all bang up to date, half a page of publicity points looking at how the different TOC’s publicise their services and fares. Light Railnews is four pages of news relating to Britain’s resurgent Trams. Mailtrain (Good Title) is a page of reader’s letters. Eight pages of stock news compiled by Andy Flowers and Peter Hall very comprehensive but then those of us who know Peter would expect nothing less, Peter Fox also gets his name on the stock changes with Peter Hall. Rail on the web a users guide is a very useful article, which includes an enthusiast’s site – a must for any railway periodical these days. Newsround is five pages of spotters notes divided into Railtrack Zones although it must be said that Anglia and London North Eastern have now merged into “Eastern Region” (interesting title). Railtours is a comprehensive colour coded list of forthcoming Charters, and finally we have Reviews, four books and one print.

The features section consists of three main articles. The first is Gatwick Express part two, looks at their new trains and plans for the future many photos of the new 460’s. The second article ‘Manual Signalling round Lincoln’ the first in a series by Dafydd Whyles looking at different types of signalling around the country, an excellent article which brought my time as Station Manager Lincoln back; the four boxes mentioned being my responsibility between 1988 and 1992. Its good to see they are in good nick as believe me they are working museums. An excellent article I’m looking forward to the next. The final article by Peter Fox is: Desiro UK. This marks the start of South West Trains plan for a better railway. An interesting report around the Wegberg – Wildenrath test track in Germany where the Desiro’s are being tested.

Missing from this edition apparently due to editorial space is David Bertram's regular feature “Speaking for the Passenger”. David was Chairman of the East of England Rail Users Consultative council for Eastern England before becoming national Chairman of The Central Rail Consultative Committee (CRUCC). I hope to continue reading these articles, as I believe David has a lot to offer having grilled me on several occasions on Customer Service.

**VERDICT:** Launching “entrain” was a bold move on behalf of Platform 5.

Whether or not there was or is a gap in the market is still an open question, however the magazine is bright and informative and certainly has a grasp on what is going on in the world of Britain's railways, heavy and light. Currently there is no magazine that mixes heavy and light rail so well. Its sister magazine, Today's Railways, should now be concentrating totally on the continental scene however a quick glance through Today's Railways No 78 June 2002 finds no less than six British items some adopted from entrain, or is entrain all those British items left over from Today's Railways? The next year is going to be very interesting in the story of Platform 5. SO READ ON...

## **Pennine Observers Notes**

### Eastern Region

On April 2nd the 18.43 Sheffield to Hull had to be cancelled en route due to the train being damaged at Swinton by vandals placing scaffolding on the track. All trains between Sheffield and Doncaster were delayed for an hour and a half.

90221 was seen on a London to Newcastle Footex (for Fulham supporters) on 8 April. 56051 failed at Brough on a freight train bound for Hull on 20 April. This caused delays for about 2 hours before it was rescued by 37521.

Locos seen on Tilcon services have been 60048 (Apr 13), 60029 (Apr 16), 60039 (Apr 20), 60098 (Apr 23) and 60042 (May 24).

Recent sightings at Lincoln have been:

Apr 2 66089 and 66519 on coal trains, 66100 on vans

Apr 3 66519 on coal train, 66603 on oil train

Apr 4 66547 on coal train

Apr 5 66552 on coal train

Apr 10 66011 and 66223 on coal trains

Apr 16 66174 on coal train

Apr 23 47758 on p.w. train, 56061 on coal train, 60051 on oil train

Apr 25 66134 and 66218 on coal trains

Apr 26 60062 on oil train, 66511 on coal train

May 13 66151 on vans, 66605 on oil train

May 14 60012 on oil train, 66058 on coal train, 66198 on vans

May 15 60023 and 66605 on oil trains, 66147 on coal train

May 21 60037 and 66605 on oil trains

May 22 60038 and 60039 on oil trains

May 23 60039 on oil train, 66124 on coal train.

Seen at Wrawby Junction on 1 April were 56006, 56119, 66519 and 66526 on coal trains, 60041 light engine, 60062 on iron ore train and 66184 on goods train.

At Immingham Depot on 6 April were 08401, 56052, 56089, 56119, 60001, 60058, 66510, 66517, 66603 and 66606.

Seen on ballast trains in the Gainsborough area were 56129 on 3 April, 66082 on 1 May and 56109 on 2 May. Also in the same area on 30 March were 56116 + 60048 and 60023 on goods trains and 66519 on coal train.

Seen on coal trains at Rushey Junction, near Retford, were 66517 and 66550 on 17 April and 56107, 66005, 66052, 66117 and 66134 on 1 May.

Seen in the Scunthorpe area on 2 May were 56063 on goods train at Althorpe, 56073 and 56117 on goods trains at Appleby and 60017 on iron-ore train at Santon.



Locos used on the ECML drags between Retford and Leeds on 4/5 May were 47736, 47744, 47746, 47757, 47767 and 47793.

Seen at Eaton Lane Crossing, near Retford, on 23 May were Eurostars 3309+3310 on 18.57 York / Kings Cross, 66543 on freightliner and 67025 on parcels train.

### Western Region

Noted at Didcot on 23 March were 58024, 58042, 58043, 37174, 66022, 66029 and 66138. On 24 April 58049, 58045, 66212 and 66087 were at the same location.

Seen at Acton on 26 April were 59204, 59205, 60032, 60046, 60031, 66136 and 66153. 47830 worked the 22.00 Penzance to Paddington sleeper on 26 March and 23 April (when it was diverted by Westbury due to engineering work).

### Midland Region

On 20 April "Res" 86424 propelled the 11.26 Manchester Picc. / Euston.

On the same day, the Stafford thunderbird 86430 helped out 87030 on the 10.25 Euston / Liverpool being replaced at Stafford later that afternoon by 86254.

Seen at Manchester Picc. On 23 April was 33108 with an observation car.

Noted at Rugby on 11 May were 47784 (thunderbird), 92004, 86254, 66512, 66545, 66249, 92007, 66013 and 60042. On the same day 66077 and 66152 were seen at Milton Keynes.

### Southern Region / London Area

All the following were seen on 11 May at various locations in the south of England

Wembley – 90003, 66137, 66080, 66133, 66132, 66241, 90028, 92031, 08890, 08865, 08711, 08919, 02042, 66043, 92017, 92005 and 92009

Willesden – 66706, 66701 and 66524

Folkestone – 66119, 66197, 66173, 66081, 66041, 66234, 92016, 92026, 92015, 92019, 92039, 92008 and 92043

Hoo Junction – 66213, 66093, 66144, 66181 and 09010

### Cross Country Services

The end of loco-hauled Virgin Cross Country services is at the moment scheduled for August, so services like these on 20 April should be sampled before it's too late: -

47805 - 06.00 Paddington / Manchester Picc.

47844 - 11.15 Manchester Picc. / Birmingham Int.

86251 - 10.11 Birmingham Int. / Manchester Picc.

86226 - 09.10 Edinburgh – Bournemouth (to New St.)

47818 - 09.10 Edinburgh – Bournemouth (from New St.)

86253 - 13.15 Manchester Picc. / Birmingham Int.

86222 - 17.10 Manchester Picc. / Poole

Locos seen on the 12.10 Bristol TM/Newcastle and 18.40 return have been 47826 (Mar 26 & Apr 1), 47750 (Mar 29, Apr 8 & 18, May 2), 47805 (Apr 2), 47851 (Apr 4), 47844 (Apr 16), 47818 (Apr 24), 47841 (Apr 29 & May 28), 47818 (May 1), 47810 (May 6), 47741 (May 8), 47812 (May 20) and 47806 (May 24).

Locos seen on the 12.07 Bristol TM/Newcastle and 17.56 Newcastle/Birmingham NS have been 47828 (Mar 30 & May 11), 47805 (Apr 6), 47814 (Apr 13), 47840 (Apr 20), 47818 (Apr 27), 47848 (May 4), 47841 (May 18) and 47817 (May 25).

Other workings that have been noted recently are:

Mar 26

47810 – 11.15 Manchester Picc. / Bristol TM

47810 – 15.35 Bristol TM / Edinburgh

47843 – 08.40 Glasgow / Penzance (from Preston)

47292 – worked the train from Bristol TM to Penzance when 47843 was declared a failure with fumes in the cab

47829 – 11.50 Plymouth / Liverpool

47812 – 06.00 Paddington / Manchester Picc.

Mar 27

47843 – 08.46 Penzance / Manchester Picc. (with 47292 at the rear)

47828 – 06.00 Paddington / Manchester Picc.

47831 – 11.15 Manchester Picc. / Bristol TM

47831 – 15.35 Bristol TM / Edinburgh

Apr 23

47851 – 11.15 Manchester Picc. / Bristol TM

47851 – 15.35 Bristol TM / Edinburgh

47840 – 06.00 Paddington / Manchester Picc.

47806 – 09.32 Reading / Manchester Picc.

47828 – 08.40 Glasgow / Penzance (from Preston)

47818 – 15.50 Plymouth / Leeds

Apr 24

47843 – 06.00 Paddington / Manchester Picc.

47817 – 11.15 Manchester Picc. / Bristol TM

47817 – 15.35 Bristol TM / Edinburgh

Apr 26

47839 – 09.14 Manchester Picc. / Paddington

47851 – 09.32 Reading / Manchester Picc.

Apr 29

47828 – 09.13 Liverpool / Plymouth 47818 – 09.14 Manchester Picc. / Paddington 47851 – 08.46 Penzance / Manchester Picc.

### Railtours and Charter Trains

On 5 April, 90016 worked the 07.03 Kings Cross to Berwick Charter. On the same day 31106 + 33108 worked a Preston / Peterborough and return charter via the Joint Line. For the first time in over 20 years your membership secretary (TC) was able to wallow in complete and utter nostalgia by riding on his beloved Class 55 Deltics on two consecutive Saturdays in April. The 6th produced Porterbrook's purple 9016 "Gordon Highlander" on Pathfinders "Napier Navigator" to Scarborough (other locos involved 37521/682); then on the 13th ex works gleaming BR blue 55019 "Royal Highland Fusilier" on the DPS "Silver Jubilee Tour" – pure bliss!!!

Other locos used by Pathfinder Tours were:

Apr 27 ("The Forth Porter") 47736, 92034, 66040, 66117 and 92024

May 11 ("The Hop'n Stop") 56065, 92007, 66539, 73131, 60081 and 58029

May 25 ("The York Explorer") 56115

47783 and 47792 worked a Skegness to Whitby charter on the 6 May. On the same day 31602 + 31106 worked a Manchester / Ely and return charter.

A3 4472 worked the 15.34 York to Kings Cross VSOE charter on 7 May.

Nenta Tours Norwich to Scarborough charter on 11 May was hauled by 67004 (first 67 to Scarborough on a passenger train) and returned with 67010. On the same day, LMS 6233 "Duchess of Sutherland" was at York.

Also, on 11 May 31452 + 31602 worked a Whitby / Carlisle Charter; out via York and the S&C and back via Newcastle and Darlington.

### Preserved Railways

Locos working at the Mid Norfolk Railway Diesel Gala on Saturday 23 March were 31235, 50019, 20069 and visitor 47309.

Locos used at the North Yorkshire Moors Railway Diesel Gala on Saturday 27 April were 50027, 37216, 47635, 47826, 33108, D5061 and D7628. Voyager 220006 worked a return service between Grosmont and Pickering and a shuttle service between Grosmont and Goathland. 153319 worked a shuttle between Pickering and Levisham. 47853, which was unserviceable, was dragged to the NYMR to be named "Rail Express".

At Barrow Hill on 20 April ("Kings Cross Event") shuttle trains were worked by 08868, 31110, 55019 and steam locomotive 61238 "Leslie Runciman" (alias 61264). 45060, 47851, D9009, 85101 and steam locomotive 60800 "Green Arrow" were on display. Diesel shunter "Harry" gave a turntable demonstration.

On 6 May 73141 (on diesel power) and steam locomotive 61248 "Geoffrey Gibbs" (alias 61264 again) were working trains between Ruddington and Rushcliffe Halt.

Locos working at the Keighley and Worth Valley Steam Gala on Saturday 18 May were No. 85, 47279, 41241, 52044 and diesel 25059.

### **Pennine Quiz No. 109**

#### **John Dewing**

1. On what date was the new station at Stevenage opened?
2. In which year was the first Trowse Swing Bridge replaced?
3. Where is Hunsbury Tunnel?
4. How long is Glaston Tunnel?
5. Near which city is Coldham Lane Junction?
6. On which date was Hackney Central Station reopened?
7. What is the height of County March Summit?
8. Who is the President of the Keighley and Worth Valley Railway?
9. On which line would you find Raven's Rock Summit?
10. What is the length of the Launceston Steam Railway?
11. Which railway is known as the Whisky Line?
12. Which steam locomotive recently clocked up its 100,000<sup>th</sup> mile in railway preservation?
13. Who officiated at the naming of Silverlink Class 150 No. 150128?
14. Near which station is Dockfield Junction?
15. What date was the Birmingham Cross City Line extended from Lichfield City to Trent Valley High Level Station?
16. Where was A4 Pacific No. 4498 "Sir Nigel Gresley" named?
17. In which year was the Bell removed from A4 Pacific "Dominion of Canada"?
18. In which year was Rose Grove engine shed opened?
19. Who was the Locomotive Superintendent of the Manchester, Sheffield and Lincolnshire Railway from 1854 – 1859?
20. What was the former station name of Gleneagles?
21. In which year was Plodder Lane engine shed closed?
22. Where was Edward Thompson born?

23. Between which two stations did the "Capitals United Express" run?
24. A Doctors Surgery was situated on a platform on which railway station in the west of England?
25. In which year was the last steam locomotive built at Derby Works?

### **Quiz No. 108**

#### **The Answers**

1. They were the only upper quadrant ones in Ireland
2. Portrush
3. Midland
4. 1948
5. Enniskillen
6. It was worked by a horse
7. 2-6-4T
8. Dunluce Castle
9. 1968
10. 80
11. 1974
12. River Boyne
13. Whitehead
14. Belfast & County Down
15. Ballymoney
16. Lough Neagh
17. Adelaide
18. Cultra
19. Giants Causeway
20. Eagle
21. Great Northern
22. Holywood
23. Portstewart
24. Lough Erne
25. Bann

### **Pennine Quiz No. 108**

#### **The Winners**

- |     |             |
|-----|-------------|
| 1st | Ken King    |
| 2nd | John Dewing |
| 3rd | Ian Shenton |

Congratulations to all the winners.

### **PENNINE MEETINGS 2002.**

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

3rd July 2002.            Robin Skinner/Tony Caddick.

17th July 2002.        Andy Dalby

7th August 2002.      Roger Butcher.

21st August 2002.     Chris Tyas.

4th September 2002. Les Nixon.

18th September 2002. Steve Hall 'Diesels in the 70s/80s'

2nd October 2002. Pennine Slide Competition.

16th October 2002. Brian Wilson ' Diesel/Electric 50s to today'.

6th November 2002. Steve Gay 'A Railtour of Glorious Devon'

20th November 2002. Rhys Jones.

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### **Next Issue**

The Autumn 2002 issue of Trans Pennine is due for publication on 16th September 2002. Would contributors please let the coordinator have their information by Friday 6th September. Please note change of address –  
THANK YOU.