

Trans Pennine

**The Magazine of the Pennine
Railway Society**



No. 121 - Autumn 2002

Committee Briefs

Severn Valley Railway – 12 October 2002

The Society has arranged a day at the Severn Valley Railway on Saturday 12 October.

Full details of the day can be obtained from Chris Tyas.

We look forward to seeing many members on the day.

Commonwealth Games

During the games, Manchester Piccadilly was a bus-spotters paradise with a new dedicated fleet of Stagecoach Dennis Tridents and First Volvo B10's shuttling spectators, athletes and the media to the Sport City arena and the service worked very well. At long last a triumph for good public transport planning.

Anagram

Our latest anagram is of football legend George Best, which is "to get beers".

Sheffield Spotter Honoured

No, it's not Sanderson (although it should be). Globetrotting actor Michael Palin, from Sheffield, has been honoured, alongside other famous adventurers, by Virgin Trains who have named their fleet of Super Voyagers after a variety of legendary travellers.

Palin recently launched 221130 bearing his name at a special ceremony at Sheffield station.

Bone Breaker breaks bones

Dozens of our fraternity were hurt recently when the Pathfinder Tours "Bone Breaker", class 58 hauled (58033 & 58045), rammed the buffers at Walton-on-Naze station, on the Crewe to Clacton-on-Sea special. Passengers were taken by bus to Thorpe-le-Soken and then by Great Eastern EMU to Liverpool Street. The tour tickets were then accepted on the Underground to Euston and then on Virgin Trains services to Birmingham, Crewe, etc.

Top Areas for Trainspotters

Claritas UK have provided us with the following information

<u>Town</u>	<u>Enthusiasts (%)</u>
Carnforth	6.2
Buxton	5.8
Frome	5.7
Redruth	5.6
Abergavenny	5.4
Skipton	5.3
Rushden (Northants)	5.3
Caldicot	5.2
Harwich	5.1
Ilkeston	5.1

WCML – No End to Chaos

There is no end in sight to the chaos and disruption to allow engineers to upgrade the WCML.

The upgrade work programme for 2003 has been released which reads:

January 2003

Euston – Watford: Saturday night closures for 2 years.

Easter 2003

Bourne End, near Hemel Hempstead: Four day closure.

Summer 2003

Colwich – Cheadle Hulme, via Macclesfield and Stoke: Closed for 17 weeks (Manchester services diverted via Wilmslow).

August Bank Holiday 2003

Euston – Milton Keynes: Closed for 9 days.

Winter 2003/4

Crewe – Cheadle Hulme: Partially closed everyday for 17 weeks (Manchester services diverted via Stoke and Macclesfield).

Winter 2003/4

Crewe – Stafford: Three of four tracks closed off peak, two closed in peak (off peak trains diverted via Kidsgrove).

This should mean that Virgin's tilting trains could run at 125mph in 2004 rather than 2006. Up to 40 minutes will be shaved off the five-hour journey between London and Glasgow by 2006. Half an hour could be cut from the current two and a half hours from London to Manchester.

This is much less than envisaged when it was thought the Pendolinos would run at 140mph by 2005.

The Strategic Rail Authority hopes to publish a draft West Coast strategy, with deadlines, by October 2002.

Thunderbirds

Virgin Trains recently suggested a staff vote to name one of the locomotives acting as a Thunderbird (rescue engine) on the London to Manchester route. Sir Richard Branson believed his adoring minions would name it after him. Instead, the engine's brass plates are now adorned with the title "Scott Tracy".

Overcrowded Trains – Take Out the Seats

French-owned Connex South Eastern is proposing to tackle overcrowding by taking away seats. The company wants to bring in Tube-style carriages with straps and rails for passengers to cling on to. It cannot fit any extra services into rush hour periods.

They are proposing a maximum of 32 seats per carriage, compared to the existing 67, leaving standing room for 180.

Eurostar Update

Eurostar has embarked on a £35m programme to update the eight-year-old service. The company's lounges, rolling stock and uniforms will be redesigned.

Redesigned trains, improving the first-class and premium first-class carriages, with refurbished seats and new lighting, will start rolling out in 12-15 months to coincide with the opening of the first stretch of high-speed track between the Tunnel and Gravesend. New staff uniforms will be unveiled at the beginning of next year. Eurostar also wants to simplify its complex fare structure.

The high-speed line from Gravesend to St. Pancras will be completed in 2007.

Signal Mix-up Sends Train to Wrong City

The following report was seen on Ceefax on 5 August,

“A train bound for Manchester ended up in Coventry after a signalman sent it down the wrong track.

“Virgin Trains said its 09:40 London Euston was accidentally sent onto the wrong line after stopping at Rugby.

“When the mix-up was spotted the train and 300 passengers were re-routed to Manchester arriving 35 minutes late.

“A spokesman said the mistake had not jeopardised passenger safety.”

Mileage Move

On Saturday 10 August your intrepid Membership Secretary (TC) scored a new class for haulage on the Edinburgh / Haymarket “Mileage Move”, beast 87015 on 1M37 14.40 Edinburgh / Birmingham NS (fond memories of Class 26’s & 27’s—even 47/7’s). With most other trains now being of the “plastic” variety TC found solace in “MACTOURS” fleet of open-top Routemasters now resident in the city.

Nameplates

The nameplate from the LMS Class 8P ‘Princess Coronation’ class 4-6-2 6256 (“SIR WILLIAM A. STANIER, F.R.S.”) was sold at an auction in Sheffield on 14 September for a record price of £54,000. The other nameplate is in the National Railway Museum at York.

(See Page 8 for details of other items sold at the auction.)

Specials at Ulceby

by Paul Slater

When I first took photographs at Ulceby, in the 1970s, the junctions were still signalled by semaphores, and the station, although unstaffed, still kept its red brick buildings and its dark blue Eastern Region name boards. The level crossing immediately to the south of the station was by-passed by a temporary bridge, with a severe speed restriction, which took road traffic over the railway.

Later, Ulceby became one of my regular vantage points for watching the South Humberside goods trains. I found it a good place for winter photographic sessions, as a gateway into a field only a few yards from the crossing meant that I could wait in my car, in the warm, until the gates closed and gave me plenty of warning of an approaching train.

The original station has been replaced by a single platform with a bus-stop type of shelter, and the semaphores have been replaced by colour-lights, but the big Great Central signalbox still controls the manually operated gates in the traditional way. There are two junctions at Ulceby; at the south end of the layout the single track from Brocklesby, and north of the station the goods-only line to Immingham diverges from the Barton-on-Humber branch. There are still semaphore signals further along the Barton branch, which has very much the atmosphere of a country railway. The temporary road bridge at Ulceby, over which I can remember driving on my way to evening barn dances at Immingham Civic Centre years ago, was removed when the A180 dual carriageway was opened.

During the winter of 2001/2002 I went twice to Ulceby to see specials. The first was on the second Saturday in December, and was Pathfinder Tours “Chemical Coaster”, advertised as running to Cleethorpes and

Killingholme. Although it was midwinter, it was a sunny day, not too cold, and I hoped the daylight would last long enough for me to see the train.

I headed first for the Killingholme branch, on which I had never yet seen a train. This the goods-only stub of a line which once linked Immingham with Goxhill on the Barton-on-Humber, with intermediate stations at Killingholme and East Halton; it runs parallel with the south bank of the Humber, past waste ground, nature reserves, haulage depots and oil terminals, and is crossed by one public road, two private roads, and a public footpath running alongside a private road. The most northerly crossing is the public road, and I drove down to North Killingholme Haven, now re-developed as the Humber Sea Terminal, passing over the railway at New Inn Crossing. The sun was still shining, and I enjoyed a short walk along the coastal footpath, looking out over the Humber and admiring the ships moored at the Sea Terminal: in the distance I could see the big North Sea Ferries vessels at Hull.

There had been no sign of activity at the railway, but from the shore path I saw, and heard, a 08 running over New Inn Crossing and back towards Immingham; this made me think that a train was indeed due to run over the Killingholme branch, and I went back to my car and drove the few miles to Ulceby, where I parked in my usual gateway near the level crossing.

The first time the gates closed was for a single railcar in the new turquoise Arrival livery on the Barton branch service, but the next time the colour-light indicated a train from the Habrough line which, unlike the railcar, was not signalled on to the Barton branch but was to continue towards Immingham; I guessed that this would be the “Chemical Coaster”, and so it was, the first locomotive-hauled passenger train I had ever seen at Ulceby, a long rake of chocolate and cream carriages with 60014 “Alexandra Fleming” at the front and 56099 at the rear. The light was beginning to fade, but was still adequate for photography; I got two more photos before I left Ulceby, because the gates stayed shut, for 56077 on a coal train and then 56127 on a rake of empty wagons.

I drove off in pursuit of the “Chemical Coaster”. There was no sign of it at New Inn Crossing, but as I returned towards Immingham I saw the long train moving slowly northwards on the Killingholme branch. I parked, and followed the public footpath alongside the private road to Marsh Farm Crossing. I knew that the special would return past this spot, and although the light had almost gone, I was keen to get a photo of a train on the Killingholme branch. Marsh Farm crossing has no gates or barriers, the train would be travelling very slowly, and using flash would be practicable, although I do not usually attempt it except at stations.

I had quite a long wait at Marsh Farm Crossing. The sky turned red behind the refinery chimneys at Killingholme, dusk came down, and the temperature dropped. There had been no one except me to see the “Chemical Coaster” at Ulceby, and there was no one else here either, I had this cold, dark and remote spot to myself. At last a headlight appeared down the track, and the train approached. 56099 stopped just short of Marsh Lane Crossing, sounded its horn, and crept slowly over the road. I got a flash photo, and another one of 6004 bringing up the rear. I saw the “Chemical Coaster” once more, a long string of carriage light in the darkness near Ulceby, where the train seemed to be waiting at a signal.

I was at Ulceby again to see a special on the second Saturday in February. It was another sunny and fairly mild afternoon. I parked in the gateway near the crossing, and this time there were a few other enthusiasts about. The first time the gate closed was for the railcar from Barton-on-Humber, the second time was for 56069 with empty coal wagons, and the third time was for what I had come to see, Hertfordshire Railtours “Humber Meridian”, a rake of green carriages drawn by 67012, the first time I had seen a locomotive of this type in the Immingham area.

The train, due to call next at Cleethorpes, took the single line towards Habrough. Later, I waited at Barnetby, another favourite train-watching place, to see the “Humber Meridian” return westwards. I waited until the light faded, seeing 60010 on an iron-ore train and 66077 with cargowaggon; there was no sign of 67012, and at last I gave up and set off for home. I had enjoyed seeing the specials at Ulceby.

Farewell to the Virgin 47's

by Tony Caddick

As it had been announced that Saturday 20th July would be the final loco-hauled Virgin train through Sheffield I had to make a painful decision, should I cancel my long booked weeks holiday in Blackpool? No, the old Balloons and Brush cars are also under threat, so the previous week I bade my farewell between Doncaster and Sheffield (top mileage) on train 1V67 – 18.40 Newcastle / Bristol –

Mon (8/7) – 47840 “North Star” BR blue
Tue (9/7) – 47805 “Pride of Toton” Virgin
Wed (10/7) – 47840 “North Star”
Thu (11/7) – 47805 “Pride of Toton”

I decided to pay a fond farewell on Thursday so missed Friday's train – as I watched 805 storm out of platform six with the familiar plume of black exhaust I thought that was it. I will leave the last week and the proper farewells to the top Brush men.

I had a decent week weather-wise on the Fylde Coast with the superb open boat cars out most days. The gen kept being relayed via mobile-phone text messages, so I was with 47805 and the rest of the boys in spirit at least as, complete with 3 headboards, 805 worked the last 1E33 10.04 Paignton / Newcastle and 1M69 17.56 Newcastle / Birmingham NS.

The brave new Voyager world was only 2 weeks old when the good old text messages started buzzing again with rumours of more workings. Sure enough Saturday 3rd August saw 47810 “Porterbrook” sampled again from Sheffield to Doncaster on 1Z42 20.00 Birmingham NS / York special working due to engineering chaos.

The following day (Sunday 4th) saw yet another farewell when 47805 and 47810 top and tailed the 1E27 10.35 Birmingham NS / Newcastle and 1M80 16.04 Newcastle / Birmingham NS, both locos taking a turn with the action. In true Virgin Trains style on a very hot day the air conditioning was non-existent in any of the 7 coaches and to be honest I was glad to vacate the train on the return at Sheffield. So, despite my week's holiday away from it all, I had still managed to do the Virgin Trains farewell to Newcastle – or so I thought!!!

Sunday 11th August dawned nice and sunny and on the last day of a North-East Rover I decided to have a decent run to Berwick – 91117 doing the honours. During the journey the good old mobile burst into life again with the gen that train 1S44 10.40 Plymouth / Edinburgh had left Plymouth in the now fashionable top and tail mode with 47805 and 47854. Now on a Sunday there was always a chance that the working could change to a HST at Birmingham but when I arrived back in York and saw the train was 25 late, I thought I was in with a chance. Sure enough, good old 805 eventually appeared from under Holgate Bridge dragging its 120 tonne tail lamp in the shape of 854. Funny how for years the 47's had dragged 7 coaches around the country and then with a few days to go the powers that be suddenly start tagging the equivalent of another four coaches on the back. So, another farewell to Newcastle courtesy of 805 again, this time for good. The final weekend of 47's finally arrived and I had already decided to give the farewell jamboree on the Monday a miss with duo 47840/847 going out in style from Penzance to Birmingham on train 1M56 to Manchester.

However in a final twist of fate I was sat in the “Cask & Cutler” pub in Sheffield on the Sunday evening when, yes – you have guessed it – where would we be without mobile phones. Train 1E38 16.20 Bournemouth / York was just leaving New Street with 47828 doing the business and the inevitable 854 on the rear. Supertram 102 whisked me in its usual efficient manner from Shalesmoor to Sheffield station where just the 12 minutes late the dynamic duo rolled into platform one. With the rest of the Brush Roadshow at or on their way to Penzance, it was wonderful to sit in an almost deserted BSO behind 828 and take in the journey to Doncaster – farewell again!!!

And that looks like being it. Platform 8 at Doncaster with one or two tripods and then away into the night. As I write this, despite rumours of stock held in Derby and Longsight and most of the 47/8's still being on

lease, nothing has worked and barring a catastrophic failure causing the Voyager fleet to be grounded I suspect nothing will. In a supreme irony the last loco-hauled train into Sheffield after all these years is a Midland Mainline working – who would have thought it.

So Mr Branson seems to have kept to his promise of getting rid of loco-hauled Cross Country trains by Monday 19th August but at what cost – just a couple of examples I have seen recently.

Sunday 25th August at Crewe – just before arrival of 1V84 10.03 Glasgow / Penzance arrived (loco-hauled until the previous Sunday) announced full and standing – came into platform 5 with 220xxx and passengers literally fell out when the doors opened – not a pretty sight.

The following day at Stafford - train 1V50 08.40 Glasgow / Penzance (again loco-hauled until the bitter end) announced full and standing leaving Stoke-on-Trent – 221102 trying to imitate a 7-coach train. As there plainly are not enough Voyager units available to double-up on these busy trains, would it not have been better to make the change at the end of the Summer timetable?

I will let members make their own minds up about the new Voyager units. From a personal point of view, the speed and acceleration is certainly impressive, but I find them claustrophobic, noisy when idling and especially under power. You cannot get away from the fact that you are travelling on a DMU and the engine noise seems more intrusive than one of the contemporary FNW Class 175 units.

Whilst accepting that the class 47/86 hauled Mk II stock is probably passed its sell by date, I do not think the new units stand comparison with the HST stock which, if maintained properly, has years of life left. The ambience and roominess of a Mk III coach is a clear winner as far as I am concerned but as I say – sample the new Voyagers yourself and make your own mind up.

So, farewell to the ‘Eights’, sometimes late, often temperamental (especially 826), they probably should have been superseded a few years ago but to the bitter end were still being worked harder than ever. Not everyone’s favourites I know but in the brave new glitzy plastic world they will be missed.

With special thanks to Chris Theaker, BoBo and Peter Marsh for the text messages and to 47805 for working tirelessly during the above period.

Virgin Drive Them Away

by Chris Tyas

Friday 7th of June

I caught the 23.33 Virgin train to Birmingham New Street, we arrived spot on time at 01.16 so there was just half an hour to wait for the 01.47 to Paignton or so I thought, it was now after 2 o’clock and the TV screens were still showing it on time.

The only announcements were to say that New Street station was a no smoking station and that the station was being covered by CCTV. Not a lot of help when you are trying to find out where your train is. We finally got some information from the Virgin office on the station concourse that the train had just left Manchester. We were given a £3 voucher to get a drink from the Upper Crust that was opened up especially by the cleaners for us.

The TV screens were now showing the train was expected at 03.35 on platform 7, so everyone went down onto the platform, and then at 03.40 in rolled the train on platform 8.

Still there were no announcements about the change of platform but at least we had some idea what was happening but the normals were still waiting on platform 7, so I thought to mention it to the conductor / train manager and an announcement was finally made, and we managed to get away at 03.52. The most annoying thing was that we managed to arrive on time in Paignton owing to the train being booked to sit for so long at Bristol and Exeter.

Sunday 9th of June

I arrived at Taunton station at 15.40 to catch the 15.53 First Great Western service to Paddington. It arrived on time and was full and standing so I decided to wait another six minutes for the Virgin train to Newcastle, even though it would take me an hour longer to get home than it would have done via London, owing to a booked diversion via Nuneaton.

The train arrived spot on time. I was stood at the west end of the station to get the rear power car and the standard class was at the front, so I boarded the train at the buffet and walked through to coach A. There was no more than 30 people on the train with only coach C with any seat reservations, coach B the quiet coach was definitely quiet there was nobody in it, coach A only had one other occupant and at no time between Taunton and Doncaster was there anymore than six people in it.

So, it looks like the plan to drive passengers off the trains so the new voyagers don't get overloaded is finally working. Finally, I don't think my imagination is getting the better of me, but I can't remember the last time I travelled on a long distance journey where the train was so empty, it didn't even fill up at the dreaded Birmingham New Street.

Pennine Observers Notes

Eastern Region

Recent sightings at Lincoln have been:

Jul 3 66546 on coal train
Jul 8 66067 on coal train
Jul 9 66089 on coal train
Jul 10 66241 on coal train
Jul 12 66221 on coal train
Aug 1 66232 on coal train
Aug 12 66231 on coal train
Aug 13 66036, 66209 and 66210 on coal trains
Aug 15 56113 and 66155 on coal trains
Aug 16 66019 on coal train
Aug 20 66023 and 66234 on coal trains
Aug 21 66022, 66056 and 66249 on coal trains
Aug 27 56091 on oil train.

Noted at Eaton Lane Crossing on 3 July was 67011 on a parcels train. At the same location on 16 July were 66229 on goods train and 67009 on parcels train. Also at the same location on 24 July were 66178 on cargowaggon train, 66180 on goods train, 66534 on freightliner and 67009 on parcels train.

Seen at Ulceby on 17 July were 56065, 66121 and 66523 on coal trains and 66048 on oil train.

Also on the same day at Barnetby were 56027 on a cargowaggon train, 56051, 56090, 66239 and 6547 on coal trains, 60013 and 60021 on iron-ore trains, 60022 and 6072 on oil trains and 66119 on a mixed goods train.

Noted in the Barnetby area on 26 July between 16.30 and 19.40 were (in order) 56080, 60057, 60092, 56070, 56041, 56065, 60087, 60038, 66147, 66523, 66511, 56072, 56060, 56083, 60038, 60087, 66052, 56072, 60020, 66606 and 66546.

Noted at Thornaby Depot and the surrounding yards on 16 August were 56074, 56037, 60044, 60034, 60030, 60075, 08655, 37139, 37055, 37515, 37672, 37673, 37680, 56081, 56070, 56127, 56039, 56055,

56114, 60076, 60035, 60087, 60080, 56067, 56059, 08813, 08506, 37683, 37692, 37677, 37510, 37676, 56085 and 56108.

At Immingham Depot on 17 August were 37905, 56019, 56021, 56045, 56052, 56079, 56089, 56109, 56128, 60021, 66069 and 66174.

Noted in the Barnetby area on 23 August between 10.00 and 16.45 were (in order) 56062, 66140, 60095, 66153, 60086, 56099, 56115, 56113, 56088, 60086, 66224, 66511, 56062, 60095, 56099, 60074, 56027, 60086, 66544, 66602, 66550, 66172, 56113, 60095, 56115, 56091, 66049 + 56006, 56027, 60097 and 60086.

Seen at York on 28 August were 47799 on "Northern Belle", 47736 + 47789 on Serco test train, 67026 + 90039 on parcels train and 66183 on coal train.

Western Region

Locos seen working in Devon on Saturday 1 June were:

47847	1C05 07.00 Bristol / Paignton
47828	1S66 08.48 Paignton / Edinburgh
47843	1V35 06.05 Derby / Paignton
47847	1E33 09.55 Paignton / Newcastle
47811	1A45 08.17 Penzance / Paddington
47831	1M56 08.48 Penzance / Manchester
47848	1V37 06.08 Preston / Paignton
47848	1M31 13.00 Paignton / Manchester
47806	1V43 08.05 Liverpool / Paignton
47741	1V45 09.15 Manchester / Paignton
47806	1M38 15.08 Paignton / Preston
47854	1V50 08.40 Glasgow / Paignton
47733	1V47 07.10 Edinburgh / Plymouth HST (dragged 43160/098 between Exeter St. Davids and Plymouth)
47832	1C56 16.33 Paddington / Plymouth

Next year will see all trains in Devon such as these worked by HST's or Voyagers – ENJOY!!!

Seen at Bristol Parkway on 25 June were 66603, 66156, 66223, 67008, 67003, 60064 and 66239.

Locos seen working on 12 July were:

47816	12.33 Paddington / Plymouth
47813	16.38 Plymouth / Paddington
47810	08.40 Glasgow / Penzance
47811	16.15 Paddington / Plymouth
47830	22.00 Penzance / Paddington sleeper

Noted at Westbury on 19 July were 66008, 66235, 31190, 58021, 58045, 31602 and 59102. On the same day, 47737 was the Newton Abbot thunderbird.

Locos seen working on 23 July were:

47816	12.33 Paddington / Plymouth
47848	11.15 Manchester Picc. / Bristol TM
47851	08.46 Penzance / Manchester Picc.
47840	08.40 Glasgow / Penzance
47815	22.00 Penzance / Paddington sleeper

Seen at Didcot on 24 July were 66125, 66158, 66240, 37694, 37042, 08711 and 66187 with a rake of Virgin coaches. 47828 was on the 06.00 Paddington / Manchester Picc.

Locos seen working on 13 August were:

47840 06.00 Paddington / Manchester Picc.

47840 11.15 Manchester Picc. / Bristol TM

47805 08.40 Glasgow / Penzance

47813 22.00 Penzance / Paddington sleeper

All the following were seen on 14 August at various locations in the Western Region: Didcot – 66022, 66248, 66234, 66031, 37216, 37042, 37670, 60005 and 37109 Newport – 60082, 66144, 66219, 66024, 66250, 66175 and 66043 Cardiff – 37402, 67006, 67013, 67025, 47793 and 60048

On the same day, 37418 worked the 10.35 Cardiff / Fishguard Harbour and 13.35 Fishguard / Rhymney.

Midland Region

The following were noted working in the North West on 6 July:

47840 11.15 Manchester / Bristol

86214 09.00 Paignton / Edinburgh

47772 13.35 Holyhead / Euston (to Crewe)

87001 same train from Crewe

47727 14.02 Holyhead / Birmingham NS

86206 13.03 Paignton / Newcastle

And on 13 July:

86244 08.00 Birmingham NS / Manchester

86236 09.15 Manchester / Paignton (DVT set with 47831 dead on rear)

47812 06.00 Paddington / Manchester

47812 11.15 Manchester / Bristol

47847 08.40 Glasgow / Paignton

On 19 July, 47709 was noted on the 09.28 Nottingham / St. Pancras and 47488 on 17.25 St Pancras / Sheffield. Four days later 47709 was on the 09.28 service again but this time 47703 was on the 17.25 to Sheffield. On the following day (24), 47709 was on the 17.25 service.

The following were noted working in and out of Manchester on 27 July:

47854 11.15 Manchester / Paignton

87022 11.26 Manchester / Euston

87020 09.35 Manchester / Euston

90003 14.26 Manchester / Euston

86259 14.35 Manchester / Stafford shuttle

90013 16.26 Manchester / Euston

90004 13.40 Euston / Manchester

90002 18.26 Manchester / Euston

87022 15.30 Euston / Manchester

101678 18.02 Manchester / Stoke

On the same day, gleaming “ex works” Virgin Thunderbird 57301 “Scott Tracy” was observed on Longsight.

On Sunday 25 August, the 09.08 Liverpool / Milton Keynes was terminated at Winsford after the DVT hit a cow. The train was observed at Crewe having been rescued by Thunderbird 47758 with train engine 87023 still providing braking at the rear.

Also noted on the same day was EWS liveried 86261 working the 09.20 Milton Keynes / Liverpool and 14.10 Liverpool / Milton Keynes, and 60041 / 60045 and 66217 / 66011 top and tailing large engineering trains.

Scottish Region

Noted at Motherwell on 20 July were 66171, 66101, 66099, 67024, 47793, 47763, 60078, 67028, 37410, 37423, 37054, 37411, 37428, 37429, 37430 and 37427.

Cross Country Services

Locos seen on the 12.10 Bristol TM/Newcastle and 18.40 return have been 47817 (June 12), 47841 (June 14 and July 16), 47741 (June 19), 47818 (June 21) and 47848 (June 25). 47829 worked the 12.10 to Birmingham on 9 July and then 47805 worked the rest of the diagram.

Locos seen working on 25 June were:

47829 06.00 Paddington / Manchester Picc.

47854 08.46 Penzance / Manchester Picc.

47818 09.13 Liverpool / Plymouth

47781 08.40 Glasgow / Penzance (worked throughout and arrived at Penzance 1.5 hours late)

On 19 July 47481 worked the 15.50 Plymouth / Manchester Picc. (the last scheduled loco hauled on this service).

Due to a fatality at the through platforms at Piccadilly early in the morning of Saturday 3 August the 10.06 Stafford / Edinburgh (1S54 – normally a Voyager) was worked in top/tail formation by “police car” 47829 and “BR blue” 47840 “North Star. However much to the annoyance of your correspondent (TC) it was not allowed to stop!!!

The final summer Saturday of Virgin loco-hauled trains (17 August), saw top/tail 47818/843 blast out of Piccadilly for the last time on 1V50 – 11.15 Manchester / Paignton via Nuneaton. The following Saturday the brave new world was observed on 1V50 in the shape of 221129.

Railtours and Charter Trains

Locos used by Pathfinder Tours have been:

June 8 (“The Post Festive Freighter”) 37798/37670 and 37042/37372 July 19/20 (“The Ayr Receder”) 58024, 92002, 56069, 37667, 37682, 20313 and 20314 Aug 26 (“The Bone Breaker”) 58033 and 58045

On 14 June, 47746 worked a SRPS charter from Kirkcaldy to Leeds and 67003 and 67018 worked a Nenta charter from Norwich to Newcastle. Locos used by Hertfordshire Tours have been:

July 6 (Kings Cross to Newcastle) 90029

July 11 (York – Scarborough to Kings Cross) 60800

July 13 (“The Flower Arranger”) 92022, 37248, 58024 and 56007

Sep 1 (The Bone Idol”) 58024 and 58020 (last Class 58 hauled railtour)

Locos used on Past Time’s “Spinning State II” tour on 22 June were 92004, 67018, 56090, 60013, 66702 and 58042.

Noted at Temple Hirst Junction on 20 July was steam locomotive 60009 “Union of South Africa” on a Scarborough – Kings Cross special.

Preserved Railways

Locos working at the Llangollen Railway on 16 June were 4141 and 44806 “Magpie”, with 13265 shunting the stock at Llangollen.

Locos used at the East Lancs Railway Diesel Gala on 6/7 July were 40135, D9016, 33201, D1023, 45060, D6700, D345, D832, D1041, 45135, 47270, 66510, 47289 and 66508.

Locos used at the Barrow Hill Steam Gala on 13 July were 813, 1163 “Whitehead”, 7754, 41312, 41708 and 68088.

Locos used for the Keighley and Worth Valley Railway Diesel Gala on 3/4 August were home locos D226, D8031 and 25059 and visiting locos 20303, 20308 and 33025 (DRS), 56088 (EWS) and 33201, 37190, 50007 and 47401 (MRC). 47401 only managed about 100 yards before it failed on the Saturday, with a generator problem. Steam loco 52044 was used on a shuttle between Keighley and Ingrow West.

Ireland

Noted in Dublin on 18 June were:

227 “River Laune” on “Enterprise” express from Belfast

078 on train from Sligo and 083, 226 “River Suir” and 233 “River Clare” on other passenger trains

232 “River Cumberagh” on chemicals train

141 pilot at Connolly Station

071 and 073 on Connolly shed

210 “River Erne” light engine at Connolly station

072 and 168 light engines at Pearse station

Seen at Greystones on 27 June were 072 on Dublin – Arklow service and 083 on Dublin – Rosslare service.

Preserved locomotives seen in Ireland were:

Jun 19 narrow-gauge “Dinmor” and “Dromod” (steam) at Dromod Jun 20 narrow gauge steam “Drumboe” at Donegal

Jun 25 A55 at Hells’ Kitchen, Castlerea

Pennine Quiz No. 110

A Touch of the Irish (Paul Slater)

1. What was the cause of the accident at Owencarrow on 30 January 1925?
2. What was the former name of Connolly station in Dublin?
3. What colour were the locomotives of the County Donegal Railways?
4. What is unique about the trains of the Dublin Area Rapid Transit?
5. What was the name of the main Irish locomotive works in the western suburbs of Dublin?
6. What was the former name of Pearse station in Dublin?
7. What colour were the locomotives of the Great Northern Railway of Ireland?
8. Where was the main depot and works of the Cavan & Leitrim Railway?
9. Why did the severe winter of 1947 in Great Britain cause problems for Irish railways?
10. What caused disruption to Irish railways in the period 1920-1922?
11. What was the former name of Heuston station in Dublin?
12. What is the English translation of the nickname of the restored stretch of the County Donegal Railways at Fintown?
13. What was the number of the Irish diesel locomotive displayed at Old Oak Common in August 2000?
14. Where do trains from Dublin to Rosslare run along a street?
15. In which city in south-west Ireland did trains formerly run along a street between the two main stations?

16. Where does the Ballina branch diverge from the Westport line?
17. Which two towns in County Kerry were once linked by a monorail?
18. Where is the western extremity of the restored Tralee & Dingle Railway?
19. Which is the nearest town to Limerick Junction station?
20. Where is the West Cork Model Railway Village?
21. Where was the headquarters of the Sligo, Leitrim & Northern Counties Railway?
22. Name preserved Great Northern of Ireland 4-4-0 no. 171.
23. Name preserved Great Northern of Ireland 4-4-0 no. 85.
24. Where was the destination of the train in Percy French's comic poem "Are ye right there, Michael"?
25. What is carried by the numerous narrow-gauge lines of Bord na Mona?

Pennine Quiz No. 109

Answers

1. 23.07.1973
2. 1906
3. Between Northampton and Wolverton
4. 1m 82 yards
5. Cambridge
6. 12.05.1980
7. 708 feet
8. Ann Cryer MP
9. Inverness and Kyle of Lochalsh line
10. 2 ½ miles
11. Keith and Dufftown Railway
12. 8F 48773
13. Mrs Fiona Chapman (High Sheriff of Bedfordshire)
14. Shipley
15. 28.11.1988
16. London Marylebone Station
17. 1957
18. 1899
19. W G Craig
20. Crief Junction
21. 1954
22. Marlborough, Wiltshire
23. London Paddington to Cardiff
24. Exeter Central
25. 1957

Pennine Quiz No. 109

The Winners

1st Ken King

2nd Paul Slater

Only two entries received, congratulations to both of you.

Pennine Meetings 2002/3

All meetings are held at the Salutation Inn, South Parade, Doncaster starting at 20.00 on 1st and 3rd Wednesday of each month.

- 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.
- 4th December 2002.** Members Slide Night.
- 18th December 2002.** Pennine Shield Final.

2003

SUNDAY 12th JANUARY 2003. ANNUAL GENERAL MEETING At the Salutation Inn, Doncaster.

Wednesday 15th January 2003. Glynn Gossan

Wednesday 5th February 2003. Tim Bartlett “Timbo’s Travels”

Pennine Shield 2002

- Round One** 28th November 2002. At Dore Loco Society
- Round Two** 4th December 2002. At SYRPC Club 197, Sheffield University
- Final** 18th December 2002. At Pennine Railway Society, Salutation Inn, Doncaster.

Sheffield Auction

Other items sold at the auction in Sheffield on 14 September included:

Nameplate “HUNTINGDONSHIRE” carried by the LNER Class D49 ‘Shire’ 4-4-0, LNER 322 (£16,000)

Nameplate “THE GREEN HOWARDS” carried by British Railways Type 5 ‘Deltic’ 55008 (£25,000)

A brass nameplate crest carried by ‘Deltic’ 55004 “QUEEN’S OWN HIGHLANDER” (£10,000)

A Southern Railway circular brass smokebox roundel “SOUTHERN 1947” as carried by the ‘Battle of Britain’ class 4-6-2 21C167 “TANGMERE” (£15,400)

Nameplate “E TOOTAL BROADHURST” carried by the LMS Class 5xP ‘Patriot’ 4-6-0, LMS 5935 (£14,200)

Nameplate “KNIGHT OF THE THISTLE” carried by GWR ‘4000 Star’ Class 4-6-0 4012 (£26,200)

A GWR brass cabside numberplate from “4012” (£5,100)

Robin’s Review No 18.

The last 17 Robin’s reviews have looked at all the magazines generally available to the general railway enthusiast, all of which are freely available at newsagents or good transport/railway bookshops. I have deliberately not included railway modelling magazines or those dedicated solely to light rail. The aforementioned do not belong in this series of articles. Also I have not included society and professional

magazines but watch this space as other society and professional railway magazines are read by members of The Pennine Railway Society.

I thought for this edition we would just take a breather and list the 17 magazines reviewed along with cover price, subscription price and where available, web site address.

Title	Price	Subscription (12 issues)	Web site
1 Steam World	£3.10	£35.00	
2 British Railways Illustrated	£3.25	£35.88	www.irwellpress.co.uk
3 Steam Days	£3.30	£38.50	www.steamdays.co.uk
4 Back Track	£3.20	£38.40	www.AtlanticPublishers.com
5 Railway Magazine	£3.05	£36.60	www.railwaymagazine.co.uk
6 Railway World	£3.10	£37.20	www.railwayworld.com
7 Today's Railways	£3.20	£38.40	
8 Modern Railways	£3.10	£37.20	www.modern-railways.com
9 Traction	£3.20	£38.40	www.traction.co.uk
10 Rail Express	£2.95	£35.40	
11 Rail	£2.40	£31.20*	www.emap.com
12 Heritage Rail	£2.95	£30.00	www.heritagerrail.co.uk
13 Steam Railway	£3.10	£38.35	www.emap.com
14 Great Western RJ	£3.75	£15.00+	
15 Locomotives Illustrated	£3.20	£19.20=	
16 British Railway Journal	£3.75	£15.00+	
17 Entrain	£3.10	£37.20	

* Rail is published fortnightly the subscription quoted is for six months.

+ GWRJ and BRJ are published four times a year.

= Locomotives Illustrated is published six times a year.

The latest circulation figures I have received are as follows: -

Steam Railway 35,255

Rail 34,269

Acknowledgements

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

Next Issue

The Winter 2002 issue of **Trans Pennine** is due for publication on 18th December 2002. Would contributors please let the coordinator have their information by **Friday 6th**

December – THANK YOU.

