

TRANS PENNINE

The Magazine
of the
Pennine Railway Society



No. 124 - Summer 2003

Committee Briefs

Wanted

Our Treasurer, John Sanderson, has a complete set of Trans Pennine magazines, except for No. 1, which he gave away years ago.

If anyone has a copy of this magazine, John would welcome a photocopy being sent to him. Any cost incurred will be reimbursed.

30th Anniversary

The Pennine Railway Society will celebrate its 30th Anniversary in 2004. The Committee is meeting regularly to plan for this historic event. Details of plans for 2004 will appear in the magazine.

Last Post

The Mail Rail is being axed after 76 years. The Royal Mail says it is no longer economical to ferry post across London on 23 miles of underground track. The annual cargo of 4 million bags will be shifted to the road. Seventy-six staff operate the 36 miniature trains which run 18 hours a day on a double track, 70ft below the streets between Paddington and Whitechapel. There are no signals, conductors, drivers or passengers.

Transport for London is obliged to keep it operative and must safeguard the tunnels. The Greater London Authority is holding an enquiry into the future of the track built in the 1860s and used in the First World War to conceal art treasures.

Second Class Sandwiches

If you are using the buffet car on Virgin Trains and travelling standard class, you should note that you will not be able to purchase any sandwich in a blue packaged box.

These are reserved for first class passengers, standard class passengers may only purchase sandwiches which come in a bright red box.

Virgin Trains say that the colour-coding of the sandwich wrappers is for "accountancy and allocation" reasons. First class passengers are entitled to a pre-paid food package.

Slow Track to Express Handout

South Central is to have its taxpayers' subsidy doubled without having to match the punctuality of the old state-owned service. Its new franchise runs until December 2009 by which time it must operate 89.5% of trains on time. For 8 years before privatisation, Network SouthEast ran 90% on time.

The operator, run by Anglo-French group Govia, will receive almost £100m subsidy a year, up from £50m.

Briefs

- A further £10m is to be spent on the Settle and Carlisle line. The line will be closed between Appleby and Settle from 28 September – 4 October and between Appleby and Garsdale from 5 – 11 October.
- GNER has taken delivery of the last of the 31 Class 91s to be overhauled.
- The joint venture between Serco and Dutch Railways has been selected as preferred bidder to run Merseyrail Electrics.
- Existing operator First Great Eastern has been dropped from the bidding for the new Greater Anglia franchise.

- First Group, Arriva Trains, Eurailco UK (a consortium of French companies Transdev and RATP Développement), GB Railways and a joint bid from Serco Rail and Netherlands Railways are the 5 parties to submit detailed bids for the new Northern franchise.
- EWS is recruiting 182 new drivers to meet increasing demand. It currently runs more than 8,000 trains a week.
- c2c's Class 312s are gone, replaced with Class 357 Electrostars.
- 25 minutes will be saved on London – Paris Eurostars from autumn 2003 with the opening of the first part of the new high speed link from the Tunnel to London. Journey time will be 2h 35mins.

Front Cover

The photo on the front cover was the winning entry in the Members Slide Competition held on 5th March 2003. Robert Hay took the winning slide on 4th August 2002 and it shows 37401 at Dalrigh (near Tyndrum Lower) on 1H90 14.07 Edinburgh – Taynult.

Pennine Slide Quiz

Many thanks to Tony Smith for the time and hard work he must have spent producing, once again, an excellent quiz.

The result of the slide quiz, held on 7th May was:

- 1st – Tony Caddick
- 2nd – Glenn Williamson
- 3rd – Paul Sutton

Congratulations to all the winners and hopefully we will get more of the same from Tony Smith next year (perhaps a little easier to give other people a chance!!!).

Nene Valley Railway

The society's trip to the Nene Valley Railway will be held on Saturday 20th September. If you wish to go on the trip could you please return the booking form attached to the back of this magazine to Chris Tyas before 6th August.

The Plant 150

To celebrate the 150th Anniversary of the opening of Doncaster Plant Works, Wabtec Rail Limited in partnership with Doncaster Metropolitan Borough Council and the National Railway Museum are holding a historic Open Weekend at the Plant on Saturday 26th and Sunday 27th July 2003.

The Plant has been the birthplace of 2,500 locomotives and thousands of carriages and wagons. Many famous Doncaster built locomotives including 'Flying Scotsman' and world speed record holder 'Mallard' will be returning to The Plant for the Open Weekend.

The Pennine Railway Society is hoping to have a photographic display at the event. For the latest news visit www.wabtecrail.co.uk.

Barrow Hill

A special thanks to Mervyn Allcock for sending me the article on how the Barrow Hill Roundhouse was saved (see next page). Mervyn is the Project Manager of the Barrow Hill Engine Shed Society.

The Story of Barrow Hill Roundhouse Railway Centre

Mervyn Allcock



Barrow Hill Roundhouse Railway Centre is Britain's last surviving operational railway Roundhouse.

Building commenced in July 1869 and was completed in November 1870. The contractor was J.E.Hall and the final cost was £16,445 pounds 4shillings and 9pence.

It was built to house the locomotives that worked in the local iron and steel works and grew to be a major contributor to the local economy. Throughout the late 19th century and early 20th century the importance of Barrow Hill Roundhouse continued to grow. It was not until the late 1960's, when rail traffic started to decline, that the Roundhouse began to lessen in importance. Steadily through the 1970's and 1980's it was used less and less until it was finally closed by British Rail in February 1991.

As a child I used to regularly cycle from my home at Inkersall to visit the Roundhouse at Barrow Hill (train spotting expeditions!). In 1989, by then in my early twenties, I read an article in Steam Railway by Paul Smith, which predicted the closure and probable demolition of the Roundhouse. I decided I couldn't allow this to happen to my childhood railway depot and so formed the Barrow Hill Engine Shed Action Group later to become a society (known as BHES). Little did I know exactly what was involved!

I was joined by several other likeminded people and our first aim was to prevent the demolition of the building. After successfully lobbying the Chesterfield Borough Council the building was given a preservation order, which prevented its demolition. This order was placed 48 hours before demolition was due! The building was later granted Grade 2 listed status by the Department of the Environment.

After securing its future our next aim was to raise the profile of the project locally and nationally as well as raising capital to reopen the building as a railway centre. This stage of the process was to take over six years during which time the building was heavily vandalised. The roof was stripped, the windows smashed, track stolen and if the vandals were not enough, nature slowly took a hold until most of the site was covered with young silver birch trees and weeds.

With the enormous help of Chesterfield Borough Council funding was finally secured (ERDF, SRB, Transport Trust, CBC, Nth Derbyshire TEC, Derbyshire County Council and others all contributed) and the building and land was finally purchased from British Rail on the 20th of December 1996. Work then commenced to re-roof, re-glaze and re-wire the building as well as replacing the trackwork and clearing the weeds and rubbish. All this work was done by a very committed band of volunteers as well as contractors.

By the beginning of 1998 most of the initial work had been completed. It was then we were able to advertise in the national railway press that the roundhouse was open for business and that we were seeking locomotive owners to base their collections at Barrow Hill.

In July 1998, before the first owners had arrived, it was decided to hold an open day to promote the Roundhouse. With the help of Geoff Silcock (a well known photographer and photographic charter operator) we hired in four working steam locomotives and for the first time in over thirty-five years the Roundhouse reverberated to the sound of steam again. It is worth noting that the first steam locomotive back in the Roundhouse in 1998 was the Johnson half-cab 41708 which had spent most of its working life at Barrow Hill during the early part of the twentieth century!

Now five years on we have held many successful open days and have enhanced the facilities at Barrow Hill Roundhouse considerably. There is now a platform and running line as well as the addition of many sidings. Several existing features have been restored as well as many new features added. There are also now over sixty Steam, Diesel and Electric locomotives at Barrow Hill plus numerous wagons and coaches.

Each year we hold a Steam Gala in July and a Diesel Gala in October both of which are becoming extremely popular. We also open in the winter for Santa steam trains. The galas always feature visiting locomotives as well as trade stands, train rides, catering and a free bus service from Chesterfield Railway Station operated by a local bus preservation group. The atmosphere in the Roundhouse is fantastic particularly when full of steam.

Now the railway centre is firmly established I am looking forward to further enhancements over the next few years which will include the Deltic Depot (built by the Deltic Preservation Society), extension up the Springwell Branch, Diesel maintenance sheds, station run-round, platform enhancements, installation of a number of replica smoke hoods, purchase of a signal box and the rebuilding of the coaling stage.

Finally I would like to thank all the committed individual volunteers, my fellow committee and management colleagues, the Chesterfield Borough Council and all the other organisations that have helped make my dream of Saving a Roundhouse become a reality - Thank You.

Forthcoming Events at Barrow Hill

5/6 July - Model Engineering Gala - this will involve all gauges of models as well as three large GWR locomotives, including Foxcote Manor.

12/13 July – Steam Gala weekend - this involves 7 GWR locomotives including the three above. Also this event will mark the re-opening of the Springwell Branch as well as the re-instatement of the Smokehoods. It is planned that the event will be opened by Pete Waterman. Train rides will operate all day and there will be trade stands etc.

Voyaging Around Yorkshire

By Paul Slater

I saw my first Voyagers on test runs at York in the summer of 2001, and at the beginning of 2002 I began to see them in regular service. I noticed that some trains were always operated by Voyagers, and I decided that I would have a ride on one.

My first journey on a Voyager was on a Bristol-Newcastle service; I boarded it at Sheffield and alighted at the next stop, Doncaster. It was only a short run, but was enough to give me a sense of what a ride on one of these trains was like. The interior, like the scarlet-and-silver outside, was very bright and smart and modern, and the speed and acceleration were impressive. During the summer months the Voyagers had suffered from overcrowding, but there were plenty of seats spare in the one I travelled on, 221108 “Sir Ernest Shackleton”. I watched to see if it would tilt, but although it took the curves past Rotherham at speed, it did not appear to behave in any unconventional fashion, and the sharp curve between Swinton and Mexborough was taken very sedately; later, I learned that only one section of line had been passed for tilting, and it was nowhere near South Yorkshire.

When the full service of Voyagers was introduced, I began to see many more of the new trains. At Fenwick Crossing, north of Doncaster, I took a friend to see them as they sped across the flat countryside on an autumn afternoon. At Swinton I first saw a train or locomotive with a name in Cornish, as the nameplate of 220029 “Cornish Voyager” also gives it in that language, “Vyajer Kernewek”. At Meadowhall, among the

crowd of home going Saturday shoppers, I was jeered at by youths as I photographed Voyagers speeding through, headlamps blazing in the dusk. At Doncaster, on a dismal wet November afternoon, I tried my camera in available-light conditions, using the light from the darkening sky and the platform lamps and the Voyagers' headlamps, and was pleased with the results.

My second ride on a Voyager was from Doncaster to York; the train was 221113 "Sir Walter Raleigh", one of the very few Voyagers to have a name which was once carried by a steam locomotive – in this case, Southern Region "Lord Nelson" 4-6-0 no. 30852. It was a day of intermittent heavy rain, and the countryside looked wintry and waterlogged. It was a month before Christmas and the dark would come down early, so I did not visit the National Railway Museum or explore the streets of York, but stayed on the station, seeing several more Voyagers, before returning to Doncaster as the sun set. My journey back was in one of the shortened Inter-City 125 trains operated by Virgin, which seemed very spacious and old-fashioned after the Voyager, I really enjoyed the journey, looking out at the familiar countryside now dramatically lit by the winter sunset.

On a dark, dismal Saturday in December, when it never really got light, I travelled as far as Leeds, changing trains at Wakefield. In the deepening gloom I rode into Leeds on a Virgin Inter -City 125 bound for Dundee; it was crowded with young people and their luggage, presumably students going home for Christmas, and it reminded me of the long journeys I had made, in an earlier generation of diesel- powered expresses, in the days before I bought a car. The Dundee HST was running very late, and so was the train on which I returned to Wakefield, 220032 "Grampian Voyager" on an Aberdeen-Cardiff service. It was crowded, but after taking a photograph of it under the high roof at the newly- rebuilt Leeds station, and struggling with an internal door which I did not realise had to be opened by pressing a lighted button, I managed to get an aisle seat. It was the first time I had been in a Voyager after dark, and I thought that the interior looked very bright and modern and welcoming, with many spotlights and computerised displays. The window seat was reserved, but when the conductor apologised over the public-address system for the lateness of the train and said that the reservations were invalid, passengers should sit wherever they could, I changed seats. By the window, I no longer had such a good view of the interior of the carriage and my fellow-passengers, but I could see better outside. The train was hurrying out of the city, the engines quite loud on the gradient; I looked out at the dark roads, remembered when I had lived in Leeds in the late 1960s, and enjoyed seeing familiar places from the bright new train as it sped along. I got another photograph of "Grampian Voyager", rain showing clearly in the brilliant headlamp beam.

Soon after the New Year, on a Wednesday when I had a day's holiday from work, I travelled for the first time in a Voyager over the former Swinton & Knottingley Joint line. The train was 221122 "Doctor Who"; I boarded it at Sheffield, and alighted at Wakefield. It was running late. The day was bitterly cold and snow was lying in our garden and in the street outside our house when I left that morning. I enjoyed the speed round the curves at Rotherham and at the site of Wath Road Junction; the sun came out, illuminating the interior of the carriage with a fiery golden light. Outside, the winter landscape, patched and streaked with snow, looked really beautiful. "Doctor Who" took me past two of my regular locations for railway photography on that line, the stations at Swinton and Moorthorpe. I hoped to get another Voyager back to Sheffield, but an incident near Darlington meant that all southbound long-distance trains through Wakefield were delayed, and I returned on an all-stations Pacer.

The following Wednesday, I travelled for the first time in a Voyager over the Midland main line south from Sheffield. I rode on 221104 "Sir John Franklin" on a Dundee -Cardiff service as far as the first stop, Chesterfield, once I had extricated myself from the sliding door which had closed on me as I boarded the train at Sheffield. It was the first time for several years that I had travelled between Sheffield and Chesterfield; it was a pleasant run in the winter sunshine, up the long gradient through the southern suburbs of Sheffield, through a tunnel, then downhill through attractive scenery past Dronfield, Unstone and Sheepbridge. At Chesterfield I did some photography at the station, and then walked up into the town centre to get some views of the famous crooked spire before returning to Sheffield in fading light on board 221125 "Henry the Navigator", running late on a Bristol-Dundee service.

A few days later, I travelled again from Doncaster to York. The train this time was 221138 "Thor Heyerdahl" on a service from Cardiff terminating at York because of work on the East Coast Main Line further north. I looked at the explanatory plaque about its namesake which all Super Voyagers carry, and remembered reading Heyerdahl's "The Kon Tiki Expedition" for English O-levels back in the 1950s, one of the more enjoyable of my school set books. After watching trains from the south terminating at York, I returned to

Doncaster on “Thor Heyerdahl” while it was still light. The Super Voyager was heading for Bristol; I twice changed my seat when the display lit up to show a reservation, but when I realised that every seat on the train was showing a reservation from Newcastle, whereas the train started at York and was three-quarters empty, I decided to stay put.

In February I travelled from Sheffield to Derby, breaking my journey at Chesterfield and using Midland Mainline HST's as well as Voyagers. It was another sunny but very cold day, with a little snow lying; the hilly countryside on the eastern edge of the Peak District looked very attractive, and it was another enjoyable journey. From Chesterfield to Derby I rode on 221127 “Wright Brothers” on a Dundee-Cardiff service, and from Chesterfield back to Sheffield on 221122 “Doctor Who” again. I passed another of my one-time regular train-watching locations, Clay Cross.

The Voyagers were now beginning to lose their novelty, but I made a point of riding on one from Doncaster to York on a Saturday when I hoped to see Hertfordshire Rail Tours “Crown and Sceptre” charter. It was another sunny, cold day, good for photography both at York station and in the historic city centre, and the train I travelled on from Doncaster was 221102 “John Cabot”. The “Crown and Sceptre” arrived in the twilight, and once I had photographed its three locomotives I decided not to wait for a Voyager back to Doncaster, but I travelled on the first available train, a GNER express propelled by a 91.

These short winter excursions had given me an opportunity to sample Voyagers on a variety of local routes, and I had enjoyed using the new trains to see familiar places or ride on lines I had not recently travelled. My initial impression of the Voyagers is that they are bright, modern and fast, but not without problems concerning timekeeping and reservations; they seem much less spacious than HST's, but are not at all uncomfortable on short journeys. In months to come I may use them for longer trips.

Didn't we have a lovely time the day we went to Brighton via Cardiff?

By Chris Tyas

Star date 09.05.03. It's 04.15 in the morning and the alarm as just gone off. There really should only be one 04.15 in a day, but it's time to get out of bed if I want to catch the 05.35 to Kings X. I arrive at the station shortly after 05.00 and already the empty stock is in platform 4 waiting to go to Hull to form the Hull to Kings X service, the power cars are 43107 & 43114. In platform 8, 91103 is at the head of the 06.15 to Edinburgh and on the goods road 56094 is on a freight. Meanwhile 66207 comes through the station from the north on an Enterprise. 91119 finally arrives on the 05.35 to Kings X. I board and find a seat to relax all the way to the Cross; in Belmont yard 60071 & 37695 are seen.

En route at Peterborough 66704 + 66702 are outside their shed and also seen in the area are 66195, 60078, 60050 & 60084. Shunting at Bounds Green was 08853, while at Kings X 47776 was on Thunderbird duty; also in the station waiting to head north were 91120 and 91101.

Upon arrival at Paddington with about ten minutes to spare before departing on the 08.00 Swansea service with 43131 + 43032 to Cardiff, also in the station were 43192 & 43019. Seen on Old Oak Common were 67007, 47815 and 58035, while 37601 was seen on North Pole. In Acton yard were 66170, 59201 and 66217; while 66236 was seen working in the Southall area. At Reading 43125 + 43028 were seen heading to Paddington. 66035, 66135 and 37668 were at Didcot, 08676 was passed at Swindon and 66202 was on a freight at Bristol Parkway. In the Newport area 66008, 66136, 56113, 37798 and 09101 were all seen.

On arrival in Cardiff I had a few minutes before catching a train to Coryton as I required the line from Heath Jct. Back in Cardiff I had some time to kill before catching the 12.00 to Brighton, seen in the Cardiff area were 66157, 60004, 43165, 43143, 67023, 60091, 43028, 43125, 43172, 43149 and 31452 top and tailing with 31602 on the 12.00 to Brighton.

We left a few minutes late and passing through Newport once again 60012, 56113, 66089, 56083, and 60005 were seen. Upon departure from Severn Tunnel Junction, I decided to take up position at the front window and have a listen to the engines, the climb back out of the tunnel was tremendous with both locos working on full power; it was almost reminiscent of the days when the class 31s were run up on the Doncaster works test house. At Bristol 67006 & 43020 were in the area, while later on in the journey, 60088 & 59004 were seen in the Westbury area and 66501 was seen at Southampton.

After arrival in Brighton I had time to photograph the train before catching 375320 to Hove so I could get some shots of the 31s on the 17.00 return working to Cardiff, before catching the 17.20 to Haywards Heath formed of unit 1845, and then it was time to catch a Thameslink service to Kings X formed with 319448. At Gatwick 73208 was waiting to form a service to Victoria alongside 460008 also on a Victoria service. At Kings X were 91129, 47776 and 91119 on my train the 19.30 to Leeds.

Seen en route in the Peterborough area 66195, 66173, 60050, 60060, 60084, 66087 and 66701. Back at Doncaster 66130 and 66249 were seen on freights.

Robin's Review

No 20 A tribute to RAILWAY WORLD

Railway World was published for the last time in February 2003 by Ian Allan Publishing.

I reviewed Railway World (RW) in Trans Pennine No 109 Robin's Review No. 6 in which I said: "Railway world is still a multi-coloured swap shop of everything to do with railways with a heavy slant on preservation and light rail. The photography is particularly good".

As Robin's reviews go No. 6 was particularly difficult to research as a lot of the early history of the magazine was lost in the grey of the war years; I now find I have to correct some of the things I said in 1999!

The title RW came into being in 1952 (not 1953) and September 2002 was its 50th anniversary issue.

Ian Allan choosing to mark the 50th anniversary of the title Railway World, not its former titles Railways and Railway Pictorial.

However I read with interest the article in the anniversary edition "Ian Allan Reminisces". It says Railway World Ltd was incorporated on 10th January 1941! (The History is taking some unravelling).

RW remained a separate company until October 1959, when it was acquired by Ian Allan.

From then onwards right up to the last edition of RW the company policy was that RW would look after the Historical and Enthusiasts side and Trains Illustrated (now Modern Railways) should aim towards the professional market.

The final edition of RW consisted of 80 pages divided up into news 40 pages covering National Network News, Stocklist, Railtour Review, Heritage Mainline and Private Lines all informative and bang up to date.

Features consisted of eight pages divided into; Full Frame (six pages of photography); Pen & Ink (Letters); and Mixed Goods a good title for reviewing Videos DVDs and Books.

The Specials section consisted of six articles a whole host of everything Steam, Historical, Modern and Classic Traction in the form of The Falcon Story about the famous Brush prototype. Altogether an excellent magazine but still jack of all trades and master of none!

Something had been in the air for sometime as back in 2001 the long time Editor Michael Harris retired through ill health and RW became caretaker edited by a company called Virtual Solutions on behalf of Ian Allan.

Then last summer there were rumours that RW was closing. I was surprised but not surprised as for a long time RW was marking time in a very competitive market, something most magazines cannot afford to do! Also Colin Marsden left Railway Magazine for pastures new!

Early in 2003 the February edition of RW hit the streets and the editorial answered all those questions that had built up in one's mind (or most of them anyway). RW was closing and this was to be the last issue.....

A new magazine edited by Colin Marsden called "Railways Illustrated" would be published from next month on behalf of Ian Allan.

Interestingly going back to the RW 50th anniversary edition the last paragraph in the Ian Allan Reminisces article says and I quote “*I don’t think anyone knows quite where railway periodicals are going. Everyone knows there are too many magazines to support the market. It may well be the survival of the fittest thank goodness RW is petty healthy*”.

In 1999 it had a circulation of 18,000; I wonder how many bought the last edition?

The end of a very famous title that has been around all my life... Dead but not yet will it rise from the ashes using another famous Ian Allen title *Illustrated*.

In the next edition of Trans-Pennine I’ll review Railways Illustrated by then it will have been on the newsagents shelves 6 months.

Pennine Observer Notes

Eastern Region

Recent sightings at Lincoln have been:

Mar 6	170398 Bombardier livery
Mar 7	60092 on coal train
Mar 11	60050 on coal train
Mar 19	56007 light engine
Mar 26	60080 on coal train
Mar 31	66605 on blue tanks
Apr 1	66607 on oil train
Apr 3	66052 on coal train
Apr 4	66078 and 66211 on coal trains, 66605 on oil train
Apr 7	66021 on coal train
Apr 8	66174 and 66211 on coal trains, 66611 on oil train
Apr 9	56032 and 66215 on coal trains
Apr 14	66605 on oil train
Apr 15	60045 on oil train
Apr 16	66217 on vans
Apr 22	60050 on oil train
Apr 24	60065 on oil train

Seen at Peterborough on 7 March were 66703, 66704, 66709, 66708, 60039, 47787, 66015, 66129, 66196 and 08528.

Seen at Peterborough on 17 March were 66702, 66707, 37709, 47787 and 60063. On the same day at Ipswich were 66537, 66532, 90041, 90042, 90046, 60016, 86628, 86627, 86620, 86609, 66538, 66561, 47309, 57001 and 57009.

On the following day at Ipswich were 66504, 66537, 57011, 66533, 86426, 86637, 86615, 86609, 90044, 90045, 66539, 47730, 47309, 86610, 86633, 37607/37608 and 66561.

Noted at Doncaster on 19 March were 66545, 66547, 60025, 67005, 67027 and Thunderbird 47727.

Seen at Peterborough on 25 March 66708, 37694, 37203, 47778 and 56069.

The following have been seen working on the Gainsborough – Barnetby line:

Mar 16 60020 and 66128 on p.w. train, 66147 and 66186 on coal trains

Apr 5 66037 on coal train

Apr 6 66053, 66065 and 66242 on coal trains

Noted at Doncaster on 2 April were 66068, 66163, 66183, 66078, 66128, 66153, 66190, 66551, 66529, 66543, 60076, 60031, 56081, 67016, 67008, 37694 + 37698 and Thunderbird 47744.

Seen at Peterborough on 14 April were 66707, 66702, 66704, 66705, 66706, 37051, 66195 and 66212. Noted at Ipswich on the same day were 90045, 90046, 66501, 57005, 57007, 57011, 47818, 47303, 66535, 47370 and 57010.

Other recent sightings have been:

Mar 17 47773 on Riviera Trains special at Grantham

Mar 24 66116 and 60025 stabled at Peterborough

Mar 26 60005 on Lafarge train at Sleaford

Apr 12 47799 + D9016 (failed) on special, 56058 on goods train, 66533 on freightliner at Temple Hirst Junction

Apr 18 66235 and 66553 on coal trains at Fenwick

Apr 19 66106 and 66533 on freightliners

Apr 26 66106 on goods train, 66705 light engine at Barkston South Junction.

Class 90 locos seen on Liverpool Street to Norwich workings have been:

Mar 13 90041, 90044 and 90048

Mar 17 90043, 90044 and 90050

Mar 18 90041, 90043 and 90050

Apr 14 90043 and 90048

Apr 15 90041, 90043, 90048

Apr 16 90041 and 90043 (90048 failed and was replaced by 170201)

May 9 90041, 90048 and 90049

May 15 90041, 90046 and 90048

At a recent meeting, Kevin Bonwick won two return tickets to London courtesy of Anglian Railways. So on Friday 25th April Kevin and Phil Lowis travelled to London and saw the following locos:

90030, 56099, 56115, 47773, 60056, 60076, 66166, 66238, 66703, 66704, 66707, 66708, 66015, 66072 and 66063.

Western Region

47815 was on the Paddington to Penzance sleeper on 9 May and on the Penzance to Paddington sleeper on 15 May.

Noted on 15 May were 60040, 60069, 60017, 60090 and 66236 at Acton and 67028, 09017 (sleeper pilot) and 08841 at Plymouth

Midland Region

Noted at Bescot on 1 March were 56105, 66035, 66064, 66030, 66092, 66002, 66094, 66182, 66246, 66240, 66076, 66167, 66177 and 66716.

Also noted at Warrington on the same day were 37704, 56091, 60079, 66220, 66202, 66201, 66245, 60025, 66171, 66004, 66143 and 60049.

Seen on 29 March were 60031, 37114, 37503, 37042, 56114, 56119, 56117, 56083, 60072, 60078 and 47780 at Bescot; 57603, 66533 and 92003 at Stafford; 66042, 66178, 66141, 66090, 66157, 66075, 66082, 37419 and 37704 at Warrington and 57304 at Preston

Noted at Carlisle on 10 April were 66169, 90035, 56081, 66067, 92041 and Pendolino 390021 on test.

The following were noted working in the North West on 22 April (Easter Tuesday):

86212 12.27 Manchester / Euston

87011 10.00 Euston / Manchester

87026 13.27 Manchester / Euston

86259 13.32 Liverpool / Euston

86229 13.10 Euston / Liverpool

47787 14.00 Holyhead / Birmingham NS

87006 15.27 Manchester / Euston
87007 15.10 Euston / Liverpool
47770 17.19 Manchester / Holyhead

And on Friday 9 May:

87025 16.52 Manchester / Euston
47756 17.19 Manchester / Holyhead
47737 18.18 Crewe / Chester
47746 17.21 Birmingham NS / Holyhead
390022 Northbound test
90016 18.25 Euston / Manchester
90008 18.30 Euston / Glasgow
87004 16.50 Glasgow / Euston
87009 19.32 Liverpool / Euston
86228 20.00 Euston / Liverpool
900071.00 Euston / Liverpool

Railtours and Charter Trains

Locos seen working on recent railtours and charters have been:

Mar 1	(‘Spinnin State 6’) 37109, 37216, 92024, 60008 and 56091
Mar 7	(‘The Wig and Weasel’) 92009, 37886/37517, 56111 and 92016
Mar 29	(‘The Tyne Line’) 66130, 92005, 60061/60070, 37707/37684 and 56107
Apr 5	(‘The Blyth and Tyne’) 90027 and 67017
Apr 12	(‘The Wizard Express’) 37698/37712 and 37308/37047
Apr 26	(Railtourer ‘Whitby & Esk Valley’ Tour) 47737 and 66137
May 17	(Nenta Tours Norwich to Newcastle) 67006
May 17	(SRPS Ayr to York) 37411 and 37426
May 17	(Ashford to Newcastle charter) D9000

On 30 April steam loco 46233 Duchess of Sutherland worked a ‘Northern Belle’ Pullman from York to Hull. But due to a mix up at Hull (hot water supplied to the tender instead of cold), 47798 had to work the train back some 40 minutes late.

LMS 6233 worked a charter from Birmingham International to York and back on 3 April.

On 5 April, 47798 worked an Erdington to York and return charter; 47709 worked a Spondon to Carlisle and return charter and D345 worked a C.F.P.S. tour.

47787 was used on a Victoria to York V.S.O.E. working on 7 April.

Preserved Railways

Locos working at the Great Central Railway 1960s Gala on 22 March were D5830, E6003 and steam locos 4141, 63601 and 90775.

Steam locos 7671 and 47357 were on 5 May at the Midland Railway Centre Vintage Train Day.

Locos used at the North Yorkshire Moors Diesel Gala on 12/13 April were 57306, 66566, 37048, 37197, 37717, D345, 45133, 47292, D7641, D5061 and 56114. Also working were 153328 and 153352.

Locos working at the Peak Rail Gala on 19 April were E6013, 73107, D3023, 08016, 03158 and D8.

Locos used at the Nene Valley Gala on 26 April were 40306, 31108 and 66706.

On 3 May, DL2 (01002) 63 and “Arnold Machin” were used on steelworks tour trains for the Appleby Frodingham Railway Preservation Society Diesel Day. Corus locomotives 1, 75, 90, 91, 92 and 94 were at work in the steelworks.

Locos used at the South Devon Railway Gala on 10 May were 20110, 47279, 20166, 20118, 25901, 33110, D2246 and 5786. Also working was DMU 51604 + 51592.

Locos working at the Mid Hants Diesel Gala on 16 May were 33201, 47224, 46035, 37709, 33208, 40135, 31271, 56104, 08288 and 12049.

Past Summer Saturday

The following were observed by Chris Theaker between Torquay and Exeter on Saturday 30th July 1977: 25187, 25210, 25215, 25216, 25217, 25264, 25269 33002, 33008, 33031 45002, 45005, 45009, 45012, 45021, 45023, 45024, 45030, 45039, 45049, 45061, 45066, 45071 47028, 47033, 47035, 47055, 47060, 47072, 47108, 47146, 47147, 47152, 47166, 47171, 47196, 47205, 47258, 47262, 47327, 47477, 47479, 47545, 46005, 46022, 46025, 46029, 46034, 46047, 46048, 46053, 50003, 50005, 50008, 50011, 50014, 50018, 50020, 50024, 50026, 50028, 50029, 50032, 50038, 50042, 50045, 50049, P461, P470, P553.
(How times have changed)

Pennine Quiz No. 113

Ken King

1. How many sets of water troughs were there between Euston and Glasgow Central?
2. Which is the first EWS Class 66 to accumulate 10,000 engine hours?
3. Which Class 142 went to Canada for demonstration purposes?
4. What was the original gauge of the Ulster Railway?
5. In which year did the N.E.R. open The Royal Station Hotel at York?
6. Which year saw the collapse of Penmanshiel Tunnel?
7. Name the station ----- Troy
8. On what date was Horwich Parkway station opened?
9. Which locos hauled Hertfordshire Rail Tours "Route 66" in 1998?
10. Which line is marketed as 'The Blackberry Line'?
11. What was the number of the 1,000th diesel locomotive built at Derby?
12. Name the station ----- and Jarvis Halt
13. At whose yard was GT3 scrapped?
14. In which year was "The Rhinelander" renamed "The Lorelei"?
15. On what date was Millbrook Freightliner Terminal opened?
16. What name was bestowed on Irish GM locomotive No. 150 on 15th June 1996?
17. Which was the only Class 50 to be cut up at Laira?
18. Which station invited passengers to "alight here for Woburn Abbey"?
19. Which service is marketed as 'The Gainsborough Line'?
20. 'Ponder castle way' is an anagram of which diesel locomotive name (two words)?
21. Which class of locomotive was known locally as 'Retford Pacifics'?
22. What was the name of the vessel which operated the final years of the New Holland Pier to Hull Corporation Pier service?
23. What is the English translation of Cyffordd Dyli station?
24. What aid to railways did John Ramsbottom invent in 1860?
25. What is the name of the Isle of Man Steam Railway locomotive No. 4?

Pennine Quiz No. 112

The Answers

1. Hull
2. London
3. Liverpool
4. Cardiff
5. Leeds
6. Glasgow
7. Wrexham

8. Edinburgh
9. Swansea
10. Portsmouth
11. Dublin
12. Liege
13. Aberdeen
14. Paris
15. Amiens
16. Bradford
17. Ghent
18. Birmingham
19. Peterborough
20. Manchester
21. Eccles
22. Brussels
23. Wigan
24. Harrogate
25. Carlisle

Pennine Quiz No. 112

The Winners

1st John Dewing

2nd Ken King

Only two entries received – congratulations to the winners.

Pennine Meetings 2003.

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

Wednesday 18th June	Andy Dalby
Wednesday 2nd July	Tony Brown
Wednesday 16th July	Chris Tyas
Wednesday 6th August	Steve Philpot
Wednesday 20th August	Tony Caddick
Wednesday 3rd September	Robin Havenhand
Wednesday 17th September	K Glossop
Wednesday 1st October.	Pennine Slide Competition.

Thanks to everyone who has done shows so far this year.

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Next Issue

The Autumn 2003 Issue of Trans Pennine is due for publication on 17th September. Would contributors please let the coordinator have their information by Friday 29th August – THANK YOU. The next issue will be number 125, so how about articles and unusual sightings and workings about HST's. Remember, you can now email your contributions to david.whitlam@talk21.com.

Crewe Works Open Weekend

The following were on display at Crewe on Saturday May 31st (list supplied by Andy Dalby):-

Steam Locos

LMS 45157 46441 5690 6201 6233
GWR 4936 5199 5972 7760 7822
SR 34045
LNER 60009 6080
BR 76079 92134

Diesel Electric and Hydraulic Locos

8 08098 08830 D4173 (08943)
20 D8087 (20087) D8154 (20154)
31 31152 31459
37 37038 D6700 (37119) 37410
40 40135
45 45112
46 46035
47 47709 47712 47798 47844
52 D1023
56 56115
57 57301
66/0 66250
66/7 66713
67 67002

Electric Locos

86 86261
87 87001 87002 (in new Porterbrook livery)
90 60028
92 92001