

Trans Pennine

The Magazine of the Pennine Railway
Society



No. 125 - Autumn 2003

COMMITTEE BRIEFS

30TH ANNIVERSARY

Members are reminded that the Pennine Railway Society will celebrate its 30th anniversary in 2004. The committee is meeting to plan for this historic event. Details of plans for 2004 will be announced shortly.

DONCASTER PLANT 150

The Society had a presence at the Doncaster Plant 150 event held in July 2003 and much interest was shown in the Society's stall.

Thanks to all who helped to advertise the Society in this event, particularly Andy Dalby, Tony Booth, Tony Caddick, Geoff Bambrough, Robin Havenhand and Chris Tyas.

The picture on the front cover is from the event and a list of the locos on display appears elsewhere in this magazine.

EUROSTAR BREAKS UK SPEED RECORD

The UK rail speed record was broken on 30 July when a Eurostar train reached 208 mph on a test run. The record was achieved through the Nashenden Valley, south of Rochester.

Regular high speed running on the first 46 mile stretch of the new rail link, in Kent, will start on 28 September 2003, a very significant date for this Society, according to our treasurer. Ask him if you dare!

CONNEX LOSES FRANCHISE

Connex South Eastern has been stripped of its franchise because of its poor service performance and over-dependence on subsidies. A temporary shadow company will be responsible for services until the franchise is put out to tender. The new company will run the Integrated Kent Franchise which will combine the Connex routes with the new domestic services using the high speed links to the Channel Tunnel.

SECURITY CLAMPDOWN

It has been reported that Network Rail is clamping down on enthusiasts as it tightens anti-terror security at its stations. Enthusiasts were being told to leave or move to the concourse if they did not have written permission to take photos or note down numbers.

Network Rail has since backed down from this draconian position.

BANK HOLIDAY CLOSEDOWN

The August Bank Holiday saw Network Rail interrupt services on a number of key routes, creating much adverse publicity.

Routes affected included:

- WCML closed between Hemel Hempstead and Milton Keynes, and between Stockport and Manchester
- Great Western Line closed between Slough and Reading
- ECML closed between Newark and Retford
- Stansted Express withdrawn

WCML CLOSURES IN 2004

As a result of the success of the August 2003 Bank Holiday disruption to services, further closures to lines have already been announced for 2004.

These include:

- Crewe to Cheadle Hulme closed from 3 January to 22 May
- Rugby to Stafford (via Trent Valley) – no service from 3 January to 22 May
- Rugby to Lichfield – no trains from 29 May to 7 June
- Watford to Bletchley shut from 2 to 14 April

BEECHING II

A number of routes have been identified for closure to fund a new rail “super highway”. Although this is only a discussion document the routes likely to face the axe if the proposals were implemented would be:

Scotland

Inverness – Kyle
 Inverness – Wick/Thurso
 Helensburgh – Oban
 Helensburgh – Mallaig
 Aberdeen – Inverness

Wales

Shrewsbury – Aberystwyth
 Shrewsbury – Pwllheli
 Heart of Wales line between Swansea and Shrewsbury
 Whitland – Pembroke

North of England

Carlisle – Carnforth via Whitehaven
 Middlesborough – Whitby
 Settle – Carlisle

East Anglia

Norwich – Cromer
 Norwich – Great Yarmouth
 Norwich – Lowestoft
 Ipswich – Lowestoft

South of England

Ryde – Shanklin (Isle of Wight)

Devon and Cornwall

Exeter – Barnstable
 Exeter – Exmouth
 Newton Abbot – Torquay
 Liskeard – Looe
 Par – Newquay
 Truro – Falmouth
 St Erth – St Ives

COLLISION ON THE ROMNEY, HYTHE AND DYMCHURCH RAILWAY

The driver of a train on the RHDR has been killed in a collision with a car. The locomotive was “Hercules”, a maroon-coloured Mountain Class engine 25 feet long and weighing more than 8 tons. It hauled the first

train from Hythe on the day the railway opened, 16 July 1927, and during the Second World War it served coastal defence forces as the world's only miniature armoured train.

BARROW HILL

The 'First Born' Diesel Gala at the Chesterfield site takes place on 4/5 October. They are hoping to have the following locos on display:

07001, D3000, D9500, D8000, D5300, D6700, D200, 47401, 50050, Deltic, 57001, 58001, 60001, 66001, 66401, 66701, 84001 and DM 7051.

NENE VALLEY RAILWAY

The society's trip to the Nene Valley Railway has been cancelled due to a lack of bookings.

SOCIAL EVENINGS

Robin has arranged a quality programme of events to be held on Wednesday evening at The Salutation in Doncaster.

Please note in particular the Pennine Slide Competition (judged by Les Nixon) to be held on 1 October and the Pennine Shield on 17 December.

Social evenings are held on the 1st and 3rd Wednesdays of every month. All are welcome. A full programme of events is shown elsewhere in the magazine.

THE OLD ENGINE-SHED

BY PAUL SLATER

Disused for thirty years, the old engine-shed still stands on the edge of the town where I went to school. I knew it had survived the end of steam, because I took a photograph of it twenty years ago, and I saw a picture of it in "Railway Magazine" only recently, so I knew what to expect; but still the sight of the old roundhouse and water-tower from the bridge near the station took me back a little. In another sense, it took me back to my childhood, because this had been my favourite train-spotting place in the late 1950s, when the shed was home to dozens of steam locomotives.

I had been planning a trip down the Midland Main Line into my old home county for some time, but had put it off, wondering whether a long train-ride purely for nostalgic reasons was justified, and if it would sadden me to go back to a once familiar place after all these years. The introduction of a new St. Pancras - Manchester service to compensate for the closure of the West Coast Main Line through Stoke-on-Trent for upgrading was what had decided me. I would ride on one of the new trains and would also have a look at the town, and so would combine nostalgia with sampling a new development on the railway scene.

So, here I was, on the Mill Road Bridge in Wellingborough on a cloudy Wednesday afternoon in June, looking at the old engine-shed. I had left my car at Newark Castle station and caught a Central Trains "Turbostar" to Leicester, changing there on to a Manchester - St. Pancras train which called at Wellingborough. The train was a shortened Inter-City 125 set, the rear power-car being 43166 in the new blue- and-silver Mainline livery; it had hardly any passengers. I had enjoyed the novelty of riding on a new service, and it had been nice to see my old home county of Northamptonshire again; apart from passing through on the main roads when driving to and from the West Country on holiday with my wife, I had not been back here since my mother died twelve years ago. I recognised some familiar landmarks, and the attractive countryside looked much as I remembered it, but there were changes: the railway had been simplified, there were big new car-parks for commuters at the stations, and new housing estates and business parks had been built, with others still under construction.

Alighting at Wellingborough, I noted that there were now three tracks through the station, not four, as there was only one goods line. The remains of the platform from which the branch train had once departed to Rushden, my home town, could still be seen; the closure of the branch to regular passenger traffic in the summer of 1959 had been a memorable occasion, and I sometimes think that day marked the end of my childhood and the beginning of adolescence. Wellingborough station itself, nicely restored, was worth a

photograph. I used to know it, as Midland Road station when the “old station” at Wellingborough, London Road on the Northampton - Peterborough line, was still open. I decided not to go and find my old school, which was on the other side of the town, but followed the footpath up to Mill Road. Where once my school friends and I had watched trains from the waste ground opposite the engine-shed, a gate barred the road into a scrap yard. I was startled to see bouquets and photographs attached to the gate, because a school friend of mine had been killed here in 1960 when an old building collapsed, but of course they commemorated a much more recent tragedy.

I stayed on Mill Road Bridge for an hour, watching the trains pass the old engine-shed. It was a good viewpoint and a nice place for photography. Every now and then I had to get off the narrow part of the bridge to let lorries pass - the old engine -shed is now part of an industrial estate - and a council truck came and parked at the end of the road. An elderly man greeted me as he walked past with his dog, and two young black women came and asked me the way to an agency where they had an appointment; I asked the men in the council truck, who were able to direct the women to the other end of Mill Road. In my schooldays the sight of black people in Wellingborough would have been a novelty, but even while my mother was alive I had noticed that the ethnic mix of the town had changed.

Trains passed frequently, and I enjoyed having a photographic session at a place that had been very familiar to me as a boy. The surroundings of the station were much more leafy than I remembered, and trees and bushes covered not only much of the waste ground which had been the trainspotters’ vantage- point but also the former down goods yard and even the engine -shed sidings. The town ended at the bridge, and beyond the railway was open country, with the church spires at Finedon and Irchester visible in the distance; Finedon appears on my passport as my place of birth, having once had a maternity hospital. With the blast furnaces gone and the engine-shed disused, that end of Wellingborough seems much more rural than it once did.

I had quite a variety of trains to photograph: Midland Mainline “Turbostars” and HST's in orange-and-green, with the occasional car in blue-and- silver, and two HST's on the Manchester service, one in Virgin red, with power-cars 43194 and 43155 “City of Aberdeen”, and the other in First Great Western colours, with 43005 and 43009. At last I left the bridge and returned to the station to wait for the next Manchester train; there was time for a short walk towards the town centre to see the road along which I had so often cycled on my way to the waste ground opposite the engine-shed, followed by a drink in the cafe which now forms part of the red-brick station building, a nice example of Midland Railway architecture.

Wellingborough shed’s allocation in the final decade of steam had mainly consisted of 2-8-0s and 2-10-0s for heavy freight duties, particularly the multitude of coal trains on the Midland main line and the trains of iron ore from the local quarries; this traffic has completely gone, but I knew that occasional goods trains still use the main line, and as the Manchester HST approached I was pleased to see 66703 “Doncaster PSB” running parallel on the third track with a string of wagons. Busy taking photographs of the two trains, I escaped the attention of the young platform attendant; she closed the door of the HST in front of me, and was then full of apologies. I got on board; it was another shortened Inter-City 125 rake, lightly loaded, the leading power-car being 43196 “The Newspaper Society Founded 1936”. At the end of the 1960s, when going back to my job in Leeds after visits to my parents in Rushden, I had sometimes begun my journey on a St. Pancras-Manchester train routed via the Hone Valley, as this one was.

Soon we had passed the old engine-shed and the place on the opposite bank where I had watched the steam trains on Saturdays and during the school holidays. We overtook the 66, which I suppose could be considered the present- day equivalent of the 8Fs and 9Fs. I exchanged greetings with a fellow-member of the Pennine Railway Society who was also sampling the new Manchester service, then settled down to enjoy the ride on the HST as far as Leicester. The clouds began to break up, I looked out at the landscapes of my childhood, and thought of earlier generations of St. Pancras-Manchester expresses I had watched and travelled on. I would remember today for the HST rides and for the hour I had spent within sight of the old engine-shed.

THE STAINMORE LINE STEAMS AGAIN!

BY ANDY DALBY

When opened in 1861 the Stainmore line ran from Barnard Castle on the east side of the Pennines to Kirkby Stephen on the west side. Barnard Castle was fed by two lines, one from Darlington, and the other from Bishop Auckland. On the western side of Kirkby Stephen the line divided into two, one branch going west to

Tebay on the WCML, the other through Appleby East to Clifton, about 4 miles south of Penrith. The line was built mainly to transport coal and coke westbound to the iron works in Barrow, Workington etc and bringing good quality iron ore to the blast furnaces on Tees-side. In 1918 over 700,000 tons! of mineral traffic went via Tebay.

Passenger services were provided to Tebay and Penrith, some of these being all stations and in the 1930's through trains from Newcastle and South Shields to Blackpool North and Blackpool Central. The Blackpool trains used to change locos at Tebay, but on 19th June 1932 a six-cylinder Sentinel steam railcar ran from Durham to Ulverston carrying Durham Miners Welfare Committee members to a miners convalescent home. The railcar spent the weekend at Barrow Shed before returning home!

In BR days motive power for the line included class J21, J25, 2MT, 3MT and 4MT locos. Most of the mineral trains being double headed and/or banked to the summit. To reach the summit at 1,370ft above sea level gradients of 1 in 59/60 up the western side and 1 in 67/68/69 up the eastern made steam crews work for their money. This coupled with the appalling winter weather must have made the job difficult to say the least. In 1955 78018 now under restoration in Darlington got stuck for several days! The other great engineering feats on this line was the viaducts, some made from stone but others like Beulah viaduct, standing 196ft high and over 1000ft long were built out of metal. The builder of this and other viaducts on the line was Thomas Bouch, of Tay Bridge fame. This viaduct didn't go the same way, lasting until the line closed in 1962.

The last steam service down the line was a railtour hauled by 77003 and 76049 on the 20th of January 1962 with the line being closed on 22nd. (7 months after I was born)

Over the last 40 years I have passed Kirkby Stephen East station and often wondered what it was like when in operation. In 2000 I heard about the Eden Valley group who were planning to re-open the stretch of line from Kirkby Stephen East to Warcop, a distance of about 5 miles. The track is still in situ from Warcop, (a M.O.D. base) to Appleby Midland, and the idea is to run a preserved railway along this stretch of the Stainmore line. On one trip to Kirkby Stephen West to photograph the WCML diversions I noticed several Gresley coaches and a class 20 in primer. On my way home I popped in to the old station area and after phottng the 20 (20169) I was allowed to have a look around the old station buildings. The interior hadn't been ripped out and it may have been like that since closure in 1962. Inside the building next to one of the platforms were two teak bodied coaches under restoration and a small 0-6-0-tank loco.

On Easter Monday this year Sue and I drove to K. S. West to photograph a Carlisle to Kings Cross charter. While waiting on the platform for the charter, hauled by 66211 on the Pride of the Nation stock I heard a steam whistle from down in the valley. I photted the charter and we made our way back down to K. S. East to see a Peckett 0-4-0 saddle tank loco, works number 2048, built in Bristol in 1948 dragging an old 6 wheeled N.E.R brake van up about 100 yards of track in the direction of Warcop. I tried to scrounge a ride on the brake van but only Eden Valley Railway shareholders were insured so I was politely refused, not wanting to upset anybody I accepted their decision. S**t, I'll have to wait a bit longer to travel on what was, at one time, one of the lines in my local area.

Steam's back on the Stainmore, let's hope they get the Eden Valley line up and running soon.

WENSLEYDALE RAILWAYS

BY ANDY DALBY

On July 4th 2003 after a period of nearly 50 years scheduled passenger services re-started on the Wensleydale line.

This line originally ran from Northallerton on the ECML to Garsdale on the Settle to Carlisle line. It has been, over the years cut back to the stone quarry at Redmire, which some of you may have visited on one of the several railtours that ran in the early 1990's when closure of the line was announced. In the past 10 years the only traffic on the line has been M.O.D. traffic, transporting equipment to and from Redmire for the Army base at Catterick Garrison and the occasional railtour.

A company was formed, Wensleydale Railways PLC, to attempt to obtain the line for preservation or the running powers to run passenger services. With the M.O.D. still requiring the use of the line, the Wensleydale Railway remained under Railtrack's, and now Network-Rail's control and the Wensleydale

Railway PLC became a train operating company with a lease for passenger services of 99 years! (That's some lease). Because Network-Rail still has control over the tracks, the stations on the line should be included in the national rail timetable in the future. Also through ticketing should be possible for anywhere on the UK network once the line is "re-joined" to the main line at Northallerton.

On Friday 4th July 2003 only 7 weeks after being given the all clear to run passenger services, the preserved class 107 DMU (on loan/hire? from the Embsay steam railway) No's SC52006, SC59791 and SC52025 left Leeming Bar station at 10:30 for the 12 or so miles to Leyburn (at a cost of £95.00). The passenger service did several round trips finishing on arrival back at Leeming Bar station at 20:15.

Being unable (or unwilling) to pay such a sum of money I decided that I would visit the line on Sunday 6th July, having driven up to the Darlington area on the Saturday morning, to photograph LMS 6233 Duchess of Sutherland on an Orient Express Northern Belle charter to Newcastle. Driving from Shildon to the Leeming Bar exit on the A1 and arriving at Leeming Bar station at about 10:00, I purchased my ticket, then had a look round the station shop then into the ex-Southern Region EMU car that contains a buffet counter, buying a coffee. Back out onto the platform I looked about the recently laid sidings which contained a "Shark" ballast brake van, several "Dogfish" ballast hoppers, one or two "Salmon" engineers flat wagons, a rail mounted crane and a small Ruston and Hornsby 0-4-0 diesel shunter. Also in the sidings were a Southern Region Motor Luggage Van (not numbered) and a standard BR. 2 brake van.

The Class 107 DMU arrived at 10:20 and after taking several photo's boarded for the 45 minutes ride to Leyburn. Sitting in the front power car (SC52006), I had an unrestricted view of the line, along with approx. 25 more passengers. Departing at 10:33 (3 minutes late, just like normal railway operations) the train made its way slowly under the A1 road then along to Aiskew crossing, the only automatic crossing on this stretch of line (NO BARRIERS across an A road.). Heading up the valley the train passes Bedale Station and listed signal box, passed Constable Burton, (a place not a member of North Yorkshire police) and then onto Leyburn. On arrival at Leyburn, a well-known TV presenter Mr. Richard Whiteley of Countdown fame was on the platform, with another gent who appeared to be speaking into a microphone, probably doing a radio show.

The station at Leyburn has a ticket office, shop and buffet but with only 15 minutes turn-round I concentrated on photographing the train, passengers and sad to say Mr. Whiteley. Back on the train I sat in the same car being able to see the line "in reverse". On arrival back at Leeming Bar I waited for the 12:30 departure, photographing it and then drove back to Shildon for lunch.

It is an interesting line, newly opened, but as now has very little in the way of sidings, loops for passing or storage area for locomotives or coaching stock. The railway does own coaching stock and has the OK to use 2 Class 31 locos all currently fit to run but stored at Carnforth. These vehicles will be brought over when the railway is ready to accept them.

I had an enjoyable trip on the Wensleydale line; it's worth visiting on a regular basis to see how it develops.

Timetable

Leeming Bar dep 10:30 12:30 14:30 16:30
Leyburn arr 11:15 13:15 15:15 17:15
Leyburn dep 11:30 13:30 15:30 17:30
LeemingBar arr 12:15 14:15 16:15 18:15

Valid from 5th July to 31st October 2003

Tickets (valid on all services on day of issue)

ADULT £8.00
CHILD (5 to 15) £4.80
SENIOR CITIZEN £6.40
FAMILY (2+2) £21.00

Prices advertised in Northern Echo Newspaper 05/07/03.

Details of line

Running - Leeming Bar to Leyburn.

Stations to open - Bedale (end of this summer)

Stops to be added - Crakehall, Newton-le-Willows, Finghall, Constable Burton and Harnby

Proposed - Northallerton to open next year

Long term - Leyburn to Hawes

Telephone 0845 4505474 for further details

Directions

By Rail to Northallerton then bus to Leeming Bar Dales and District service 156 or Arriva service 73 (dep 09:08, 10:08 etc taking 15 to 20 minutes).

By road A1 road off at Leeming Bar services, down slip road to A684, turn right to Leeming Bar road turns sharp left, take road straight in front station on left (main road turns sharp right) Park and Ride operates from Leeming Bar services station car park to railway station car park.

FIRST IMPRESSIONS OF A PENDOLINO

by TONY CADDICK

390019 was sampled on 1A41, 12.27 Manchester Piccadilly - Milton Keynes, on Saturday 16 August between Piccadilly and Stockport.

The interior shares a close resemblance to a Voyager with high back seats in blue and red colours.

The vestibule ends are very spacious but the tilt profile of the coaches and the very small windows (much smaller than a Voyager) seem to give a cramped feeling. As would be expected the acceleration is impressive (even on such a short journey) but the rough ride over the junction at Slade Lane was very noticeable. In my opinion the good old Mark III is still proving a hard act to follow and a ride behind 90012 later that day showed just how bright and roomy the 1970's built stock is compared to its replacement. I have never travelled on an aircraft yet but it looks as though Mr. Branson wants me to, even if it is on the West Coast Main Line. I will be interested to hear what other Pennine members think – enjoy, but don't forget the vintage electrics while they are still there.

ROBIN'S REVIEW

NO 21 RAILWAYS ILLUSTRATED

Railways Illustrated was first published in March 2003 replacing Railway World in the Ian Allen stable, which was last published in February 2003. See Robin's Reviews in Trans Pennine 109 and 124.

Railways Illustrated Volume 1 Number 7 is the September 2003 issue and consequently the seventh edition of this new magazine. It falls into the current enthusiasts bracket whereas Modern Railways although read by enthusiasts is aimed at the professional market and Steam Days is aimed at the historical market.

Railways Illustrated would appear to be a franchise in that it is not edited or produced by Ian Allen. This is done by a company called The Railway Centre COM LTD based in lovely Dawlish Devon, as is the editorial team headed by Colin J Marsden once of Railway Magazine.

The September 2003 issue comprises of 88 pages divided into two main sections. First Railways Illustrated News service and secondly the rest including Features, Specials and Regulars.

The first part of the magazine starts with "News Extra", four pages of the very latest hot of the press stuff which is too new to digest into full articles. Then we get into the detailed news, nine pages of national network news and TOC spot (not that EWS and Freightliner are TOC's). This section is again divided up and includes a lot of stuff normally towards the back of other publications. TOC spot is divided up into all the different TOC's, wagon report and freight news.

Interestingly tucked away in the bottom corner of page 16 is a note about the naming of 37194 *NEIL WEBSTER 1957-2001*, one of the founder members of the Pennine Railway Society finally made it onto a name plate - excellent!

Then we move onto network news pictorial; an excellent section full of unusual workings and a whole page on Ascot races specials. This is followed by only half a page on Light Rail and Metro and Fleet review one and a half pages.

Then world news, four pages of news and pictures from Russia, Portugal and New Zealand. Steam heritage covers 5 pages and nicely merges into three pages of Diesel and Electric heritage, with an excellent shot of B1 61264 passing 9009 Alycidon in Fort William yard. Railtour Preview is four pages with all you need to know and good photos.

Then we move on to the other half of the magazine Features Specials and Regulars starting with an excellent article by John Vaughan *WESTERNS ON THE WESTERN 1974-75* bringing back memories of holidays at Dawlish Warren and an All Line Rover in 1975 with John Sanderson on The Cornish Riviera Western hauled Penzance to Paddington on our way to Thurso.

Next a seven page article "An Introduction to Irish Railways" with map, good photographs, an excellent fact file and stock list. Followed by Picture Parade are seven pages of photos of class 56s. A small half page item is Any Questions ask RI. The question is about brake controllers. Rail Mart is two pages of reviews of books, videos, CDs and DVDs.

Two thirds of a page is dedicated to your letters and comments. The final third of that page is Back to The Past; RI looks back 25, 10 and 5 years. How much do you remember?

The final article is four pages of practical stuff "New Era in Railway Photography Part 2" This is an extremely useful guide to digital photography.

A full page is dedicated to "Railways Illustrated Annual Photographic Awards", the first of a planned annual event by RI sponsored by Freightliner Heavy Haul and Loco Watch Video. There are six entry categories and entries must be in by 1st November 2003. The first prize of many is the Freightliner Cup, and £500 of Ian Allen Books, you also get the chance to name a class 66!

VERDICT: A very good magazine for today's railway enthusiast in Colin Marsden's style, very hot on up to date news and stock etc. It puts the three Ian Allen publications on the market into clearly identifiable categories were has Railway World clearly had its feet in different camps. We are only at edition No 7 so like the Platform 5 publication Entrain let's watch the future with interest!!

PENNINE OBSERVER NOTES

Eastern Region

Recent sightings at Lincoln have been:

June 5 66149 on coal train, 66601 on oil train
June 10 66090 on coal train, 66612 on oil train
June 17 66122 and 66230 on coal trains
June 27 60050 and 66007 on coal trains
July 25 56117 and 66151 on coal trains
July 28 66144 on coal train
July 29 66151 on coal train
Aug 1 66192 on coal train, 66611 on oil train
Aug 5 66160 on vans
Aug 8 66611 on oil train
Aug 11 60022 on oil train
Aug 12 60003 on oil train

Recent sightings at Eaton Lane Crossing have been:

June 16 66024 on vans, 66208 on goods train, 66558 on freightliner, 67001 on mail train

June 23 66091 on vans, 66503 on freightliner, 67030 on mail train

July 15 67022 on mail train, 66137 on vans

July 22 67012 on mail train, 66198 on vans

July 23 47760 on mail train, 66142 on vans

Noted in the Newcastle area on 11 June were 09005, 47727, 90020, 90029, 60065, 60089, 66715 and 67023.

Three days later in the same area were 47750, 90020, 90027, 90028, 66099 and 66229.

Seen at Hatfield and Stainforth on 12 June were 66165, 66146, 60036, 66566, 56095, 60070, 56059, 66524, 66083, 66015, 56049, 60098 and 60033.

The following were noted working in East Anglia on 14 June:

86223 10.00 Liverpool Street / Norwich

86242 12.00 Norwich / Liverpool Street

90041 11.30 Liverpool Street / Norwich

86235 14.30 Norwich / Liverpool Street

90049 15.00 Norwich / Liverpool Street

90042 15.30 Norwich / Liverpool Street

86250 16.00 Norwich / Liverpool Street

86237 21.00 Norwich / Liverpool Street

Seen at Ipswich on 14 June were 47303, 66539, 66558, 86426, 86501, 86609, 86611, 86620, 86622, 86631 and 86632.

Noted on 18 June in the Leicester area were 08870, 47292, 66703, 58005, 60047, 60084, 66077, 66702, 66045, 66136, 66707, 66167 and 66511.

Seen at Worksop on 25 June were 66011, 66050, 66055, 66071, 66145 and 66246.

Noted on 25 June at Edale were 31459, 60031 and 60039.

Seen working Liverpool Street / Norwich services on 28 June were 86242, 86217, 86234, 90042, 86215, 86223 and 86233.

On the same day, 66112, 66146, 66216 and 66083 were at Harwich Parkston Quay; 47714, 47200, 47370, 86611, 86604, 86620, 86639, 66501, 66543, 90045 and 86628 were at Ipswich; 67004 and 67030 were at Norwich; 37517, 66156, 60071, 66704, 66705, 66706, 66707, 66709, 66711 and 66715 were at Peterborough.

Noted on 15 July were 60040, 56087, 60036, 56095, 60014, 60030, 60045, 56067, 66612, 56118 and 60040 at Brocklesby Junction and 66717, 66601, 56102, 60083, 66554, 56062, 56095 and 56067 at New Barnetby Level Crossing.

Other recent sightings have been:

Aug 2 66120 on goods train at Botany Bay Crossing (near Retford)

Aug 9 56078 on coal train at Ulceby

Aug 13 66013 on coal train at Northallerton

Noted on 13 August in the Newcastle area were 47750, 60020, 66027 and 67019.

Western Region

The 23.45 Paddington / Penzance Sleeper on Sunday 15 June was in the capable hands of 57601, whilst the 22.00 Penzance / Paddington on the 17 June was hauled by stalwart 47832 "Tamar".

Midland Region

Noted at Rugby on 27 June were 47848, 47828, 66513, 66604, 92024, 60010, 60020, 66014, 08709 and 66519.

On the same day 90038, 90020 (both sleepers), 87014, 87001, 87032, 87006, 90030, 90037, 47810, 90010, 87004, 86233, 87012, 90005, 90006, 87017 and 87016 were at Euston and 66172, 66017, 66124, 66173, 66065, 66249, 66702, 66713, 66714, 47303, 66118, 66172, 66026, 66028, 67027, 47793, 87010 and 87009 were in the Willesden / Wembley area.

47737 worked the 10.21 Birmingham / Holyhead and 13.56 return on 11 July. On the same day 47737 worked the 21.23 Crewe / Holyhead, normally a HST.

Seen working Nuneaton / Wolverhampton 'Drags' on 12 July were 47830, 47749, 47816, 57302, 57308 and 47810.

On the same day 66048, 66071, 66509, 66520, 66216 and 66127 were in the Guide Bridge area.

Noted working Euston / Liverpool services on 18 July were 87023, 87007, 87015, 87020 and 90004.

Noted on 19 July at Carlisle were 66005, 66077, 87015, 92004, 90046, 37605, 37606 and 90018.

Seen working various Virgin WCML services on 22 July were 90015, 90003, 87012, 87027, 87007, 90003, 87015, 87021, 90010, 87032, 87001, 90039, 87013, 87029, 87022 and 87007. 47733 worked the 10.21 Birmingham / Holyhead.

The following were noted working in the North West on 8 August:

86259 15.27 Manchester / Euston

87007 13.40 Glasgow / Euston

90006 14.30 Euston / Glasgow

90010 16.32 Liverpool / Euston

87004 15.55 Euston / Manchester

390025 16.27 Manchester / Euston

90012 16.50 Glasgow / Euston

90037 20.00 Euston / Liverpool

Sunday 10 August saw Electric Blue liveried 86233 "Alstom Heritage" on the 09.25 Euston / Manchester and 14.29 return working.

The infiltration of Pendolino units on the 'Manchesters' is reaching epidemic proportions – 16 August saw 390022 on the 11.27 and 390019 on the 12.27 before some semblance of order was restored with big 87027 'Wolf of Badenoch' on the 13.27.

The Summer Timetable has seen an increase in the Class 101 Met-Cam 'Heritage' DMU workings in the Manchester area. The surviving 6 units have all been fitted with TPWS, but are all again!!! (see previous editions of T.P.) due to be withdrawn at the end of this year.

Saturday 10 August saw "Daisy" BR Green 101685 and Strathclyde Caledonian Blue 101692 hard at work on Piccadilly / Marple – Rose Hill services giving the incredible sight of 1950's Met-Cams sharing the same station with shiny new 'Pendolino's' built at the same site in Birmingham.

Railtours and Charter Trains

Locos seen working on recent railtours and charters have been:

June 12 (Newcastle to Kings Cross charter) 55019

June 21 (London to Edinburgh H.R.T. charter) 90019

June 21 (York to Ely charter) 31459 and 47709

July 12 ('Pennine Fellsman') 56102, 37065/37684 and D345

July 18/19 ('Grampian Gyrator') 66001, 92039, 56088, 66190, 37707, 37698, 86627 and 86612

(31327 was on the Strathspey Railway)

June 28 ('Spinnin State VII') 37057/37051, 66112, 66543, 86620/86639 and 56119 July 27 ('Doncaster Detour') 37706 and 37890

Aug 2 ('The Worksop Riviera') Loadhaul liveried 56118/56107 throughout
Aug 9 ('Metropolis Meanderer') 92039, 60029, 66703, 37694/37521 and 56113

Preserved Railways

Locos working at the Peak Rail Diesel and Diesel Shunters Gala on 8 June were D3023, D2284, 03099, 03084, D2854, D2953, D8 and 73107.

On 5 July, steam locomotive "Hutnik" was on the Scunthorpe Steelworks tour train and steam locomotive 1438 was on the brake-van tour. Corus locomotives 62, 70, 92 and 93 were at work in the steelworks. Locomotives used at the East Lancs. Railway on 6 July were 57004, 66544, 66552, 37608, D8087, 20312, 20313, 37194, 37197, D7076, 45135 and 47839.

Locos working at the Barrow Hill Steam Gala on 12 July were 813, 1163 "Whitehead", 5051 "Earl Bathurst", 5224, 5553, 5637, 7822 "Foxcote Manor" and 9600.

Locos used at the Keighley & Worth Valley Diesel Gala on 2 August were 37174, 37197, 37229, 20096, 20901, 20168, 56054, 25059 and 25059.

PENNINE QUIZ NO. 113 THE ANSWERS

1. 11
2. 66011
3. 142049
4. 6 feet 2 inches
5. 1878
6. 1979
7. Monmouth
8. 30th May, 1999
9. 66009 & 66011
10. Derwent Valley Light Railway
11. D7667
12. Crowborough
13. Thos. Ward, Salford
14. 1988
15. 29th January, 1968
16. Inchicore Works 150 1846 - 1996
17. 50010
18. Leighton Buzzard
19. Marks Tey - Sudbury
20. Wardley Opencast
21. J35
22. Farringford
23. Dovey Junction
24. Water troughs
25. Loch

PENNINE QUIZ NO. 113 THE WINNERS

1st John Dewing
2nd Paul Slater

Only two entries again – thanks to those who did enter and to Ken King for setting the questions. I have not included a quiz this time, but we should have one in the next edition.

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 17th September

K Glossop

Wednesday 1st October.

Pennine Slide Competition

Wednesday 15th October

Derek Porter "Another Dip into the Box"

Wednesday 5th November

Doug Thompson

Wednesday 19th November

Rhys Jones

Wednesday 3rd December

Members Slide Night

Wednesday 17th December

Pennine Shield Final

Pennine Shield

Round One Thurs 27th November

Round Two Wednesday 3rd December

Final Wednesday 17th December

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 and Robin Skinner.

NEXT ISSUE

The Winter 2003 Issue of Trans Pennine is due for publication on 17th December. Would contributors please let the coordinator have their information by Friday 28th November – THANK YOU. Remember, you can now email your contributions to david.whitlam@talk21.com.

DONCASTER PLANT 150

The following locos were on display at Doncaster on 26/27 July:

Steam locos

Stirling 'Single' No. 1, 246 *Morayshire*, 251,
990 *Henry Oakley*, 1306 *Mayflower*, 4468 *Mallard*,
4472 *Flying Scotsman*, 5972 *Olton Hall*, 48151,
60009 *Union of South Africa*, 60800 *Green Arrow*, 63601, 65033, 68846

Diesel and Electric Locos

D2069, 08436, 08571, 08624, 08648, 08668, 08892, 20189, 20227 *Sir John Betjeman*, 20905,
31106 *Spalding Town*, 45112 *Royal Army Ordnance Corps*, 47316 *Cam Peak*, 47635 *The Lass of O'Ballochmyle*, 47715 *Poseidon*, 50035 *Ark Royal*, D9009 *Alycidon*, 9016 *Gordon Highlander*, 55019 *Royal Highland Fusilier*, 56006, 58001, 59001 *Yeoman Endeavour*, 66715, E5001, E3035, 84001, 85101 *Doncaster Plant 150 1853-2003*, 86261 *The Rail Charter Partnership*, 86609, 89001, 90028 *Hertfordshire Rail Tours*, 91110 *David Livingstone*, 92001 *Victor Hugo*