

Trans Pennine

The Magazine
of the
Pennine Railway Society



No. 126 - Winter 2003

Committee Briefs

Membership Fee Unchanged

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

We hope you will rejoin the Society in 2004 by simply completing the renewal of membership form and returning it with a cheque for £4.50 made out to the 'Pennine Railway Society', to our Membership Secretary, Tony Caddick, at the address shown on the form.

Annual General Meeting

You are invited to attend the Annual General Meeting which will be held at 12 noon on Sunday 11th January 2004 at the Salutation Inn, South Parade, Doncaster.

This is the opportunity for you, the members to have a say in how you wish the Society to be run.

It is also a chance to socialise with friends you may not have seen for some time.

The year 2004 is also the 30th Anniversary of the Society, and we will be seeking suggestions on how to celebrate this landmark.

Free 2004 Diaries

All members rejoining for 2004 will receive a free Pennine Railway Society pocket diary. Yet another good reason for renewing your membership.

Social Meetings

Members are asked to note the social evenings arranged by Robin Skinner, held on the 1st and 3rd Wednesday of every month at the Salutation Inn, Doncaster.

The early 2004 programme is shown elsewhere in this magazine. Curtains rise at 20.00 in our private room.

All welcome - entertainment guaranteed.

Season's Greetings

The Committee of the Pennine Railway Society join together in wishing all our members, their families and friends a very Happy Christmas and a Prosperous New Year.

Thank you for your support and friendship in 2003.

Andrew visits Monica

Andy "Bo-Bo" Barclay sings the praise of "Monica's", a cocktail bar opened in the previous "Earl of Arundel and Surrey" public house, in Heeley, Sheffield.

Ask him about it!

Silverlink's 9/11

On 11 September 2003, Silverlink withdrew its fleet of Class 321s from the Birmingham New Street – Northampton – Euston route due to a potential brake problem on the trains.

Jobs on the Line

The last British train factory is under threat of closure with the loss of 5000 jobs. Canadian manufacturing giant Bombardier said the company needed to cut overheads and that the plants in Britain and Germany were the “most likely” targets.

If the factory in Derby does close, it will be the end of locomotive making in the UK.

Rival train maker Alstom recently said it was quitting Birmingham.

The Derby Bombardier works have just completed Virgin Cross Country’s new fleet. However, it has nothing on its order book beyond next year after it lost out to German firm Siemens to build stock for the TransPennine service.

WAGN Terror Ride

A driver on a recent Kings Lynn – Kings Cross service has been suspended after telling passengers to “hold their breath” before attempting to make up 20 minutes lost time.

Apparently, luggage fell from shelves, and in one marvellous overstatement, a mother of three from Finchley said “I am certain the carriage was on two wheels around one corner”.

In the final quarter of last year, WAGN received fines of over £7million for late running trains.

Connex Axes Services

Disgraced Connex has slashed up to 40 trains a day on its South-East lines to help its remaining trains run on time. It will allow “more breathing space” to improve punctuality and performance. Cuts include the busy 16.55 service from the capital to Dover.

The French-owned company is due to lose its franchise because of its poor performance.

Network Rail Ditches Private Contractors

More than 18,000 track and signal maintenance staff will transfer to Network Rail within a year, after the company’s decision to take routine track and signal work in-house.

Renewals work will remain with contractors.

Talks on Post by Train

The Royal Mail is looking at ways to continue carrying post by train after a government minister condemned its decision to switch from rail to road and air.

EWS services for overnight first class post are expected to end by January 2004, the rest of the services going by the spring.

It has however, started talks with six new companies about transporting bulk mail and second class post.

Collision at Barrow Hill

NRM’s D6700 suffered front end damage when in collision with stationery 37515 at the recent Barrow Hill diesel gala.

Eurostar Records

On 27 September 2003 there was a journey of 1hr 58mins on a Brussels – Waterloo International service, whilst on the same day a Waterloo International – Paris Gard du Nord service, controlled by Vic Evans, took 2hrs 18mins.

Arriva Starts Loco-hauled Services

Arriva Trains Northern has launched a loco-hauled service to increase peak-hour capacity between Leeds and Knaresborough.

The train comprises four Mark II coaches in Arriva's livery hauled by Class 37/4 locos hired from EWS Railway.

It also works a daily return service between Leeds and Carlisle, increasing capacity on the Settle to Carlisle.

Pennine Slide Competition

There were 48 slides entered in the competition held on 1st October and after much deliberation by the judge, Les Nixon, the result was as follows:

1st Glenn Williamson DMU 153301 at Maud's Bridge on 31/1/03

2nd Glenn Williamson 60002 on an ore train at Barnetby on 18/3/03

3rd Derek Porter Open Day at the Eggborough Power Station Model Railway Society in 1994

The winning slide (shown on the front cover) was taken using a Nikon FM2 camera with a 50mm f1.4 Nikkor lens (1/250 at f5.6) and Fuji Provia 100F film. Congratulations to the winners and thanks to all who entered and to Les Nixon for judging.

The Stapleford Miniature Railway by Paul Slater

I visited the stately home of Stapleford Park in Leicestershire twice in the early 1970s, the first time alone and the second time with a girlfriend. The attraction for me was not the house, although that was open for visitors, but the miniature railway which ran for over a mile through the grounds and was briefly described in a book I had recently bought, entitled "Discovering Narrow Gauge Railways". The Stapleford Miniature Railway was open every Sunday during the summer, and operated in two sections, from Stable Hill to the Central Station and from the Central Station to the Lakeside. At the Lakeside the trains connected with boats, miniature ocean liners which plied the lake, and on my second visit to Stapleford Park my companion and I had a boat-trip as well as a train-ride. The line's two original locomotives, 10.25 inch gauge 4-4-2s of rather American appearance named "John of Gaunt" and "Blanche of Lancaster", were supplemented by miniature 4-6-0 no. 6100 "Royal Scot" and miniature "Warship" diesel "The White Heron".

In a video I have recently bought from the National Railway Museum there is a short sequence shot on the Stapleford Miniature Railway in the early 1960s and featuring "John of Gaunt" and "Blanche of Lancaster". The commentator brings the story up to date, saying that the house had been sold to a hotel chain, the line to Stable Hill closed, a new extension opened by the lake, and several new locomotives acquired. I decided that, after an interval of nearly thirty years, I would like to have another look at the Stapleford Miniature Railway, and on the Monday of the late spring Bank Holiday, a day when I was sure the railway would be very busy, I made my way there.

The road to the house, through a beautiful area of woodland, was eerily deserted for a Bank Holiday; there were no signs to a car park, so I followed the ones to "reception". I drove under an archway where I

remembered there being a cafe, and crowds of people, and steam trains crossing the road: there was no-one about, the place seemed silent and empty, and I guessed that my fifty-mile drive had been in vain. I parked near the house and went in at the front door of what is now a very expensive-looking hotel. I told the young lady at the reception desk that it was years since I had been to Stapleford Park, and said that I could see no sign of the railway that I remembered from previous visits; she replied that the railway was still in existence, but it only operated on a few days a year, and today was not one of them. Disappointed, I decided to drive on to the Rutland Railway Museum, only a few miles away; but first, I would see if I could find the Stapleford Miniature Railway. The Central Station was not where I remembered it, but after doing a little exploration, beyond a helicopter parked on a lawn I found the railway. It passed through a short tunnel, beyond which a man was cutting grass. I heard the unmistakable sound of a steam train, and saw it approaching the tunnel; I hurried to the other end, and watched it emerge. The engine was "John of Gaunt", still with the same number, 751, and the same green livery as thirty years ago, but now named "John H. Gretton"; there were only two passengers. I watched the train disappear into the distance, and went to speak to the man cutting grass. I told him what the receptionist had said, and he confirmed that the train was running today, but only for the railway men; if I wanted a ride, it could be arranged, I would have to sign the day-members' book and make a donation. I could walk up to the station to board the train, or he could stop it near the tunnel mouth when it returned and I could get on it where I was. I went to my car to fetch my camera.

"You'll get shot, parking a Mini Metro up there among all those Range Rovers and Porsches and BMWs!" the man joked when I returned, and I had to admit that my car was a lot less opulent-looking than the others in front of the hotel. It seemed very strange to be slipping through the line side fence and walking down the steps in the side of the cutting as the train approached. The man waved down the train, and after conferring briefly with the driver, he said I could get on board. I took a seat, the engine re-started, panting and slipping on the gradient, and then ran into the tunnel. The day began to feel like an adventure, not a disappointment.

The station was a new one and was some distance from the old Central Station which I remembered; it was not visible from the drive, and I would not have found it without directions. The day-members' book couldn't be found; I was taken to sign the visitors' book instead and see the engine-shed. Some of the new locomotives were sheeted over, but I got a good look at miniature "Jubilee" 4-6-0 no. 5565 "Victoria". Outside the shed was "The White Heron", which I was told had recently been used on a weed-killing train. I talked to the men who were running the trains today. The line had changed a lot since the 1970s, and was now open to the public on only two weekends a year. I was given the website details, and said that I would try and get down at the August Bank Holiday, when several engines should be in steam.

I was told that, having made a donation to the funds, I could have a couple of rides, and that is what I did. Different men drove the engine and rode on the train, and we picked up two other passengers, a man and a woman who were wandering through the park trying to find the railway. It was a pleasant, warm day, and the rides around the estate in the open carriages were very enjoyable, with the wind in my face - not to mention soot and condensing steam from the engine - and the woods and streams and lake seen at close quarters. Since the 1970s a big new loop has been built beyond the former Lakeside station, and this made a nice scenic ride.

At last I said goodbye to the railway men, and they pointed out the path through the wood back to the hotel. I waited to see the train do one more trip and then return up the gradient. As I drove out through the wood I looked for the old car park and Stable Hill station, but could see no trace of them. I would enjoy looking at the photographs I had taken thirty years earlier, and comparing the railway as it was then with the present-day scene; it had been interesting to re-visit Stapleford Park after such a lapse of time, and I had had an unusual excursion.

I made a point of going to the railway again on the Monday of the August Bank Holiday. I waited at Melton Mowbray station to see a special train depart for Haringworth viaduct, hauled by 4-6-0 no. 4965 "Rood Ashton Hall" and banked by 45112 "The Royal Army Ordnance Corps", but was in time for the last hour and a half of the open day at Stapleford. A fairground had been set up in a field near the central station, and the car-park was there too, so I did not need to go near the hotel. Two-train operation was in progress on the railway, and three steam locomotives were in use: "John H. Gretton" again, and the line's two eight-coupled

miniatures of big American engines, Nickel Plate 2-8-4 no. 752 and New York Central 4-8-4 no. 6019. I took several photographs of the three engines, and - once again - had two rides round the estate, the first behind "John H. Gretton" and the second behind no. 6019, the 4-8-4 getting up to an impressive speed on a straight stretch of the new extension. "So you made it back here!" said the driver of no. 752, no doubt remembering me from my previous visit. From the souvenir programme of the open day, I learned that the line was now operated by the Friends of the Stapleford Miniature Railway, who, in addition to the two open weekends, also held private steaming days throughout the year; it must have been one of these private days that I chanced across in May.

Also in the souvenir programme was an article by Lady Jenny Gretton entitled "The Rebirth of the Stapleford Miniature Railway", which gave further details of the changed circumstances of the line since the 1970s and confirmed that "John of Gaunt" had been re-named "John H. Gretton". I learned that the old Central Station and the line to Stable Hill had been removed because the land they were on formed part of the estate sold to the hotel chain, and that - following deaths in the Gretton family - the railway had been mothballed for several years before its eventual re-opening by the Friends.

Details of the locomotives in the souvenir programme confirmed what was said on the video: "John of Gaunt" had been built in 1948 and had originally worked at Bognor Regis. When my mother died, my brother and I had sorted through family photographs, throwing away many but keeping a selection; one I had kept showed me with a miniature railway train, and I thought it was taken at Bognor. I found the photo, a little black-and-white contact print, and had another look at it; the locomotive which is the main subject of the picture could well be "John of Gaunt", as it looks too American for most miniature steam engines. My mother must have taken the photo, as my father is behind the engine with my brother and me; on the back, in my father's writing, is the place and date: Bognor, August 1948. This must be the earliest photo in existence of me with a railway engine - I was four years old then - and it is an intriguing thought that the locomotive in that picture may be the one I saw twice in the 1970s and enjoyed a private ride behind earlier this year.

Time stood still A ghostly story for Christmas **By Chris Tyas**

It was the 23rd of December and Tom Crooks was on leave and heading home to his family for Christmas, he was waiting to catch the night train to London. He had never caught the train from St Luke's before but a friend had given him a lift to the station, the platform was deserted and the only sound was from the big old station clock, Tick! Tick! Tick! He began to wonder when the train would finally arrive as it should have left over half an hour since, then in the distance he thought he could hear the sound of an approaching train, but he must be mistaken as it sounded like a steam engine and surely there were no specials at this time of night.

He could see some very faint headlamps in the distance and yes it was definitely a steam engine, as it came nearer he realised that it was not slowing down for the stop. Tom thought this was very strange as St Luke's was on a very tight bend and he would expect that a train would have to slow down to travel round such a tight curve.

For a few moments everything seemed to go silent except for the Tick! Tick! Tick! of the old station clock, then the silence was shattered as the train roared off the rails at the end of the platform. The locomotive mounted the platform ramp being followed by the first three coaches then the couplings of the following coach had broken as the following coaches slewed around and began piling up on each other. There was escaping steam from the engine and hot burning coals were thrown all around setting light to some of the coaches.

Tom ran to try to help. Looking round for a telephone to ring for the emergency services, but could not find one anywhere. By now the first survivors were beginning to escape from the wreckage. He came across a young woman who was crying for someone to help her daughter who was trapped in the wreckage, but Tom could see that there was nothing he could do and this poor young girl would not be opening her presents on Christmas day.

Tom carried on helping people out of the wreckage and putting his first aid skills into practice, by now it seemed hours since the original crash and he was beginning to feel very weary so he decided to go back and sit on the bench under the big old clock. Tom became very sleepy with the sound of the Tick! Tick! Tick! and he drifted into a sleep.

When he woke he was on a train and the conductor was collecting tickets, he could not understand how he got here, so he asked the conductor how he had come to be on this train and explained how he had seen the crash at St Luke's. The conductor said that he had seen him join the train at St Morgans and that the station at St Luke's had been closed since the station had been wrecked by a train crash over forty years before when the railway company decided never to reopen it again as it was rarely used anyway. The only thing left of the station was one of the old platform waiting rooms and the old station clock.

On The Buses!!

By Gerry Collins

Getting rather desperate for a short holiday, Margaret came home from the Co-op and said that she was booking a Wallace Arnold holiday to Plymouth. Neither of us are keen bus travellers – but we went!

The best part of the five days were the three being there! We did have a free day (Wednesday 9 October), which I said we would use to explore the Plymouth – Gunnislake Branch Line. So we went to the station the day before and Margaret spotted a poster that said that the Gunnislake Line was being maintained, so the train would be a bus! Plan B had now to be brought forward, so we thought a trip to St Austell over the Royal Albert Bridge would be good. The fare for senior railcards was £6 (cheaper than Lincoln to Doncaster). On the PW was 221103, 153373 and 67014 was stabled.

The next day, our party, now five, with the Lost Gardens of Heligan in mind, headed for the station. (5 in a taxi is quite economical!) With Wessex Trains 3 people are a party – so our friends had the party rate - £6 each!! Boarding a 150xxx DMU we thought we were on aircraft as we had the airline info for where the doors and exit hammers were, should there be a disaster! Our first journey to Cornwall by rail and we looked forward to gliding over the Royal Albert Bridge to Saltash where 66179 LE was waiting to cross the Tamar. Continuing through to Lostwithiel saw 67027 LE and proper signals! At Par 158815 was arriving and before St Austell 66123 came through with tanks. Not a lot of straight track in Cornwall! A Fiat Multipla took us to the Lost Gardens (not to be missed) and then back to St Austell where 67013 headed the Postal to Penzance followed by 43139 FGW. 09013 was stabled near Plymouth.

Our coach driver told us an interesting true story as we passed Laira Depot about the diesel loco engines (? Westerns) left running all night and in the morning the nearby residents looked out over a blue haze! They complained and were told that the engines could not be turned off because the locos or the batteries were so old and were not replaceable!

Residents' Anger Over Late Freight

Article from “Gainsborough Target” supplied by Paul Slater

MORE sleepless nights are on the cards for Gainsborough people as freight trains continue to rumble through the town around the clock.

Rail managers confirmed on Wednesday that up to three trains an hour, 24 hours a day, would continue using the line through the middle of the town until November 30. Until it was upgraded to cope with traffic displaced by the £3 million re build of Keadby Bridge, near Scunthorpe, the line only took three passenger trains a week and limited freight. The sudden increase in traffic on the Central Station line has left residents complaining of sleepless nights and disturbance.

Since November 8, and through to a week on Sunday there are 40 or more freight trains weighing up to 2,500 tonnes each passing through at a rate of one every 20 minutes — so many that there is no space for the three Saturday passenger trains, which have been replaced by buses.

All of the freight which used to pass across Keadby Bridge between Immingham and Scunthorpe and the rest of the country is now coming through Gainsborough.

The trains carry cargo of steel, petrol and cars and pass within yards of homes in Old Showfields, Ulster Road, Northolme, Hawthorn Avenue, Sandsfield Lane and Ashcroft Road.

Dale Allwood (46), of Hawthorn Avenue, said: “I’ve barely slept since they started and I’m on the furthest side of the road from the track. These trains are coming through at 1.20am and later. At times they’re every 20 minutes. “You’d think they’d have some consideration and let people sleep.

“Every morning there’s been one at 1.20am, 1.30am or somewhere there and they are long, loud trains which must be vibrating the houses. I’ve not had a decent night’s sleep for three weeks and they’re interfering with the TV.”

Nicola Willey whose home in Northolme backs onto the track, said: “We were used to it on Sunday nights which was when they tended to put most of the trains through, but now it’s round the clock all week.

“There’s maybe one an hour through the night and they wake you up if you are only just slumbering.”

Last night there were trains at 8.50pm, 9.40pm, 10.30pm, 11.40pm, 2am, 3am, 6am, 7am, 7.05am, 7.20am and 8.10am.

“It would have been nice if they’d at least let us know it was going to happen,” said Mrs Willey.

Carolyn Watson, a spokesman for Network Rail, which runs the railways, said it was not considered appropriate to tell people directly because the line was already in use.

“At the end of the day that is a railway line and it is available for operational use,” she said. “The level of traffic can go down or go up depending on circumstances and it would not be reasonable to expect us to letter drop every house along the line.”

It was impossible to stop trains through the night because their movements were governed by operations at the ports and the places serviced by the trains, she said.

(ED – see sightings in Pennine Observer Notes)

Robin’s Review

No 22 *BRILL ANNUAL No 12*

As I write this it’s the run up to the Christmas period where family members ask each other what they would like for Christmas, or they sneak out to buy a surprise for a loved one or they write letters to Santa and address them to either The North Pole, Greenland or somewhere in Scandinavia near the Arctic circle!

In days gone by, a favourite present was the annual, starting with The Beano and then graduating onto Stanley Buchan's Football Annual, Trains Annual or Locospotters Annual, or both depending on how many Aunties and Uncles you had that you wanted to write thank you letters to!!

Trains Annual and Locospotters Annual were published by Ian Allen as companions to their monthly magazines Trains Illustrated and Railway World right up to the late 1970s when both annuals were merged into one Railway World Annual.

Today the world has moved on considerably to the extent that it's usually how many computer games can I acquire this Christmas or can I upgrade my mobile phone.

British Railways Illustrated Annual Number 12 takes us back to those black and white days. BRILL 12 is published by The Irwell Press at £14.95 and is **ISBN 1 903266 41 6**.

The annual consists of hard back and 96 pages all black and white put together in exactly the same way the magazine is, with the usual articles and loads of black and white pictures, roughly from 1939 to 1969.

Diesel dawn looks at the first Warships to arrive at Newton Abbot and the arrival of the Claytons. War report looks at the Wartime railway journeys of John Aird. Other articles are Freeman's Forays stories of a spotter in the 1950s and 60s.

The book is crammed full of articles and pictures taking us back to the days when the railway had an atmosphere and spotters would stand at the south end of platform 4 at Doncaster watching the streaks fly through, or the south end of platform 5 at Sheffield watching a Jubilee restart the heavy up Thames Clyde Express at the bottom of the climb up to Bradway Tunnel, or sitting on the wall at Retford watching an A1 lean to the curve with an up Pullman service to King's Cross. Some of these spotters would be wearing their school uniform and in their satchel would be a Loco Shed book and notebook which were deemed far more important than any boring homework!!

VERDICT: BRILL Annual 12 has all the atmosphere of the railway in the twenty years after the Second World War.

The motto of the publication "You'll Remember those black and white days" is so very appropriate.

Although priced at £ 14.95 some may consider it expensive particularly as the magazine published monthly is £3.30 for 45 pages albeit with a glossy paper cover. If this is the period you grew up in then BRILL No 12 is for you.

Pennine Quiz No. 114

Chris Tyas

Listed below are 25 questions relating to pop music songs; all of which have made the top 40 at some time since the charts began. Each answer (all or part of song title or artists name) is the name of a locomotive (steam, diesel or electric). An extra point will be given if you also give the loco number (or numbers in the case of question 3).

Example Question – Did ELO Roll over for this Class 92?

Answer – 92003 Beethoven

1. This Class 33 was a hit for Rainbow Cottage in 1976.
2. This Brush prototype was a 1980 hit for the Rah Band.
3. These two swinging Cromptons were a hit for Dire Straits.
4. This Class 37 was a hit for Renaissance in 1978.
5. Was this Britannia in Blue Jeans for Mark Wynter in 1962?
6. Did Herman have an A3?
7. This 125 power car is where they all get played.
8. This A2 was a hit for Mike Oldfield in 1979.
9. This Class 47 had a 1960 hit with Little White Berry.
10. The New Vaudeville Band had a 1966 hit song about this Class 73s cathedral.
11. This Warship was a 1982 hit for The Piranhas.

12. This Class 47 had a 1972 hit with Lady Eleanor.
13. Was Lulu this Class 50 in 1968?
14. This EM2 was a 1957 hit for Paul Anka.
15. Did this Class 76 have a hit with Kylie?
16. This power car was a 1972 hit for It's self.
17. Always Look on the Bright Side of Life was a 1991 hit for Monty's Class 47.
18. Oh Babe What Would You Say, did this member of the Smith family have his own Castle?
19. Did this A3 try to Catch the Wind in 1965?
20. Did this Class 87's Sister have a 90s hit with Stay?
21. Were Typically Tropical going to this Jubilee?
22. Fiddlers Dream had a day Trip to this Patriot in 1979.
23. Which Britannia was Freddie?
24. This Class 37 reached number 20 in 1955 with Bluebell Polka.
25. Did this Class 87 lose its rag for Winifred Atwell in 1952?

Pennine Observer Notes

Eastern Region

Recent sightings on the Gainsborough – Barnetby line have been:

Oct 4 60082 + 2 56s on goods train

Oct 5 66547 on coal train

Oct 11 56062 on goods train 66138 on coal train

Oct 12 66227 on coal train

Oct 13 56119 on goods train 66041 light engine

Oct 14 37411 and 66138 light engines 66089 on coal train

Oct 15 66042 on coal train

Oct 16 60088 and 66042 on coal trains

Oct 18 60007 and 60070 on p.w. trains 60012 on goods train 60040, 66050 and 66066 on coal trains 60043 on oil train 66235 light engine

Oct 19 66558 and 66607 light engine

Oct 22 60022 and 66183 on p.w. trains

Oct 25 60004 on ballast train 66164 on coal train, steam locomotive 61264 on "Lincolnshire Poacher" railtour

Oct 26 66559 on coal train, 66566 light engine

Oct 27 47791 light engine, 66221 on coal train

Oct 28 60024 light engine

Oct 29 56091, 56119 and 600329 light engines

Oct 30 56114 and 60016 light engines

Nov 2 66144, 66165, 66177 and 66188 on coal trains, 66528 light engine

Nov 3 56078 light engine

Nov 4 56071 and 66068 light engines

Nov 5 56061 light engine

Nov 6 56058 light engine

Nov 10 56067 and 66218 on goods trains

Nov 11 56072 on vans, 60041, 60079 and 66144 on coal trains, 60054, 66068 and 66119 on goods trains

Nov 12 66019 on coal trains, 66219 on steel train

Nov 13 56062 and 66043 on coal trains, 56081 on p.w. train, 66052 light engine

Nov 14 60008 light engine, 60013 on goods train, 60073 on chemicals train, 66019, 66195 and 66205 on coal trains

Nov 15 66032 and 66058 on goods train, 66195 on coal train

Nov 16 66248 on steel train, 66547 on coal train

Nov 17 56075 on chemicals train, 66024, 66043 and 66054 on coal train, 66032 and 66141 on goods train

Recent sightings at Lincoln have been:

Oct 3 66607 on oil train

Oct 6 66176 on vans

Oct 7 66206 on coal train

Oct 10 56095 on coal train

Oct 29 56091 and 66156 on coal trains

Nov 12 56104 on steel train, 66140 on coal train

Recent sightings at Hykeham have been:

Oct 27 66705 on ballast train

Oct 28 56022 on coal train, 66607 on oil train

Oct 30 56059 on coal train, 66704 on ballast train

Nov 4 66601 and 66609 on oil trains

Other recent sightings have been:

Oct 22 60072 and 66526 on coal trains at Rushey Crossing near Retford

Nov 7 66186 on coal train at Gainsborough Lea Road

Nov 8 66037 and 66043 on coal trains at Scunthorpe.

Noted at Peterborough on 10 October were 66701, 66702, 66060, 66012, 47733, 47727, 37695, 37521 and 37709. On the same day at Ipswich were 86621, 86622, 47309, 47370, 66535, 57002, 57001, 57011, 86632, 86633, 86628, 66539 and 90044/48/50 all off hire.

Seen working Liverpool Street / Norwich services on the same day were 86217, 86218, 90040, 86220, 86250 and 86246.

The new loco hauled service between Leeds and Carlisle operated by Arriva produced 37405 / 37408 on 23 and 24 October and 37411 / 37408 on 26 and 30 October and 11 and 13 November.

Noted at Immingham Depot on 8 November were 86229, 86212, 86247, 86233, 86205, 86245, 86259, 56106, 56096, 56032, 56068, 56044, 56037, 56086, 56045, 56021, 56082, 56128 and 37677. Also at Scunthorpe were 66037, 66114, 66041, 60077 and 08393.

Seen at Peterborough on 15 November were 47732, 47770, 66702, 66704, 66711, 66713, 08538, 08698, 60019, 60076, 56096, 66228, 66225, 37521 and 37695.

Midland Region

Seen working various Virgin WCML services on 23 September were 87025, 87008, 87032, 87004, 90014, 87012, 87016, 87026, 90032, 87019 and 87029.

Noted on Warrington Depot on 25 September were 66003, 60081, 66142, 60043, 66067, 66243, 60091, 66082, 56006, 56038 and 37503.

On the same day 66602, 47826, 66208, 66230, 92019 and 66007 were seen at Rugby and 87012, 86233, 87032, 87026, 87033 and 87010 were on WCML services.

Seen working Euston / Liverpool services between 24 and 27 September were 87005, 87014, 87015, 87016, 87020, 87023, 87029, 87034, 90003 and 90015.

Noted on Warrington Depot on 27 September were 37372, 37890, 66091, 66063, 56006, 56070, 37707, 60081, 60060, 60077, 60043 and 66245.

At the same location on 14 October were 60087, 66109, 66130, 66230, 60064, 56103, 92002 and 92015.

Seen at Sellafield on 25 October were 37259, 37229, 37606, 37611, 33025, 20303 and 20304.

Railtours and Charter Trains

Locos seen working on recent railtours and charters have been:

Aug 30 (Norwich to Edinburgh Nenta tour) 47732 and

(Northern Belle Pullman) 47785

Sep 13 'Spinnin State VIII') 92031, 37668, 37712, 66059, 56065 and 60038 Oct 17 ('The Metallic Maiden') 37375, 37707, 56083, 47316, 47200 and 60005 Nov 1 ('The Cracoe Jack') 90040 and 56049/56133 Nov 8 ('The Roxby Renegade') 37893/37890 and 60022.

Nov 15 ('The Lounge Lizard') 47778 and 37372/37174.

Nov 22 ('The Sussex Sulzers') 33202, 73133 and 73136.

Preserved Railways

Locos working at the East Lancs Railway on 14 September were D5054, D5386, 66524, 66562, D8087, 47150, 40145, 45135, D832, D1041, D7076 and 40135.

Locos used at the Great Central Railway Diesel Gala on 19 September were D8098, 25263, D5830, D6586, D123, D1705, E6003 and 37255.

Locos working at the Ruddington Autumn Steam Gala on 20 September were 7646 "Northampton" and 68088.

Locos used at the Middleton Railway Annual Gala on 27 September were D2999 and steam locomotives 67, 1369 and "Matthew Murray".

Locos working at the Barrow Hill "First Born" Diesel Gala on 4 October were 66001, D6700, D8000, 66501, 02003, 03066, 7051, 08936, D200, 66714 and 20096.

Locos used at the North Yorkshire Moors Railway Steam Gala on 5 October were 45157 (45407), 30926, 80135, 32678, 45212, 2392 and 76079.

Locos working at the Spa Valley Diesel Gala on 11 October were 15224, D3489, 33063, 2315 (steam) and 09004 (73140 did not work).

Pennine Meetings 2004

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

Wednesday 7th January 2004. Morris Ockleford.

SUNDAY 11th JANUARY 2004 ANNUAL GENERAL MEETING 12noon.

Wednesday 21st January 2004 Graeme Wade

Wednesday 4th February 2004 Mervyn Allcock "Saving A Round House"

Wednesday 18th February 2004	Peter Marsh	
Wednesday 3rd March 2004	Members Slide Competition	
Wednesday 17th March 2004	Ken Grainger	“Lynton & Barnstaple”
Wednesday 7th April 2004	John Wragg	
Wednesday 21st April 2004	Mike Eggerton	“A Railway Journey of Yesteryear from Penistone to Nottingham”
Wednesday 5th May 2004	Tony Smith	PENNINE SLIDE QUIZ

Acknowledgements

I would like to thank the following for their generous contributions to this issue: Andy Barclay, Gerry Collins, Andy Dalby, John Dewing, John Sanderson, Paul Slater (assisted by Chris Slater, Janice Paterson and Damian Cooper), Robin Skinner, Chris Theaker and Chris Tyas.

Next Issue

The Spring 2004 Issue of Trans Pennine is due for publication on 17th March. Would contributors please let the coordinator have their information by Friday 27th February. If you intend sending a lot can you send a bit each month, so that I do not get everything on the closing date – THANK YOU. Remember, you can now email your contributions to david.whitlam@talk21.com.

Railway Websites

Andy Dalby

Having been “on the net” now for nearly a year I thought it was about time to put some of the websites I have found useful on paper and into the Pennine Mag.

One of the main sites I use is www.wnxx.com. When accessed the site comes under the title of The End of the Line Withdrawn & Stored Locomotives UK.

It has various sections, Home, Latest News, Wigan CRDC, Lists, Locations, Suspect, For Sale, Gallery, Disposals and Search. The home page includes the opportunity to be able to print off a list of all locomotives, serviceable, stored or withdrawn that still survive on Britain’s rail system. Also shown are exported locos, preserved locos and locos both stored and withdrawn. Current paint styles are also shown along with some of the old numbers carried by locos in the past.

(Some examples shown below)

loco	livery	allocation	location	ID	Name
37601 37501	Freight tunnel	OC GPSV A		37601	
47721 47557	RES	WNXX S	Toton TC	47721	Saint Bede
58044	ACTS	WFGA E	Holland	5812	
84001	BR Blue	P	Barrow Hill	84001	

The news given out on the news section is pretty well up to date, even giving details of withdrawn or stored loco movements, i.e. Virgin Class 86s to Immingham depot, or the re-instatement of 56007 from Thornaby depot in November this year.

The Locations page give details of stored/withdrawn locos by area i.e. north east.

The Suspect page shows locos receiving repairs and also gives OK dates, some of which are changed depending on the speed of repairs.

Other pages include a gallery, showing up to date pictures and if you have the money you can purchase parts or even a scrap loco from the details on the For Sale page.

All in all I think it is a reasonable site with up to date gen and well worth a look if you've got time.

I have a copy of the fleet status updated 16/10/2003 if anyone needs a look.

Railtour Operators Websites

Pathfinders

www.toursatpathfinder.freemove.co.uk

Hertfordshire Railtours

www.traintrips.co.uk

Scottish Railway Preservation Society

www.srps.org.uk

Past Time Railtours

www.past-timerail.co.uk

Green Express Railtours

www.greenexpressrailtours.me.uk

NENTA

www.nentatraintrips.co.uk

Steamy Affairs

www.steamyaffairs.net

Steam Dreams

www.steamdreams.com

Vintage Trains

www.vintagetrains.co.uk

Orient Express

www.orientexpress.co.uk

Other sites

www.abrail.co.uk/pennine

Pennine Railways own site

www.preserved-dielsel.co.uk Site giving details of preserved loco's, railways etc

www.shu.ac.uk/city/community/bhess Barrow Hill Roundhouse

A Basher's Moves

by Chris Theaker

28/7/84

DMU Newton Abbot – Dawlish 0605 Paignton – Exeter

45020+45038 Dawlish – Teignmouth 2230 Newcastle – Paignton

47339 Teignmouth – Exeter 0646 Newton Abbot – Exeter

47339 Exeter – Exeter Central 0813 Exeter – Waterloo

50037 Exeter Central – Exeter 0611 Salisbury – Exeter

45026 Exeter – Newton Abbot 2330 Glasgow – Paignton

47342 Newton Abbot – Exeter 0945 Paignton – Paddington

47086 Exeter – Dawlish 0836 Cardiff – Paignton

47575 Dawlish – Exeter 1045 Paignton – Paddington

47140 Exeter – Dawlish 0915 Paddington – Paignton

47311 Dawlish – Teignmouth 0821 Bradford – Paignton

47329 Teignmouth – Dawlish 1504 Paignton – Nottingham

47093 Dawlish – Torquay 1307 Paddington – Paignton

47311 Torquay – Dawlish 1645 Paignton – Bradford

47193 Dawlish – Newton Abbot 1415 Paddington – Paignton

8/8/87

Another summer Saturday selection

47476 Exeter – Newton Abbot 2255 Man Picc – Paignton

50003 Newton Abbot – Exeter 0624 Newton Abbot – Exeter

50003 Exeter – Exeter Central 0817 Exeter – Waterloo

33114 Exeter Central – Exeter 0602 Salisbury – Exeter

142025 Exeter – Newton Abbot 0837 Exeter – Plymouth

HST Newton Abbot – Torquay 0910 Newton Abbot – Paignton

50014 Torquay – Newton Abbot 0930 Paignton – Paddington

47553 Newton Abbot – Dawlish 0955 Paignton – Brighton

47449 Dawlish – Exeter 1015 Paignton – Glasgow

47369 Exeter – Par 0838 Paddington – Penzance

47664 Par – Newquay 0723 Man Picc – Newquay

47664 Newquay – Exeter 1628 Newquay – Wolverhampton

47157 Exeter – Exeter St Thomas 2010 Exeter – Newton Abbot

THE END OF HST ON CROSS COUNTRY

by Andrew Barclay

In October 1981 High Speed Trains / Inter City 125 trains were introduced by British Rail onto what was known at the time as NE/SW services covering areas between York, Leeds, Birmingham NS, Bristol TM & Plymouth. Over the next 22 years the HST 125 Trains spread all over the Cross Country network from Aberdeen in the north to Penzance in the south west and Bournemouth & Poole on the south coast. On summer Saturdays they also went to holiday resorts of Paignton in Devon, Newquay in Cornwall & Weymouth in Dorset. Other places served by HST were Dundee, Edinburgh, Glasgow Queens Street / Central, Carlisle, Preston, Crewe, Stafford, Manchester Piccadilly, Wolverhampton, Liverpool Lime Street, Berwick-upon-Tweed, Newcastle, Darlington, York, Leeds, Doncaster, Sheffield, Derby, Oxford, Reading, Basingstoke, Southampton, Cheltenham Spa, Bristol TM, Taunton, Plymouth & Penzance. It was announced in the spring of 2003 that at the end of the summer timetable on the Saturday 27th September 2003 would be the last day of HST operation on Cross Country Services. The last week of operation is shown below.

The Monday to Friday diagrams are:

1C08 0545 Plymouth to Penzance / 1S71 0820 Penzance to Dundee.

1V51 0643 Dundee to Penzance/ 1C75 1950 Penzance to Plymouth.

1A44 0555 Edinburgh to Aberdeen / 1V61 0855 Aberdeen to Penzance.

1S87 0915 Penzance to Edinburgh.

Monday 22nd September 2003.

1C08/1S71 43099/43160

1V51/1C75 43090/43121 NOTE A Arrived Penzance 129 minutes late due to 43090 failed /43121 TPWS faults and no notch 4 or 5. 1C75 was cancelled.

1A44/1V61 43098/43103 NOTE B 1A44 Cancelled 1V61 Started Edinburgh.

1S87 43065/43093

Tuesday 23rd September 2003.

1C08/1S71 221103 NOTE C Voyager vice HST.

1V51/1C75 43099/43160 NOTE D 1C75 was worked by 43090/43121 but was capped at Cambourne HST failure.

1A44/1V61 43065/43093

1S87 43098/43103

Wednesday 24th September 2003.

1C08/1S71 43092/43160

1V51/1C75 43098/43103

1A44/1V61 220018 NOTE E Voyager vice HST.

1S87 43065/43093.

Thursday 25th September 2003.

1C08/1S71 43098/43103

1V51/1C75 43065/43093

1A44/1V61 43092/43160

1S87 43154/43157

Friday 26th September 2003

1C08/1S71 43065/43093

1V51/1C75 43098/43103

1A44/1V61 43157/43154

1S87 43092/43160

Saturday 27th September 2003.

1V49 0643 Dundee to Newquay /1C92 1930 Newquay to Plymouth 43092/43160 1C07 0547 Plymouth to Penzance/1S71 0820 Penzance to Edinburgh 43099/43100 1004 0519 Man. Picc. to Bournemouth/1S70 1038 Bournemouth to Preston 43084/43097 1008 0717 Man. Picc. to Bournemouth/1S74 1238 Bournemouth to Preston 43080/43153 1V59 1035 Edinburgh to Paignton 43065/43093

1S77 1125 Penzance to Glasgow Central /1Z77 2130 Glasgow Central to Edinburgh via Shotts additional was 43157/43154 1Z77 was very last Virgin Cross Country HST to work in passenger traffic.

On Saturday 27th September some of the diagrams were swapped around so the HST's could finish in the right places the 0519/0717 Man. Picc. to Bournemouth & 1038/1238 Bournemouth to Preston was the 2+8 Virgin West Coast sets in place of Virgin Voyagers so that meant that 1V26 0043 Man. Picc. to Newquay & 1S72 0925 Newquay to Edinburgh & 1V21 0627 Man. Picc. to Newquay 1M39 1420 Newquay to Man.

Picc. were both Voyagers in place of the usual 2+8 HST, also swapped was 1A44 0555 Edinburgh to Aberdeen/1V61 0855 Aberdeen to Penzance which was a Voyager in place of the HST & 1V59 1035 Edinburgh to Paignton was an HST in place of a Voyager. The last HST overnight & the last day time out & back to Manchester was on Saturday 20th September 2003 they are as follows. 1V26 0043 Man. Picc. to Newquay / 1372 0925 Newquay to Edinburgh 43068/43097

1V21 0627 Man. Picc. to Newquay / 1M39 1420 Newquay to Man. Picc. 43100/43102

On Sundays the HST never seem to do the booked diagrams from one week to another this was due to engineering works on the cross country network.