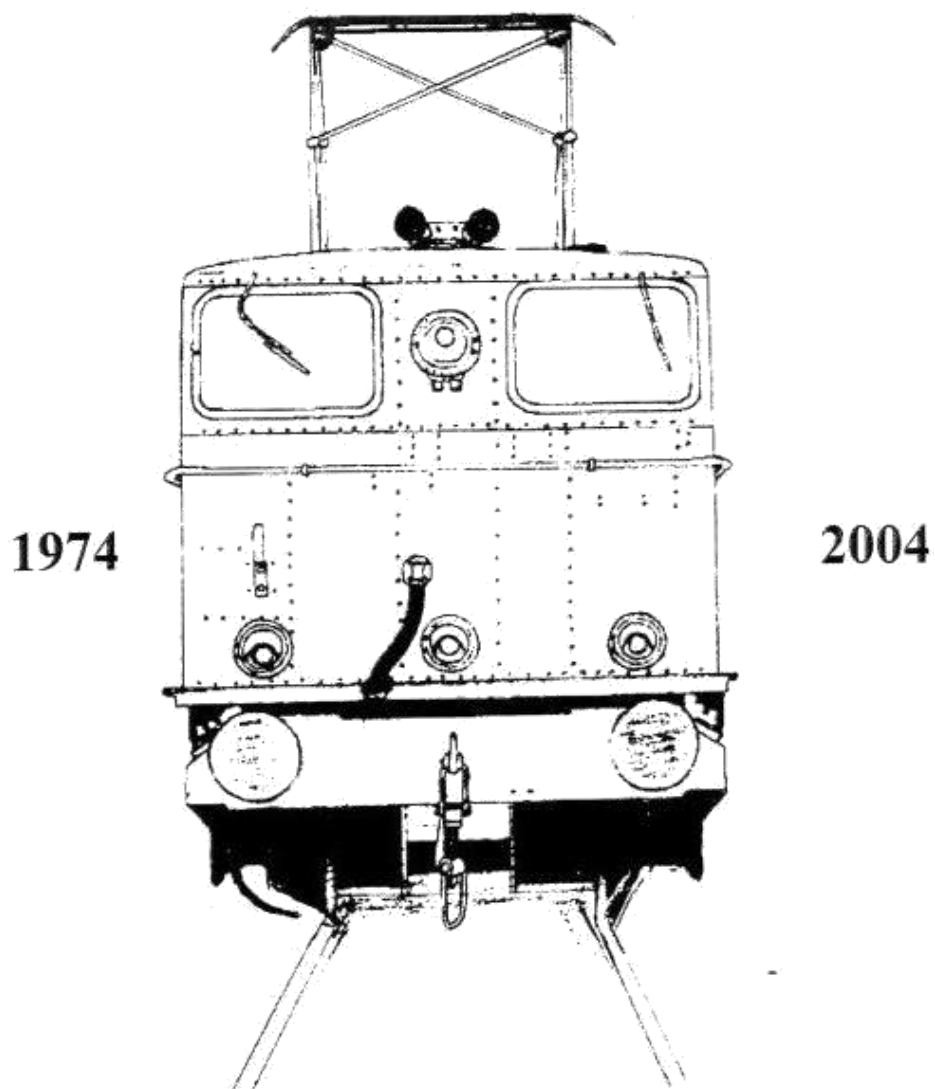


TRANS PENNINE

The Magazine of the Pennine Railway Society



PENNINE RAILWAY SOCIETY 30th ANNIVERSARY YEAR

No.127 - Spring 2004

Committee Briefs

Brian Needham

It is with sadness that we inform member that Brian Needham passed away on 21 February 2004.

Brian, along with son Tony, was a member of the Society in its infancy, and he was a member ever since. He was a popular figure on many of our visits to depots, and on our “Merrymaker” excursions.

We send our condolences to the family. Brian will be sadly missed.

The Society was represented at Brian’s funeral.

Renewal of Membership Fees

We would like to thank all those members who have renewed their subscription to the Pennine Railway Society for 2004. It is not too late to rejoin. Simply send your cheque for £4.50, payable to the Pennine Railway Society, to Tony Caddick, our Membership Secretary, at the address shown above. By return you will receive a free 2004 PRS pocket diary.

For those of you who are not rejoining, this will be the final magazine you will receive. In these circumstances we thank you for your past support and hope you may consider rejoining the Society at some future date.

Annual General Meeting

A successful AGM was held on 11 January 2004. We are able to report:

- No changes to the committee
- Continued use of The Salutation for all social evenings
- Celebrations for the 30th Anniversary to include a visit to the Midland Railway Centre for dinner and an evening “exclusive” visit to Barrow Hill (see details later in magazine).

Social Evenings

Robin has produced an excellent programme of social events for 2004. Come and join us at The Salutation, Doncaster, on the 1st and 3rd Wednesdays of every month, from 8.00pm. We have a private function room, and all are welcome. Bring a friend along too. Make it a date – Wednesdays at 8.

GNER Gets Lost

In its latest timetable leaflet GNER puts Darlington as north of Durham. A GNER spokesman says “We knew we’d made a mistake and had requested the incorrect leaflets be destroyed but for some reason the incorrect ones were put out alongside the correct ones”.

Name Change (1)

Jarvis, the engineering company attacked for its role in the Potters Bar crash is (surprisingly!) changing its name.

In future it will use the name ENGENDA to bid for Government contracts. The name follows the fashion of using Latin-sounding titles, but according to our O-Level Latin holder, John Sanderson (Treasurer), it has no meaning.

Jarvis denied it is being adopted because of negative publicity and a series of high-profile blunders.

Jarvis will use its original name in rail renewals work and other conventional contracts.

Name Change (2)

Overcrowding no longer exists on any rail service. The industry-funded Rail Safety and Standards Board now refer only to crowding on trains. Spokeswoman Cathy Gilleece says "Overcrowding gives a certain context". The word "overcrowding" has been banned by the Board, carrying out research to protect rail users' interests.

U.S. Eye Scotsman

Flying Scotsman plc has put the 1923 built locomotive 4472 up for sale and it is feared it could end up overseas. The loco currently hauls the Venice Simplon Orient Express trains out of London Victoria.

The company is selling it after being hit by a delay in building a visitor centre in Edinburgh.

One is Chuffed

67005 has been unveiled to haul the Royal Train. Painted in Royal Claret and named "The Queen's Messenger", it will replace the two Class 47s "Prince William" and "Prince Harry", which have hauled the Royal Train for 9 years.

Taxpayers forked out £ 872,000 towards the Royal Train last year for 19 journeys. One trip Prince Charles took to Tyne and Wear and back cost £24,021.

The new royal loco was used to haul mail trains and was, by chance, named by The Queen at Euston in December 2000.

In its former livery 67005 was used as the basis for a working toy model.

National Express Group to run Greater Anglia

National Express Group will operate the new Greater Anglia franchise for at least 7 years from April 2004.

It proposes to run Stansted Express trains with 8 cars from December 2005. Refurbished MK III coaches hauled by Class 90s will operate the London – Norwich expresses.

More Miles for Tilting Pendolinos

Thirty miles between Hanslope Jcn, north of Milton Keynes, and Rugby have been passed for tilt trains to run at 125mph. The section from Rugby to Atherstone is already passed for 125mph tilt running.

The next stretch expected to be available is more than 30 miles from Colwich (Staffs) to Cheadle Hulme via Stoke.

TransPennine Expresses

TransPennine Express has won the franchise to take over long-distance northern services. It is a consortium of First Group and Keolis. The new services have been carved out of services run by Arriva Trains Northern and First North Western.

It is planning to introduce a fleet of new Class 185 trains in 2006, 56 three-car sets to be built by Siemens.

North Berwick

ScotRail wants to run loco-hauled Class 90s between Edinburgh and North Berwick in place of Class 322 units which are needed by Central Trains.

Two MK III vehicles will be between a Class 90 loco and a driving van trailer.

The Class 90s would come from the West Coast route were they have been superseded by Virgin's Pendolino tilt trains.

Central Trains need the 322s for new services between Birmingham, Coventry, Northampton, Liverpool and Preston and to supplement 321s on the Northampton to Euston services after Pendolinos go into full service later in the year. The 90s will be hired from EWSR.

Eurostar to Avignon

Eurostar is to operate its direct service to Avignon again from 10 July – 11 September. The outward run takes 6hrs 10mins and the return just 6hrs.

Tonnage up after Sangatte Shuts

EWSR moved 22% more tonnage through the Channel Tunnel last year.

186mph Link Gives Eurostar a Boost

Eurostar has had one of its best passenger-carrying periods due to the opening of the 46-mile section of high speed running in the UK.

Future improvements will include the introduction of a 10-minute check-in.

London – Brussels Non Stop

Eurostar has introduced its first non-stop London to Brussels service, a journey time of 2hrs 20mins.

It departs Waterloo at 0743.

End of TPO's

The railway's last staffed mail trains made their last deliveries on 10th January 2004, 160 years after the service was introduced.

Unstaffed mail trains run by EWSR are due to be phase out in April.

Barrow Hill

The dates for the galas at Barrow Hill Roundhouse this year are:

21/23 May – Rail Ale Festival

10/11 July – Diesel Gala – Theme “Barrow Hill 1979 – 25 years”

9/10 October – Steam Gala – Theme “1954 International Railway Congress Exhibition – Willesden”

30th Anniversary

As part of the Society's 30th celebrations we will be reprinting, in the magazines produced this year, items that have appeared in previous editions of Trans Pennine. In this edition, the items reproduced originally appeared in magazines 3 (May 1975) and 9 (June 1976).

If there are any articles or news items that you would like to see appear again, let the Magazine Coordinator know and he will try his best to include them (if he can find the original).

The Great Central Railway in Nottinghamshire

by Paul Slater

I have been visiting the Great Central Railway in Leicestershire for over thirty years, but recently I have found an interest in going to see the part of the preserved Great Central Railway which operates in Nottinghamshire. This is based on the Nottingham Transport Heritage Centre at Ruddington, at the end of a branch off the old Great Central main line a little to the south of Nottingham. I visited Ruddington on two occasions a few years ago, and enjoyed not only looking at the preserved locomotives and buses at the Heritage Centre hut also riding on a steam train as far as the junction with the old main line. Good viewpoints for photographs were the platform at Ruddington itself, a footbridge spanning the branch in Rushcliffe Country Park, and another footbridge at the junction with the old main line, known as Fifty Steps Bridge.

At the May Bank Holiday in 2002 I drove to Ruddington to have a rather longer train ride. Services were operating from Ruddington as far as Rushcliffe Halt, trains being powered by the Thompson B1 Locomotive Trust's engine, 4-6-0 no. 61264, in which I have a particular interest. It was a dull day, with drizzly rain, but that did not spoil my enjoyment of the ride. It was a novelty to travel along a stretch of the old Great Central main line new to me. Trains had to reverse at the junction with the branch, and at the other end of the carriages from 61264 was a locomotive new to me, electro-diesel no. 73141. The branch curves sharply between Ruddington and Fifty Steps Bridge, but the old main line is straight. It crosses what looks like a flat stretch of countryside, but there is a slight gradient against southbound trains. Rushcliffe Halt is situated in a cutting, where the line passes through a ridge of low hills; the halt is more modern than the island platforms typical of the Great Central main line, and has two platforms, although only one is used by the trains of the preserved railway. The double track extends for only a short distance on either side of the halt. Adjacent to the halt is the gypsum works which brings regular freight trains along the old Great Central main line from the junction with the Midland route at Loughborough. After travelling on the train, I walked down to Fifty Steps Bridge and got some good photos of a later working, both from the bridge itself and from a footpath alongside the line. For the occasion, 61264 was disguised as a named classmate, 61248 "Geoffrey Gibbs".

I was back at Ruddington with a friend for the Autumn Steam Gala in September 2002. It was a warm, sunny day. Five engines were in steam. We travelled to Rushcliffe Halt and back, our train topped and tailed by 0-6-0ST no. 2996 "Victor" and 0-6-OST "Austin no. 1", then walked down to Fifty Steps Bridge. The next working from Rushcliffe Halt made a nice picture re - starting up the branch after reversal at the junction, hauled by 2996 "Victor" and banked by 0-4-0T no. 68088 and 0-4-0ST no. 1163 "Whitehead"; the three engines gleamed in the autumn sunshine, and were framed by the greenery when seen from the line side path.

We saw the last departure of the day from Ruddington at Asher Lane Crossing, mid-way along the branch. Metal gates control a crossing over a private road; there is a colour-light for trains from the Fifty Steps Bridge direction and an upper-quadrant semaphore for those coming from Ruddington. The train we saw at the crossing was hauled by "Austin no. 1", "Victor" bringing up the rear.

In March 2003 I returned to Ruddington for another ride behind 61264, now nameless and carrying its own number. At the other end of the train from the B1 this time was 37075, and the train was running beyond

Rushcliffe Halt, along another stretch of the old Great Central main line I had never travelled over before. The departure board at Ruddington humorously gave the destination of the train as Loughborough East (High Level), but I knew that the train would actually go as far as Stanford-upon-Soar viaduct, not far from the Midland route at Loughborough. I enjoyed the ride to Rushcliffe Halt behind 61264, but I was particularly interested in the next few miles, as this was a line new to me, being used regularly by goods trains to the gypsum works but only occasionally by passenger trains of the preserved Great Central Railway. The train travelled slowly, and I had time to appreciate the leisurely ride past the overgrown remains of East Leake island platform and through attractive hilly countryside - according to my map, part of the Leicestershire Wolds, although situated within the southern tip of Nottinghamshire. It was a spring like day of hazy sunshine, very warm for March. The train stood for a time on the viaduct, with a nice view of the village of Stanford-upon-Soar, then returned to Rushcliffe Halt and Ruddington, 37075 hauling except on the branch from Fifty Steps Bridge, when 61264 was again at the head of the train.

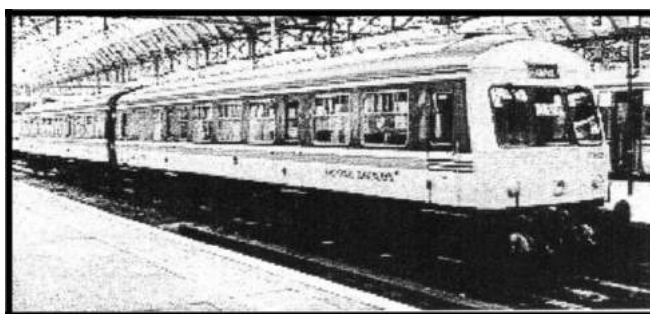
There was one more departure that day. I drove to Rushcliffe Halt, and was in time to see the train arrive and then depart for Stanford-upon-Soar, 61264 working hard at the front end. I explored country roads new to me and managed to get two photos of the train on the viaduct, then chased it back to Rushcliffe Halt. I got there ahead of it, as it was travelling very slowly, and watched it arrive. Earlier, I had chatted to onlookers on the bridge at Rushcliffe Halt, who had shown considerable interest in the train and its steam locomotive, but when a car slowed down now and a youth leaned out of the window, it was only to jeer at me. I watched the train depart for Ruddington for the last time that day, then set off for home.

My friend and I were at Ruddington for the Autumn Steam Gala again in September 2003. The weather was again very warm and sunny. Trains to Rushcliffe Halt were being hauled by a visiting locomotive, 0-6 -0T no. 7646 "Northampton" from the Northampton and Lamport Railway; this is a Polish shunting engine of wartime American design, and in maroon livery it looked very like "Hutnik", the usual motive power for the steelworks tour trains operated at Scunthorpe by the Appleby Frodingham Railway Preservation Society. 0-4-0T no. 68088 was working a shuttle train as far as the junction at Fifty Steps Bridge, and 2996 "Victor" was also in steam. "Northampton" had no second engine at the rear of its train, and seemed to be struggling on the long straight upgrade to Rushcliffe Halt, going very slowly and erupting a column of black smoke.

When we got back to Ruddington and alighted from the train, I walked through the country park as far as the footbridge and watched "Northampton" pass by with the last train of the day to Rushcliffe Halt. My friend enjoyed a cup of tea in the buffet at Ruddington, and then joined me. We relaxed on the grass in the warm sunshine; many other people were doing the same on this beautiful September afternoon. We watched 68088 bring its empty stock out of the siding, then depart with the shuttle train: once it had returned, we decided that it was time to go to the car ready for the drive home.

I had enjoyed seeing a variety of locomotives and workings on these four occasions, on what is still a relatively new preserved railway, and I look forward to seeing further developments in the future on the Great Central Railway in Nottinghamshire.

Farewell to the Met-Cams by Tony Caddick



Christmas Eve 2003 saw the end of an era on the current railway scene when at last and after more escapes than Steve McQueen the final Class 101 Metro-Cammell DMU's were withdrawn from service with First North Western as their regular duties on the Manchester Piccadilly – Marple corridor came to an end. As regular readers of T.P. will know the units should have gone with the introduction of the much-troubled

Class 175 "Coradia" DMU's in 2000 but have been reprieved times over although each subsequent year has seen reductions in the fleet size.

In 2003 the survivors were even fitted with the new TPWS System, which should have enabled them to run until the end of 2004 when new restrictions on Mark 1 vehicles come in. Ironically the veteran units fell victim to the Greenhouse Effect, new regulations concerning the fire extinguishing systems used on the units meant that the Halon gas extinguishing system could not be used and needed to be replaced – FNN concluded that the cost could not be justified for only a further 12 months use.

Christmas Eve was due to be the final day as due to an extended engineering blockade in the Longsight area over the Christmas / New Year holiday period access to Longsight Depot - the units home base - would be off limits.

I decided to make my farewells on a damp and dismal Tuesday 23/12/03 and after an uninspiring trip over the Hope Valley on 150203 sampled the last few journeys in the company of loads of other punters.

Journeys as follows: -

101678 (53746/1210)	12.15 M.Picc - Rose Hill
101678	12.52 Rose Hill - M.Picc
101678	13.25 M.Picc - Marple
101685 (53164/3160)	13.16 M.Picc - Rose Hill
101685	13.52 Rose Hill - M.Picc
101685	14.25 M.Picc - Marple
101685	14.50 Marple - M.Picc

101676 was the standby unit at Piccadilly.

Of course by this time 10685 in its original BR green livery had vinyl nameplates "Daisy 1956-2003" affixed to both vehicles, this being the popular nickname for the venerable unit for the last few years. It still seemed strange to see these products of the 1950's British Railways Modernisation Plan sharing the posh re-furbished Piccadilly station with Voyagers and Pendolinos – wonder if they will last as long?

That was it I thought as I made my way back over the Pennines on 158782, not much use going over again on Christmas Eve, with the usual earlier than normal end of services on some routes, it was also rumoured that the 101's would not be out at all on the 24th.

Imagine my surprise therefore when prowling round Sheffield the next day I received a text message from "Bo-Bo" Barclay saying that "Daisy" was on its way down the Hope Valley on a final run to Sheffield on the 12.45 off Piccadilly. After a minor flap I made it to Dore station courtesy of First South Yorkshire Volvo B& 60730 on the 97A service with a good 20 minutes to spare. Confirmation that "Daisy" was indeed on its way came with that well-known local resident and seasoned railway expert Mr Peter Hall or "Biggs" to his friends. When she arrived on time virtually full of happy smiling punters, I knew I must have more of a farewell than Dore to Sheffield, after all its all downhill with no thrash so back to Manchester I went for one sentimental last time on the 14.15 ex Sheffield. At Piccadilly 101676 was noted on the 15.35 to Marple. I then watched "Daisy" leave the station on one of its final runs to Marple - horn blaring, the characteristic plumes of exhaust – I know time moves on, but Piccadilly will seem a strange place without them.

Just a few thoughts when these units were introduced all those years ago: -

Sheffield's original trams still had 3 years to go.

Rotherham & Doncaster still had trolleybuses.

Mexborough & Swinton trolleybuses still ran.

Steam locos still dominated the railway scene.

Your Membership Secretary was 5 years old – I think that is enough reminiscing. Suffice to say that the fact that the units lasted so long is a tribute to the robust design of the time and of course to the engineers and fitters at Longsight who have kept the units on the road under difficult circumstances over the last few years, usually obtaining higher availability figures than some of the

More modern units built to replace them. Hopefully some of the five survivors will make it into preservation – with almost indecent haste 101676/678/680/685/593 were taken off Longsight by 37672 on January 6th for storage at Pigs Bay, Shoeburyness. Farewell old friends.

Thanks to Andy Barclay for the text message and FNN for keeping the show on the road, especially at Sheffield on the final day.

Robin's Review

NO 23 THE ALLOCATION HISTORY OF BR DIESELS & ELECTRICS

On a cold winter's day in about 1963, I remember cycling on my bike from my home in Low Edges Sheffield the mile and a bit down Twentywell Lane to Dore & Totley station to look at the trains.

I had got the idea from my father who some weeks earlier during a bus strike (now there's a surprise in Sheffield of all places) had caught the train into town and home again.

Going was brilliant because it was all downhill, so I got up to a fair speed on my bike. I remember getting there and wondering where the best place to see the trains would be, so I headed for the station down a little path from the road towards the station adjacent to what I now know is the Hope Valley line. Half way down you come to a little bridge over the River Sheaf. As I reached the bridge I heard the horn of a diesel engine, I looked round to see a green Peak D16 hauling a long rake of maroon liveried Mark 1 stock sweep round the curve through the station and head down hill towards Sheffield Midland "What a sight". So folks there you have it the first Peak Robin Skinner ever copped was D16.

British Railways built D16 at Crewe works in 1960 this loco was first allocated to 17A Derby. By 1963 it was allocated to 55A Leeds Holbeck, so logic would say it was hauling a Sunday St. Pancras to Leeds/Bradford Forster Sq or a Bristol TM to Leeds or York service. At that time these services were the main stay of the Midland main line in the Sheffield area. Whilst a few services were still steam worked by Jubilee's and Black Fives the Peak had control of the majority of services.

D16 was withdrawn from traffic on 18/11/85 after 25 years service as 45016, after being stored at Goole and Leicester Humberstone yard it was moved to Berry's yard in November 1986 and cut up during December 1986.

The information regarding D16's history came from "The Allocation History of BR Diesels & Electrics Part Two", compiled by Roger Harris, 176 Pages, at £19.99.

Each volume deals with a number of classes of locomotive through the TOPS renumbering scheme. Part two deals with the following: - Class 24/25/26/27/31/33/37/40/41/43/44/45&46.

There are five parts planned Part one classes 01-20, two 24-46, three 47-67, four 71-96 and five 97-99 (all non TOPS locos and prototypes).

These volumes document the life of the loco from erecting shop to scrapyards.

It puts a lot of the information into one easy point of reference i.e. naming and reallocations all of which is available but not in one easy point of reference.

VERDICT: If like many Pennine members your interest started in this way, the information in these books will be invaluable to you.

Pennine Quiz No. 115

Geoff Bambrough

1. Four Class 08's were rebuilt in 1974/75 for Lamco Mining Co. and exported to which Country?
2. Class 47 D1100 originally became which TOPS no.?
3. Which 'Peak' saw some service as a generator at Thorpe Marsh CEGB in the early 1980's?
4. Identify either of the Class 82's never to be allocated a TOPS no.
5. D1957 was allocated a TOPS no. as a 47/0 which it never carried; what was this no.?
6. 21 people were killed in the first serious accident to an electric train in Britain; where did it happen?

7. In which year was the decision made to adopt 35KV as future British standard made?
8. What is the wheel arrangement of an Atlantic steam loco?
9. 50 Class 58's were built, but how many was the original order for?
10. The Rev. Eric Treacy tragically collapsed and died on 15th May 1978 at Appleby whilst waiting to photograph which steam loco?
11. Cardiff Canton shed code changed from 88A in September 1963 to what?
12. Which steam loco exchanged identities with 4082 Windsor Castle on 15th February 1952 before hauling King George VI's funeral train?
13. What is the wheel arrangement of a 'Mikado' steam loco?
14. In the 1930's a 'Duke' boiler was combined with a 'Bulldog' engine and frames to produce what class?
15. What was the official maximum speed (mph) of a Class EM2?
16. Originally termed Class AL5, where were they built?
17. In which year did Glasgow (St. Enoch) and Glasgow (Buchanan St.) stations close?
18. 220021 has recently lost its Blackpool Voyager name to be renamed what?
19. 57602 has recently been produced using the body shell of which Class 47?
20. Which is the first Class 90 to receive Freightliner's green/yellow livery?
21. On what date in the 1960's were loco-hauled passenger trains replaced by DMU's?
22. The only water troughs on the Settle – Carlisle route were situated where?
23. Which Class 83 was registered temporarily for use at Euston for shunting after all the class had been withdrawn?
24. 66715 was recently named Valour at which 'station'?
25. What was the original LNER no. of Class B1 'Springbok'?

Pennine Quiz No. 114

The Answers

1. (33057) SEAGULL
2. (D1200) FALCON
3. (33025 & 33114) SULTAN
4. (37251) THE NORTHERN LIGHTS
5. (70023) VENUS
6. (60109) HERMIT

7. (43002) TOP OF THE POPS
8. (60532) BLUE PETER
9. (47786) ROY CASTLE
10. (73129) CITY OF WINCHESTER
11. (D864) ZAMBEZI
12. (47789) LINDISFARNE
13. (50028) TIGER
14. (27003) DIANA
15. (76049) JASON
16. (43053) LEEDS UNITED
17. (47538) PYTHON
- 18 (5072) HURRICANE
19. (60047) DONOVAN (87034) WILLIAM SHAKESPEARE
20. (45597) BARBADOS
21. (45523) BANGOR
22. (70020) MERCURY
23. (37188) JIMMY SHAND
24. (87004) BRITANNIA

Pennine Quiz No. 114

The Winners

1st John Andrews

2nd John Dewing

3rd Ken King

Congratulations to all the winners; John obviously knows his music - he got all the questions right.

Pennine Observer Notes

Eastern Region

Recent sightings at Lincoln have been:

Jan 7 66224 on Rugby Tanks

Jan 9 66612 on oil train

37695 on engineers train

Jan 30 66526 on coal train

Feb 4 66608 on oil train

Recent sightings at Hykeham have been:

Jan 12 60016 on oil train

66057 on cement train

Jan 15 66706 on ballast train

Feb 5 66211 on coal train

Feb 10 66121 on coal train

Feb 12 56059 and 66170 on coal trains

66707 on ballast train

67021 light engine

Feb 17 66012 on coal train

Recent sightings at Eaton Lane Crossing have been:

Jan 21 66702 light engine

66714 on freightliner Jan 24 66538 on freightliner

67003 light engine

Other recent sightings have been:

Dec 12 56096 on Enterprise to Hull

Dec 18 56083 on Enterprise to Hull

60006 on 'Nacco Tarmac Service'

Dec 19 56067 on Enterprise to Hull

Jan 9 66711 on freightliner at Newark

60043 on 'Nacco Tarmac Service'

Jan 13 66534 on freightliner at Grantham

Jan 14 60094 on coal train at Holton-Le-Moor

Jan 27 37071 on snowplough duties at Hull

Jan 28 37670 on snowplough duties (Hull – Scarborough line)

Noted at Doncaster after the AGM were 67013 (Thunderbird), 56119, 66142, 66173, 66242, 37503, 37707 and 66149.

The Royal Train was top and tailed by 67019 and 67002 when Prince Charles visited Hull and Grimsby on 22 and 23 January.

Locos seen working the 09.47 Leeds – Carlisle and return service have been:

Dec 16 37408/411

Dec 18 37405/411

Jan 2/8/9/13/15/20 37408/411

Feb 17/19/20 37408/411

Midland Region

Noted working through Tamworth on 18 November were 47703, 56032, 56091, 56107, 60012, 60015, 60029, 60051, 60073, 60081, 66065, 66078, 66087, 66153, 66205, 66401, 66522, 66532, 66561, 66601, 66605, 66607, 66708, 86426, 86610, 87001, 87003, 87006, 87010, 87015, 87016, 87017, 87022, 87026, 87029, 90002, 90004, 90005, 90007, 90008, 90011, 90015 and 90027.

Seen working various Virgin WCML services on 12 December were 87013, 87007, 87003, 90005, 90013, 90035, 87009, 87024 and 90015. On the same day 92033, 37670, 37798, 60065, 60071, 60099, 66045 and 66165 were noted at Warrington and 57301, 57307 and 57311 were the 'Thunderbirds' at Crewe.

Noted in the Wembley / Willesden area on 13 December were 92025, 92038, 90020, 90027, 90030, 87006, 87011, 87035, 87012, 87005, 87020, 87027, 87028, 87007, 87008, 87034, 86426, 47787, 67028, 66162, 66117, 66233, 66063 and 66066.

Seen working WCML services diverted by Stoke and Stockport on 14 December were 90006, 87009, 87017, 87025, 87016 and 90008. On the same day, locos involved in 'dragging' between Liverpool and Preston were 47757, 47828, 47830, 47810, 57305, 57301, 57308 and 57310.

Noted at Carlisle on 18 December were 66520, 66246, 60037, 66206 and 66115. 87029 was on the 11.47 Glasgow – Euston.

Seen at Carlisle on 2 January were 87004 (08.30 Euston – Glasgow), 87016 (11.47 Glasgow – Euston), GNER 90024 stabled on TPO's (not for much longer) and DRS 37059/33030 on a southbound freight.

Noted at Longsight on 27 January were 08696, 47784 and 57307.

Seen at Carlisle on 10 January were 90024, 37406, 56115, 47841, 56059, 60040 and 90040. 47784, 47826 and 47792 were noted on Carlisle to Preston drags and 57312 was the thunderbird at Kirkby Stephen.

Noted working WCML services on 13 January were 87004, 87024, 87002, 87008, 90002, 90013 and 87029. On the same day 60045, 60047, 60024, 92022, 92031, 56072, 56051, 67024, 66079, 66013, 66150, 66185, 66193, 66050, 37669, 37886 and 37675 were seen at Warrington. 57309 was the thunderbird at 57309 and

47840 and 57303 were at Crewe. Seen working WCML services on 20 January were 90011, 90013, 90008, 90009 and 90007. On the same day 92023, 92040, 56070, 56104 and 60039 were noted at Warrington and 57311 was the thunderbird at Carnforth.

Noted working WCML services on 6 February were 87015, 87031, 87030, 87002, 87001, 87004, 90014, 90010, 87008, 90013, 87013 and 87010. On the same day 66520, 57309, 66059, 66242, 66128, 92007, 66533 and 66209 were noted at Rugby.

Seen working WCML services on 19 February were 87014, 87001, 87004 and 87003. On the same day 92036, 92039, 60007, 37896, 37057, 3707 and 37676 were noted at Warrington. 47778 and 47757 were at Carlisle along with steam locos 34067 and 76079 (76029 on smoke box door).

Other recent sightings have been:

Jan 8 37674/37698 on freight at Carlisle

57312 thunderbird at Kirkby Stephen

Jan 15 57311 thunderbird at Carnforth

Jan 22 31128/31601 on Serco Test Train at Carlisle

Since 1 February the Cleethorpes / Manchester Airport services are now operated by First/Keolis instead of Arriva. The Class 158s are not to be re-liveried as they are due to be replaced by 2006. Several are now adorned with "First" vinyl's on the lower body side. Two 158s have been transferred over from First North Western and 158758 in FNW blue livery was observed on the 13.29 ex Cleethorpes on 7 February.

The loss of these 2 158s means that FNW have to use Fragonset Class 31's on a top/tail working on the Manchester / Blackpool line. 31468/31602 have been seen top and tailing the 15.49 Chester – Blackpool several times in February. Locos seen working to Holyhead have been:

Jan 20 47798 15.27 from Crewe

Jan 22 47793 15.27 from Crewe

47796 17.19 from Manchester Picc.

Feb 10 47749 17.19 from Manchester Picc.

Feb 12 47776 15.27 from Crewe

Feb 17 47776 15.27 from Crewe

47790 17.19 from Manchester Picc.

Feb 19 47750 15.27 from Crewe

47776 17.19 from Manchester Picc.

Southern Region

Noted at Southampton FLT. on 13 December were 47805, 47812, 47207, 66511, 66532, 66537, 66539, 66540, 66567 and 66572.

Western Region

Seen at Newport on 7 February were 56113, 37676, 66002, 09102, 09015, 66144 and 66183. Also seen at Cardiff were 37413, 37415, 37425, 37428, 37509 and 37717.

Railtours and Charter Trains

Locos seen working on recent railtours and charters have been:

Dec 13 (The Moon Raker) 56096, 86622, 37051, 37717, 66504, 60041 and 56054 Dec 18 (Northern Belle) 67004/67024

Jan 17 (The Joint Line Jester) 56062, 47853 and 60021 Jan 25 (The East Lancs Envoy) 40145 and 37893/37667 Jan 25 (Northern Belle) 67010

Feb 7 (The Valley Vostock) 47197, 66614, 56038, 60021 and 57007 Feb 10 (The East Lancs Pioneer) 90028, 66131 and 66189

Feb 14 (The Tyneside Valentine) 47635 and 37521/37669 Feb 14 (Northern Belle) 67016

Preserved Railways

Locos working at the Keighley and Worth Valley Railway Steam Gala on 21 February were 41241, 80002, 51218, 85, 957 (ex 52044) and visiting loco 5224.

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 April 2004.
To be announced

Wednesday 21st April 2004.
Mike Eggenton” *A Railway Journey of Yesteryear from Penistone to Nottingham*”

Wednesday 5th May 2004
PENNINE SLIDE QUIZ
Tony Smith

Wednesday 19th May 2004.
Chris Nicholson

Wednesday 2nd June 2004.
Chris Theaker.

Wednesday 16th June 2004.
Andy Dalby.

Acknowledgements

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

Next Issue

The Summer 2004 Issue of Trans Pennine is due for publication on 16th June. Would contributors please let the coordinator have their information by Friday 28th May – THANK YOU. Remember, you can email your contributions to (NOTE NEW EMAIL ADDRESS) *david@whitlam145.freeserve.co.uk* .

This is the Junk Mail crossing the Border
Delivered by truck now, that's the order
None of it wanted, all of it waste
All of it tinged with commercial distaste
Delivering catalogues all unsolicited
Names on the mailing list slyly elicited
“Yearly subscription” – that's the refrain
“Take out a loan or a time-share in Spain”
Unwanted brochures shrouded in plastic
Thousands of leaflets bound by elastic
All come unbidden, a waste of a trip
Bound for the landfill, bound for the tip
All come by lorries pounding the highways
Blocking the ring-road and clogging the byways
No more will the Night Mail arrive at the station
Derailed by the forces of privatisation
“Victorian problem – Victorian answer”?
That is an insult to the service they ran, sir
Imagine old Isambard taking this tack
“Sorry we're late sir, leaves on the track”!
Now, gone is the romance
Gone is the snobbery
The Twenty-First century's Greatest Train Robbery
So while we're asleep the postman is driving

And the profits of shareholders quietly thriving
To bring us material for which none of us asked
To redress the balance is how we are tasked
Here comes the postman rounding the block
Here comes the postman, here comes his knock
With quickening heart I leap from my bunk
“Anything interesting, dear?” “Nothing, just junk!”

After W H Auden

Roving In Scotland

(from magazine 3)

John Sanderson

Having already toured Scotland by car I decided last year to tour Scotland again and this time to soak up the magnificent beauty of this country through a railway carriage window.

No part of Britain suffered with line closures as did Scotland, and it is true to say that most of the lines have now disappeared, but I was aware before I set off, armed with my RailRover that those lines remaining had something special to offer, something no other lines in Britain had. I had decided that the best way to tour Scotland was not by overnight travel and continuous sorties around depots but to travel only in daylight and to see what the Scottish towns and villages had to offer at night.

As my Scottish RailRover could not be used before Carlisle or Berwick and my first overnight stop was Edinburgh I had to decide whether to go up via the East Coast main line or go up the Settle and Carlisle. Without much hesitation I decided on the latter and set off on the 08.40 from Sheffield - Leeds and then use the 09.46 Leeds - Glasgow as far as Carlisle and take the 12.14 to Carstairs. The latter train was running 25 mins late but I was rewarded with 87020 on the front, one of the new breed of electrics. Typically fast running resulted in the 48 miles from Lockerbie (stand) to Carstairs (stop) being covered in 34.5 mins.

The run from Carstairs to Edinburgh in a DMU was particularly “English”. Once in Edinburgh, a visit to the hotel to drop luggage and to “Happy Sam’s” for refreshments was preceded by a trip across the Forth Bridge to North Queensferry, with an exciting walk across the new road bridge (there is no charge for those who wish to walk across) returning to Dalmeny station. This is certainly a trip I would recommend to anyone.

Sunday resulted in a trip to Loch Lomond whilst Monday came and with it the opportunity to travel on the most arduous line in Britain, the Highland line from Perth – Inverness, 25036 and 26045 took the train from Perth (the 09.35 from Glasgow). The attack on DRUIMUACHDAR summit is as dramatic as the descent from Slochd into Inverness - 20 miles when one begins to wonder whether the next corner will be negotiated, and one begins to wonder that Inverness is not a through station.

A trip on the Kyle line is a must for any visitor to Scotland a line more scenic than the guide book describes. This line retains its ancient flavour - I have been on a train passing Duncraig (a request stop) and the driver saw a traveller late, and had to reverse to the platform for him to board the train, and at Duirinish if anyone has a letter to post it must be handed to the guard on the train.

As Wednesday was a 'spare' day I decided to go on the H R line to Wick/Thurso and selected Lairgs to get off and take refreshment before returning to Inverness. Imagine my horror to find Lairgs village was 1.5 miles from the station (and it was a hot day). I returned on the 14.21 Lairgs and. caught the 16.35 from Inverness to Aviemore, with plans to return on the 18.52 from Aviemore (The Clansman) . To my dismay I was informed

it was 3 hours late, but that the 17.25 from Glasgow was on its way up (but still 2 hours away). 26024 and 24117 eventually arrived to take me back to Inverness doing the 34.5 in 43 mins.

Space does not permit .me to dwell on my return journeys suffice to say I returned via Aberdeen and used the Aberdeen - Edinburgh 'main line' spending 1 night in Aberdeen before returning home via Dumfries. Perhaps I will be allowed to talk about this in a later issue.

Notes and News

(from magazine 3)

Eastern Region

On Sunday 30th March the Midland main line was blocked south of Chesterfield to enable the blowing up of an overhead bridge. Interesting diversions took place when southbound trains from Sheffield ran via Darnall, Woodhouse, Shireoaks, Shirebrook, Mansfield and rejoining the Erewash Valley line at Pye Bridge Jcn. The 08.52 Leeds - Penzance took 106 minutes from Sheffield to Derby.

Disruption on the Woodhead route occurred on 19th March when a class 8 coal train heading from Sheffield towards Penistone became derailed at Blackmoor resulting in 13 wagons blocking both lines. Certain Sheffield - Huddersfield DMU's were diverted via Wincobank, Chapeltown, Barnsley, Dodworth, Silkstone and. rejoining the main line at Barnsley Jcn.

On 23rd March work commenced on the singling of the branch from Thrybergh Jcn to Silverwood Colliery and the closure of Silverwood signal box.

Noted at Doncaster on 20th March were 37236 (ex works) accompanied by 37047/66/189 and 31283 all awaiting works. Two days later 37081, 55018 and 76001 all appeared from the Works.

On 28th March 40059 (YK) was noted, leaving Sheffield with the Newcastle portion of the 11.30 Poole - Leeds/Newcastle no less than 80 minutes behind time. Three weeks later an unidentified Class 31 was seen on this working.

Holiday previews from Leeds and Sheffield are still well patronised and 47174 was noted at the head of a Sheffield - Plymouth preview and on Easter Sunday a Class 40 provided power for a York to Shrewsbury excursion.

The 16.20 St. Pancras - Sheffield was in the hands of 47475 (BS) and on the same day 47273 (HA) was noted working the 19.43 Nottingham - Coatbridge Freightliner.

Interesting locomotive working continue on 1M27 20.52 Leeds - Derby (the locomotive is changed at Sheffield). Class 31's have become increasingly regular with 31119, 31318, 31323 and 31247 being noted recently.

Movement of exhibits from Clapham to York took place in April. On April 12th 45026 arrived at York hauling Mallard, Boxhill and an LSWR. engine. On April 19th 45056 arrived 270 minutes late hauling Midland Compound 1000 which had developed a hot axle box en route. We understand. that a withdrawn Western is at present being overhauled and is to be 'renumbered' D1000 WESTERN ENTERPRISE and will be moved to York Museum.

SOUTHERN REGION

Class 33's are now straying far from home, with 33041 being noted at Mill Hill and. 33021 at Stratford. 33014 was noted at Birmingham on a troop special - all were seen on 13th March. 47469 (HA) was noted on Hither Green on 25th April. Condemned unit 4363 was recently noted at Briton Ferry awaiting cutting up. Reading produces its fair share of 33's 33023 being noted in the station on 10th May.

LONDON MIDLAND REGION

Considerable delays were caused on the electrified lines into Euston as a result of the TSSA dispute. Only a skeleton service from London - Birmingham could be provided.

On Easter Sunday excursions to Blackpool from ER. were noted at Preston behind 37021, 37040 and 37091 and on the same day a train to Blackpool from Burnley was worked by 40014.

The prototype electric 87101 has entered service and has been working between Crewe and Scotland.

Western still make frequent appearances into Birmingham on trains from Paddington; 1034 and 1051 were both noted on 21st April.

On 10th May the 10.25 Birmingham - Paddington was hauled by 31304 in place of the usual class 52. However the following service the 12.25 from Birmingham was Western hauled. Several 'foreign' shunters have been noted working in the Derby area either before or after entering the Works. These have included 08112 (WN) 08105 (KN) 08125 (AN) 08158 (SU) 08190 (CF) 08799 (RG) 08919 (SY). In April 08105 was noted passing Ambergate behind 20037, the former locomotive still bearing the old lion and wheel emblem.

Class 50 50036 made an unusual appearance into Derby on the 23rd March hauling a train of carriages which were destined for the works. The locomotive spent some 2 hours in Derby before returning light to Crewe.

Unusual locomotives stabled at Toton on 30th March included 08221 (BY) and 08846 (SP). Interesting football excursions to Leicester for the FA Cup replay Ipswich – Leeds. Ipswich specials were worked by 37035, 37086 and 37113 and a special from Leeds was worked by 45063. We have pleasure in recording that the match was won by Ipswich Town.

WESTERN REGION

No doubt the highlight of all news is the introduction of the HST to passenger service on 5th May on the Bristol - Paddington service.

Hydraulics are now thinning rapidly in numbers continuing with the withdrawal of the remaining Hymeks, all of which are stored at Old Oak Common. Westerns may still be seen in active service, 4 being noted at Old Oak Common on 8th March. 1023 was noted passing Bristol Parkway on 22nd April, piloted by 37298.

A visit to the Bridport Branch on 1st April saw W.55034 filled to capacity with passengers standing. Unfortunately this line has gone the way of so many others from 5th May.

On 3rd May a holiday preview from Mexborough and Sheffield to Tenby was hauled from Mexborough to Cardiff by 47174 (TI). The train was taken forward from Cardiff by 1056 WESTERN SULTAN. Due to a derailment on the main line the train was diverted via Barry and the Taff Vale line.

Lancashire, Derbyshire and East Coast Railway Coal Traffic (from magazine 9)

J.G. Davies

The Lancashire, Derbyshire and East Coast Railway was promoted primarily to create new outlets for the Derbyshire/Nottinghamshire coal fields to the newly opened Manchester Ship Canal, at Warrington in the west, and to the east at the company's own docks at Sutton-on-Sea.

The enterprise, although opposed by the MS&L (later to become the Great Central) Midland and North Western Railways enjoyed the support of landowners, coal producers and consumers, the Miners unions and of every town along its route, and on 5th August 1891 became the most important railway scheme ever passed by Parliament in a single Bill. But the railway never lived up to its great start and only 38 miles of its main line were ever opened, from Chesterfield (Market Place) to Pyewipe Junction near Lincoln. Apart from colliery branches, their only other line was from Langwith Junction to Beighton Junction, which by means of running powers on other railways afforded a connection to Sheffield (Attercliffe). Despite the ambitious title of the company neither Lancashire nor the East Coast had been reached when the concern was bought out by the Great Central on January 1st 1907.

By 1960 the bulk of the LD&EC route traffic was coal from the Derbyshire/Nottingham fields which were administered by the East Midlands Division of the NCB who were sending about $\frac{3}{4}$ of their output by rail. Coal from Bilsthorpe, Blidworth, Clipstone, Ollerton, Rufford, Thoresby and Welbeck collieries was worked to Mansfield Concentration Sidings, whilst Cresswell, Langwith, Shirebrook and Warsop collieries sent their output to Langwith Junction. From these two yards and Warsop Junction, trains ran to the north (via Rotherwood), West of England (via Annesley and Woodford), and via Lincolnshire to Immingham, Grimsby, New England and Whitmoor. The returning empties were usually worked direct to the collieries.

The traffic from Mansfield Concentration Sidings to the east was by far the largest from the area. Most of the Immingham/Grimsby traffic continued by coastline "Colliers" to CEGB power stations. The New England traffic was for the GN area and the Southern Region by way of the cross-London lines, whilst the coal reaching Whitmoor was sorted out for East Anglia, the industrial area of the Lea Valley, and for East London.

With steam haulage the working of this traffic was far from ideal, and there was ample scope for improvement and rationalisation. Most of the locomotives employed were life expired and punctuality was almost impossible to achieve. This frequently caused bunching to occur, particularly between Mansfield and Lincoln. To make matters worse, the steam times were so slow that it was necessary for all crews to be relieved at Pyewipe Junction to allow them to return to their own depot within a normal restored day's duty.

These shortcomings of the LD&EC coal services were well known to the GN area of the Eastern Region, who were anxious to introduce an improved train working scheme at the earliest possible opportunity. Two developments enabled such a scheme to be devised - the new freight train classifications and the allocation of sufficient Brush Type 2 diesels to Darnall Depot to provide 12 engines to work the coal trains, from Langwith Junction Depot. The new train classifications allowed faster train timings with a "head" of fitted wagons to supplement the locomotives braking power.

In conjunction a new diagram was carefully devised, which allowed one crew to work a round trip from Mansfield or Warsop Junction to Immingham, New England or Whitmoor and back within a normal 8 hour shift, and enabling the New England trains to run direct between Lincoln and Spalding instead of using the circuitous route by way of Boston.

With the co-operation of the NCB, certain consignees were nominated to be fed with "minfits", working in a circuit between colliery and customer. One such customer was Halling Cement Works on the Southern Region, and their wagons formed the fitted "heads" on the New England trains.

Each of the 12 Brush "2"s were operated on a cyclic diagram, covering 1500-2000 miles between weekly maintenance at Darnall. These 12 diesels replaced 29 steam locomotives which were previously required.

Although a thriving marshalling yard, Mansfield Concentration Sidings was very hard to find. It could only be reached by road by means of a long, private, unmade lane through neighbouring fields. Because of the yards isolated position BR provided a mini-bus service to ferry train crews to the yard from Warsop Junction, Langwith Junction and Mansfield.

About 2 miles east of Dukeries Junction (Tuxford), site of the now derelict LD&EC locomotive works and their passenger exchange station to the East Coast main line, is the High Marnham power station, which at the introduction of the diesel service was fed by some 10 trains daily from the East Midlands Division collieries.

The second-half of the sixties saw further changes to the coal services with the closures of Darnall and Langwith Junction MPDs and the introduction of the "merry-go-round" system of coal haulage. The trains are now worked by Brush Type 4 locomotives based on Shirebrook West, and serviced at the parent depot at Tinsley (Rotherham). The "merry-go-round" system has increased train capacity and with the trains working on a continuous circuit, between colliery and power station, has cut down the work of the yards at Warsop Junction, Langwith Junction and Mansfield.

In 1975 a new connection was laid in to the Midland Railway Shireoaks (Worksop) - Mansfield line, to ease the negotiation of the Shirebrook area, but the Sheffield line has been lifted between Langwith Junction and Spinkhill. Only the section from Spinkhill Tunnel to Beighton Junction now remains, to extract the produce of Westhorpe Colliery. This line is well known for its severe inclines and is known to loco men as the "slog&knock it".

At the eastern end of the main line (officially titled the Dukeries route), the viaduct over the river Trent, at Fledborough near High Marnham power station is now unsafe and consequently the track over it has been singled and a 10mph speed limit imposed.

The latest question mark over the LD&EC coal traffic is the proposed closure of Langwith Colliery, which has been the centre of much controversy of late. But whatever the future may hold, the Lancashire Derbyshire and East Coast Railway has undoubtedly been one of the world's foremost mineral conveyers since the first coal train left Barlborough Colliery by way of the Beighton Junction - Langwith Junction line on 16th November 1896.

Notes and News

(from magazine 9)

Eastern Region

On Saturday 1st May the Haltwhistle - Alston branch went down fighting, with service trains packed and specials running from Leicester (MLST) and Newcastle (SLS), and a DMU organised by the Carlisle Round Table, which was attached to the last train to run on one of the most essential rail links in Great Britain. Immediately after the last train the track was severed to stop the South Tyne RPS running over two unprotected level crossings at Slaggyford, and on the new "all weather read" at Coanwood.

The 1st May also saw 45041 haul the last IM27, Leeds - Derby. The train was fairly well populated and the front coach was suitably decorated for the occasion.

The Spalding festival created activity on 8th May. Noted were 47086 (ex Swansea), 37149 (ex Weston), 47130 (ex Shoeburyness), 1036/7 (DMU ex Hastings), 37268 (ex Ramsgate), 37081 (ex Ramsgate).

The alterations to Retford are new well advanced, but one platform is to remain in its present condition as the buildings have been designated as being of architectural interest.

One of the 2 Class 84 locos, 84008, which has been in Doncaster for a number of years was noted in the departure sidings on 20th June. Also noted were 24086 and 25015 which had recently arrived.

Withdrawn Class 03 locos, 03166 and 03174 entered C.F.Booth's scrapyard on 3rd May, and were quickly dismantled.

On 21st May, 6229 "Duchess of Hamilton" was moved from Swindon to York Museum. Whilst on York in the early hours of Saturday 19th June included the APT-E (now in the museum), 4472 "Flying Scotsman" and 92220 "Evening Star", the latter two being in steam. Noted, at Rotherwood on 10th June was 44010 on freight train, whilst 2 days later 37118 had charge of a Spalding – Whitby Mystex.

The following Class 55 locos were seen in Doncaster Works on 13th June 55002/11/14/17/19/21, whilst D5901 was still intact, and a decision was being awaited as to its future. Other withdrawn locos included 24015/6/71/117.

The following shunters were sighted in the North-East on 25th April:-Darlington - 03044/67/95/8, 08003/120/59/61/7/268/338 Tyne Yard - 03170, 08058/512/6

Gateshead - 03059/66/102/5/10/56/63, 08044/54/147/217/632/708/888

Newcastle Station - 03061/4/94/107

Gosforth – 08562

Blythe - 08370

Heaton - 03079, 08116/747/872

Felling – 08148

Sunderland - 03069, 08001/254/325

Hartlepool - 03171, 08059/310

Thornaby - 03010/68/76/99/153/4, 08006/53/174/212/5/51/336/89/502/10/770/4/5

On 3rd July, the 19.20 York - Scarborough was hauled by 37101 and 37111. A Pennine party visited Stratford MPD and Works on 10th July. Noted on the MPD locomotives included 31001/2/4/5/7/8/9/10/12/13/14/15/16/19, in addition to 31018 which is now out of service and earmarked for preservation. Shunters on the depot were 08863/698/417/547/231/262/518/233/758/482/264/958/522/554/724/207/422/519/232. Noted on the Works included 31011, 45007, 08627 and 08758, in addition to Gresley Buffet E9132.

Noted on Finsbury Park on the same day included 08545/56/834/73, DB968002, 31149/81/5/94/8/208/18/37/49/324/408/22.

On 16th July, 47088 "Samson" was noted passing Rotherham on 1V46, Bradford F.S. - Plymouth overnight mails.

London Midland Region

Railway enthusiasts from all over Britain travelled on the Settle & Carlisle line on 1st May to mark the lines centenary, many marking it with a last trip on the Alston branch. A return excursion to Euston was noted passing Hellifield behind 47449.

Sulzer Class 25 locomotives, 25242/92 were noted at Radcliffe-on-Trent working a return Skegness - Derby excursion on Sunday 30th May.

On the following day the same pair worked a Beeston - Southport Mystex, whilst a Burton - Southport was worked by 45047. The trains crossed Manchester via the Ashburys (for Belle Vue) - Phillips Park - Miles Platting - Manchester Victoria line.

Class 20 locomotives are still seen occasionally on passenger duties. On 31st May the 09.20 Derby – Skegness was hauled by 20020/56; whilst on 3rd July 20135/83 had charge of the 08.00 Leicester – Skegness relief.

On Saturday 5th June a return Blackpool - Kilmarnock excursion was noted entering Carlisle Citadel behind AL1, 81007. This was replaced by Eastfield pairing 25241 and 27105, which took the train to its G&SW destination.

Disaster struck on the main line from the North to London on the evening of Friday 25th June when just south of Luton station an express hit the wreckage of 2 suburban DMU's which had collided seconds earlier. DMU's which were wrecked. included M51632 and M51632. Several trains to/from London were cancelled whilst others were diverted into Euston running from Market Harborough and joining the WCML at Northampton. The first express to work into St. Pancras was the 12.10 from Sheffield on 26th June. However at Wellingborough the locomotive 45135 was replaced by 45108.

On the same day a special train ran from Wolverhampton, Birmingham and Coventry to Wembley Central for the World Speedway Championship Intercontinental Final. This meeting was dominated by the English with Wyer, Collins, Morton, Simmons and Louis qualifying for the World Final at Chorzow in Poland in September.

On 23rd June, 24091 was noted in the Derby area working several trip freights, whilst on 25th June 24063 was working in the Saltley area.

Locos noted on Derby Works on 8th May included 24026 and 27207, whilst 44003 was “in store” in bad external condition and minus nameplates.

On 3rd July the Lickey incline bankers at Bromsgrove were 37253/93.

Several notings of Double- Headed working have occurred recently. The 19.30 Sheffield - St. Pancras is now rostered to leave Sheffield behind 2xClass 45/1s. On 5th July the locos involved were 45101/18, and on the same day, 1E56 16.50 St. Pancras - Leeds entered Sheffield behind 45008/149.

A visit to Willesden on 10th July revealed the following:-08903/921/681/533/234/680/934/904, 81007/10, 85038/006,

86237/214/226/259/007/031/213/234/236/228/212/204/221/036, 87023/13/10/12.

Noted at Euston on the same day included 25193/265, whilst sightings at Derby on the 10th included 25029 and 25303 double-heading on passenger duties.

WESTERN REGION

Once again this section is dominated by sightings of the once common “Westerns”. The following members of this persecuted breed were noted over the Easter week-end:-D1001 Truro (Good Friday), Plymouth - Paddington – Birmingham (Sat.)

D1005 Newton Abbot (G.F.)

D1009 Newton Abbot (G.F.)

D1015 Newton Abbot, Paddington (Thursday), Penzance (Saturday)

D1021 Westbury (Thursday)

D1022 Westbury (Thursday)

D1023 Penzance - Paddington (G.F.)

D1028 Penzance - Plymouth (G.F.)

D1033 Paddington - Cardiff (Thursday)

D1036 Plymouth - Paddington (Thursday), Laira (G.F.)

D1041 Newbury (Thursday)

D1048 Paignton - Paddington (G.F.)

D1049 Paddington - Penzance (G.F.)

D1053 Westbury Thursday

D1054 Dawlish (G.F.)

D1056 Paddington - Penzance (Saturday)

D1058 Exeter (Thursday), Taunton (Saturday)

D1065 Plymouth - Paddington (Thursday), Paddington - Plymouth (G.F.)

D1070 Plymouth – Paddington (Thursday), Paddington – Penzance (G.F.)

D1072 Saltash (G.F.)

A tour of the Western Region on the weekend 29th May revealed the following named locomotives:-
29th 47077 (Worcester), 1036(St.Cleairs Jcn.), 47086/484 (Landore), 47039 (Swansea High Street)

30th 1010/28 (Landore), 47082/3 (Margam), 1036 (Canton)

31st 1010/54/70 (Taunton), 1041 (Exeter St. Davids), 1023/71 (Laira), 1034/43/49/63 (Laira cond.)

June 1st 1001(Plymouth), 1065 (Lostwithiel), 1070 (Hayle), 47089, 1023/56/72 (Penzance), 1033 (Laira),
1005/21/68 (Exeter St. Davids)

2nd 1022 (Exeter St. Davids), 1036 (Gloucester Horton Road).

Noted at Taunton on parcels on 10th June was 1009, whilst 1036 had charge of a freight. 1036 was also seen entering Paddington on a West of England arrival on 26th June.

Several Class 52s were in evidence on 3rd July, for 1033 was an unusual sighting on Gloucester Horton Road, 1009 hauled a Spalding - Tenby excursion from Cardiff to Tenby and 1063 was also seen on Canton.

On 3rd July 2 sets of the now triple-headed ore trains were seen, one set hauled by 37192/270/233 and the other by 37302/305/241. Noted at Llanelli on the same day were 03141/2/51, and 03145 was at Pembrey.

A visit to Old Oak Common on 10th July revealed only 2 "Westerns", these being 1028 and 1048. However visitors were rewarded by no less than 4 Class 47 "namers" - 47081/3/7/9.

Class 08s noted on OOC were - 08678/109/630/797/779/947/798/787/484/948/793/786.

The Pennine Railway Society 30th Anniversary Celebrations

Midland Railway Centre

The society will be celebrating its 30th anniversary with a trip to the Midland Railway at Butterley where we will be joining the Midday Midlander Sunday Lunch service on Sunday 3rd of October.

The cost for this will be £16.95 adults and £10.95 children (train fare included).

If you wish to attend complete the attached booking form and return as soon as possible, with a £5 deposit per person, to Chris Tyas at any of the meetings at The Salutation, or by post to

1 Manse Close, Cantley, Doncaster, DN4 6QX.

(cheques should be made payable to the Pennine Railway Society)

MENU

Chilled Mellon Boat

Or

Fruit Juice

Or

Soup of the Day

Roast Topside of Beef and Yorkshire Pudding

Or

Roast Breast of Chicken, Chipolata and Stuffing

Or

Salmon Steak and Hollandaise Sauce

Or

Vegetarian Special, Caramelised Red Onion & Goats Cheese Tart

All served with New & Roast Potatoes & seasonal vegetables

Chefs Fruit Pie

Or

Sweet of the Day

Cheese and Biscuits

Coffee and Mints

Barrow Hill Roundhouse

There will also be an evening visit to the Barrow Hill Roundhouse for a guided tour.

This will take place on Tuesday 22 June starting at 19.00.

A preserved bus will be running from Doncaster and Sheffield.

Contact Robin Skinner for more details.