

TRANS PENNINE

The Magazine of the
Pennine Railway Society



No. 130 - Winter 2004

PENNINE RAILWAY SOCIETY 30th ANNIVERSARY YEAR
1974 - 2004

Committee Briefs

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.

We thank you for your support and friendship in 2004.

Membership Fee

With the magazine you will find a renewal of membership form. This year there is a small increase of membership fee of 50p, bringing the membership fee to £5.

This is the first increase in fee since 1997 and will go towards the increased costs of running the Society and more use of colour in the magazine.

We hope you will rejoin the Society in 2005 by simply completing the renewal of membership form and returning it with a cheque for £5 made payable to the 'Pennine Railway Society', to our Membership Secretary, Tony Caddick, at the address shown on the form.

Free 2005 Diaries

All members rejoining for 2005 will receive a free Pennine Railway Society pocket diary. Yet another good reason for renewing your membership.

Annual General Meeting

You are invited to attend the Annual General Meeting which will be held at 12 noon on Sunday 9th January 2005 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.

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 spring 2005 programme is shown elsewhere in this magazine. Curtains rise at 20.00 in our private function room. Entertainment guaranteed. Make it a date – Wednesdays at eight.

Stephen Gay

Stephen Gay will be giving a slide show at the Winding Wheel in Chesterfield on 19th January 2005. The show is in connection with his new book 'Through Kirton Tunnel – A Railway Journey from Chesterfield to Cleethorpes'. The book is priced at £15 and published by local Sheffield publishers Pickard Communication. On the night of the Chesterfield show, Stephen will be signing copies of his book and Pennine members please note, the Pennine Railway Society is mentioned on the rear cover.

Ufton Nervet

The HST formation involved in the crossing collision on the West of England main line at Ufton Nervet was:
FRONT 43019 41013 41014 40206 42018 42022 42017 42020 44006 43029 REAR.

The fact that the set was running first class leading out of Paddington may have helped reduce casualty figures, as the majority of passengers on the train would have been seated towards the rear.

Derailment may have been ultimately with points rather than directly by hitting a vehicle.

Routemaster Cull

Our bus correspondent, Gerry Collins of Lincoln, tells us that 3 September 2004 was “Black Friday” in London as 100 Routemasters were replaced on routes 9, 73 and 390.

All Routemasters are expected to be taken off the bus network by 2006.

Transport for London says replacement bendy buses carry more people (120 against 73), are cheaper to run and have better disabled access. They do not publicise that the extra capacity is for “standees”.

Mayor Livingstone’s bendy buses are famously known as “Chariots of Fire” due to their fondness for catching fire whilst in service.

Horns

The Rail safety and Standards Board has adjusted the minimum noise requirement of horns downwards and requirements for sounding horns near tunnels have been reduced.

Drivers no longer have to sound the horn when entering a tunnel or when passing through a long tunnel, but will still sound the horn when anyone is seen on or near the railway line.

Residents in Kent and Sussex fought long-running campaigns over horn noise which they say affected their health.

Honkers in Kent?

The MTR Corporation, which runs the Hong Kong Metro, has joined forces with GNER to bid for services in Kent and part of East Sussex, run by South Eastern Trains since Connex lost its franchise.

The SRA stripped Connex of its franchise in June 2003, citing poor financial management.

MTR and GNER will bid for the new franchise under the name of Great South Eastern Railway. MTR has a 29% stake in the partnership. Other train operators are expected to join the bidding for the franchise, with the successful company also set to run high speed services on the Channel Tunnel Rail Link from 2008 or 2009.

Euston, We Have a Problem!

As Sir Richard Branson unveiled plans for the Virgin Spaceship on 27 September, his new Pendolino tilting train hit problems.

The Royal Scot service, seen off from Glasgow by a kilted piper, ground to a halt at Carlisle and had to be replaced after a wheel problem slowed its speed from 110 mph to 50 mph. Passengers arrived in London two hours late after switching to another train. On the same day the 05.28 ex Holyhead failed to start at all due to a problem with electrics.

Y DDRAIG GYMREIG

The Welsh dragon from London Euston to Chester and North Wales with the new 140 mph tilting Pendolinos covers a distance to Holyhead, a distance of 263 miles, in 4 hrs 40 mins, at an average speed of 56 mph. This is 25 minutes longer and 6 mph slower than BR’s Welsh Dragon of 10 years ago.

Hitachi Bullets

Japanese industrial giant Hitachi is set to build a fleet of 140 mph trains for Kent commuters. Journey time from Ashford to London will be 34 minutes on the new high-speed line for the Channel Tunnel link. Trains will be six-cars and dual voltage for both the third rail and overhead power.

Class 86s

Class 86s, introduced 40 years ago, are bowing out. They have hauled trains from London to Norwich since the route was electrified in the mid-1980s. They are being replaced by Class 90s.

A special farewell tour from Liverpool Street on 30 October was due to feature "Royal Anglian Regiment" and "Crown Point".

Franchise Cull

Transport Secretary Alistair Darling is to reduce the number of franchises from 25 to 19.

Possible changes include the breaking up of the Central Trains franchise in 2006 and Great Northern services merging with Thameslink. A new Greater Western franchise could be formed from First Great Western, First Great Western Link (formerly Thames) and Wessex. South West Trains and the Island Line could be combined.

First Group Back Home

First Group has taken over the ScotRail franchise and claims to be the first Scottish company to run the railways north of the border since 1923. The Aberdeen-based group will operate as First ScotRail.

It plans to re-open the Larkhill line south of Glasgow and the Alloa line from Stirling.

Slamdoor Extension

The HSE has set a new deadline of 30 November 2005 for the withdrawal of slamdoor trains running in the south of England, following a joint request for an extension from Southern, South West Trains and South Eastern Trains.

Waterloo International

After much consideration, it has been announced that once St Pancras opens to Eurostar trains, all services from Waterloo International will cease.

It had been thought that some Eurostar services would still operate from Waterloo after the opening of St Pancras.

Magazines

A PRS member has donated quite a few back issues of 'Rail' to the society. If anybody is interested in buying any of these magazines, at 25p a copy, they should contact Geoff Bambrough who has all the magazines. All proceeds will go into the club funds. (NB Geoff has also got some of his own magazines to sell.)

A Special Request

We would be grateful if any member who is internet connected could send an email to Christopher.tyas1@btinternet.com so that they can be added to a list for contacting members regarding any late changes to meetings etc.

Pennine Shield

This year the 'Shield was contested by only two teams and after two exciting rounds and a tie break question the Dore Loco Society beat the Pennine Railway Society at the Salutation on 1st December.

Pennine Slide Competition

There were 48 slides entered in the competition held on 6th October and the judge was Glenn Williamson. The result was as follows:

1st Andy Dalby 37668 + 37712 at Hayfield Lane on Past Time Rail Spinnin' State 8 on 13 September 2003 (printed on front cover)

2nd Neil Taylor A shot of The Zillertbahn Narrow Gauge Railway in Jenbach, Austria taken in December 2003 (printed on back page)

3rd David Whitlam 67017 at Cockwood Harbour on the 17.23 Plymouth – Low Fell postal on 21 June 2001 (no room to print my slide, but there is a photo of me on page 10)

Congratulations to the winners and thanks to all who entered and to Glenn for judging.

Trans Pennine

As part of the Society's 30th celebrations we are 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 39 (March 1982), 40 (June 1982) and 42 (December 1982).

Pennine 30

Tony Caddick

It's a sure sign of impending old age and senility when anniversaries seem to come round more and more often as the years pass. It does not seem like 5 years since the Pennine 25 trip to Butterley but here we are again on the way to another dinner on the train at the Midland railway Centre.

Sunday October 3rd dawned cool and grey with a bad weather forecast as our party waited on West Street near the futuristic concrete and steel Meccano set that will soon be Doncaster Interchange. Soon our vintage transport arrived in the shape Felix Motors AEC Reliance No. 41. After storming along the M18 and M1 to pick up our Sheffield contingent we headed south for a long slog (No. 41 is not too happy with steep hills) up Chesterfield Road to Meadowhead before heading south via Chesterfield and Alfreton to Butterley.

It had been rumoured for a few days that the Sunday diesel turn would be old ECML stalwart 47401; but a sense of Midland pride was restored to the occasion when upon arrival we would be graced by the presence of 45041. The Peak was sharing duties with B.R. Standard Tank 80098 for the day.

A quick scurry round the nearby sidings produced the welcome sight of an old friend in the shape of 'Caledonian Blue' liveried Class 101 Met-Cam DMU 101692 which has thankfully found a new home at the MRC. With the rain and gloom now closing in it was time to board the dining car for celebratory meal. With the rain pouring down and the windows steaming up on our warm and comfortable first class coach it was quite atmospheric as we trundled along. Our two locos taking turns to haul the train – changing engines at Swanwick Junction. The meal was as usual very enjoyable and well served by the friendly and enthusiastic catering staff who even insisted on having a go on our President's raffle.

After seemingly spending most of the afternoon eating and drinking and trying not to fall asleep (result of aforementioned eating and drinking) there was just enough time for a steady saunter in the drizzle to the

Exhibition Hall & Depot at Swanwick Junction. The MRC has a fine collection of steam and diesel locos on its books and members of the Pennine Bus Spotters Club (Life President - Gerry Collins) were overjoyed to find hidden away in a small building, a collection of Bristol RE's and VR's plus an old Chesterfield Daimler Fleetline which for many years had served with Blackpool Borough Council as a tramway permanent way vehicle.

45041 then took us back to Butterley for a quick look round the bookshop before boarding 41 for our journey back to a very damp South Yorkshire after a very enjoyable and rewarding trip. Thanks to C.T. for his splendid organisation, our friends at Sandtoft for the use of there splendid vehicle, Ian Jones and Bob Whittington and the rest of the lads for driving the beast on such a horrible day and the staff at the MRC, especially the catering staff, for making us feel so welcome again. Here's to the next time.

The following locos were seen at the MRC:

Steam 158a, 16410, 80098, 92219

Diesel D2858, 08590, D8001, 20205, 20227, 31271, 31418, 31421, 33018, D6586, 44004, 45041, D1516, 47401 Electro Diesel 73138

Steam in Rutland

Paul Slater

On the Monday of the August Bank Holiday I drove down to Rutland to see a steam special. I passed by the Rutland Railway Museum at Cottesmore, where I have spent some enjoyable hours in the past and may well return for future visits, and came to Ashwell, where an attractive Midland Railway signalbox still controls the level crossing on the Peterborough - Leicester line. There was once a station at Ashwell, and I remember my train calling here briefly when I was on my way back to Cambridge from Leicester during a day out with the University Railway Club on a cold and snowy Saturday in January 1963. This line was then still largely steam-worked; the train in which I was travelling was hauled by an ex-LMS "Crab" 2-6-0, and as we halted at Ashwell an ex-LNER "B1" 4-6-0 steamed out of the winter night with a train heading in the other direction. Also at Ashwell were sidings for iron-ore traffic, the line to Cottesmore now used by the Rutland Railway Museum then being a quarry branch.

From Ashwell I drove down narrow lanes to the site of the next station to the north, Whissendine, a remote location miles from any village, where another level crossing is controlled by another Midland Railway signalbox. While I was there, the lights flashed, the barriers came down, and a Central Trains class 158 unit sped past on a Stansted - Birmingham service.

The time was approaching when the steam special was due to leave Kettering on its second return trip of the day to Melton Mowbray, and I made my way to Oakham. Midland Railway signal boxes controlling level crossings are a feature of this line, and I saw two more, at Langham Junction and Oakham. A number of spectators and photographers were waiting at Oakham. The special was late, but at last, after a Central Trains departure in each direction, 4-6-0 no. 4965 "Rood Ashton Hall" came through with its train, working hard and looking and sounding really good from my vantage-point on the station footbridge. 37197 was at the rear of the special.

I went for a walk through the streets of Oakham, but was back at the station in time to see the special returning from Melton Mowbray. 37197 was now leading and from the opposite platform I watched "Rood Ashton Hall" steaming at the rear as it sped through the station and over the level crossing. In the 1950s, out in the car with my parents from our home in Northamptonshire, I occasional saw trains at this level crossing, but "Halls" were unknown on this line in those days, "Jubilee" and "Black Five" 4-6-0s working most of the expresses.

Close behind the special came a Central Trains 158 for Stansted, and when that had departed, I went to my car and headed south from Oakham so that I could see "Rood Ashton Hall" returning from Kettering with the

empty stock. Passing through some very attractive countryside, which held more memories of drives with my parents, I parked on a minor road near the village of Haringworth which gave me a good view of the Welland viaduct. Other cars arrived, and soon there was quite a crowd of us waiting in the sunshine to see “Rood Ashton Hall” steam across the magnificent structure. With its eighty-one arches, the Welland viaduct is an impressive reminder of a main line once busy with expresses and trains loaded with coal and iron ore; the line still carries a little goods traffic, and is used as a diversionary route.

Near the northern end of the Welland viaduct are the remains of Seaton station, now used for industrial purposes. This was once the junction for Uppingham and Stamford, and had a small engine-shed. It was on the line from Peterborough to Rugby, along which I travelled in a Norwich – Birmingham express, hauled by a “Black Five”, on the Cambridge University Railway Club excursion to Leicester in January 1963; the journey westward along the Welland valley in sunshine and snow, calling at Seaton and Rockingham, is another of my memories of steam in Rutland.

I was looking at the far end of the viaduct for “Rood Ashton Hall” to appear, but it first came into sight much further away, near Gretton; another spectator pointed it out to me as it steamed down the long descent from Corby tunnel along the southern side of the valley. The train crossed the viaduct slowly, and we all had plenty of time to admire the Great Western 4-6-0 blowing off steam in the sunshine. After 37197 at the rear of the empty stock had passed out of view, I heard “Rood Ashton Hall” accelerating its train away, and then it was time to start making my way home, through more attractive countryside to the A1 and then north through a fine summer evening, after my glimpse of steam in Rutland.

The Mystery of the Santa Special

Chris Tyas

It was the last Saturday before Christmas and the Botchley steam railway were expecting a bumper day with the Santa Special already fully booked. The gleaming 0-6-0 tank loco was decorated up for the occasion with holly on the smoke box door and tinsel round the buffers. The station platform at Botchley General was overflowing with excited children looking forward to meeting Santa while the parents were enjoying their selves with a glass of sherry and mince pies. It was now nearing 10 o'clock and there was still no sign of old Charlie who was playing Santa for the day. Station Master George Walpole was starting to get agitated and was starting to organise a search of the loco shed to try and find Charlie, then from along side the steam shrouded tank engine Santa appeared. “Hold it” George shouted to Ted Strawbin, “he has just arrived”. With his bright red coat and gleaming black boots Santa joined the train through the door of his grotto.

At 10 o'clock George Walpole blew his whistle to set the Santa Special on its way. As soon as the train left the station the first children were ushered off to Santa's Grotto where after a chat with Santa they were each given a present, meanwhile their parents were enjoying yet more mince pies and sherry. By the time the last child had seen Santa the train was approaching Botchley station where Station Master George was waiting to greet the train. Just as the train came to a stand at the platform the telephone in the office started to ring. George went to answer it, it was old Charlie's wife on the phone to say that sadly Charlie had passed away the previous evening and that she was sorry that she had not had time to let him know before, so that he could arrange for someone to play Santa. George passed on his condolences to Charlie's wife then went off to find Santa who was just leaving his Grotto and heading off back to the engine shed. George went after him calling out for Santa to wait a minute, but Santa could not have heard him as he went behind the 4-6-0 engine parked at the side of the shed. George followed him but when he got to the other side of the engine there was no sign of Santa it was as if he had vanished into thin air.

George could not understand what had happened had he dreamed everything, but it could not be as he could see all the smiling faces of the happy children on the station. Perhaps it was the ghost of Charlie playing Santa for one last time.

Locomotion - The National Railway Museum at Shildon

Andy Dalby

The new museum opened at Shildon on the 25th of September 2004, two days short of 179 years after the Stockton and Darlington railway opened, thus making Shildon one of the oldest railway towns in the world. The site where the museum is situated is on the site of one of the old marshalling yards for Shildon, which in turn became the 'cripple' wagon sidings for BREL Shildon. When the works closed in 1984 all the sidings except one were lifted, the site becoming weed infested until September 2003 when work started on construction of the current building. It has also taken up part of the route of the 1500 volt d.c. electric line that ran from Shildon to Newport, near Middlesbrough (from 1915 to 1935 approx).

Locomotion also includes Timothy Hackworth's house, the Soho forge, part of the old Soho locomotive works, a goods shed dating from 1858 and the coal drops which transferred coal from the local pit lines to the S and D, through to the LNER, maybe even to early BR days, (I'm not old enough to remember that far back).

The site is spread over a distance of approx 3/4 of a mile, a railway line and footpath running between the "Welcome" area near Hackworth's house to the new museum. There are two platforms, one at each end of the line for a shuttle service between the two sites but at the present time it is unclear as to what will work the shuttles.

I visited the site of the new museum on Sunday 10th of October 2004, joining the footpath about half-way between the welcome area and the NRM Shildon. I was greeted with an unusual art-work called the Light Engine. It is an interactive type art-work, there are several names of former S and D railway locomotives, sites etc. which when you send a message with the chosen name from your mobile phone to the tower, the colours of the lights on the tower change, very arty-f***y if you like that sort of thing. I continued past the play area and into the new NRM. The building is light and airy, it has an overall roof, the same as St Pancras. There are seven lines in the building itself, separated as so 2-3-2, the only line that I was unable to walk down was the centre line of the 3 line section. As you face the exhibits, on the left hand side is an open-style gift and souvenir shop selling the usual things i.e. posters, pens, badges etc., etc. On the right hand side as you face the exhibits is a small cafe, I didn't make use of this facility so cannot say what the menu consisted of or any price details.

Also in the new museum there are toilet facilities for both able bodied and disabled visitors and a mother's room, (for baby feeding and nappy changing).

EXHIBITS

The exhibits on show, which are the over- spill from the NRM at York, are in various stages of restoration. One of them is currently certified for the main line, where as others require virtually re building. With Shildon being a freight wagon workshop from the late 1850's until closure in 1984, freight vehicles form a large part of the exhibits.

The list of all vehicles available for viewing is shown below. (Number carried by exhibit)

DIESEL LOCOS

Class 03 - 03090

Class 08 - 13079

DELTIC

Industrial shunter, Armstrong Whitworth built 1933 - D21

STEAM LOCOS

Replica - Sans Pariel (Built 1980)

GNR - 251

NER - 901

GWR - 3440 "CITY OF TRURO"

LSWR - 563

BR J52 - 68846 (GNR 1247)

Industrial shunter 0-4-0 saddle tank built Kilmarnock Wks No 2371

ELECTRIC LOCOS

NER-1

Waterloo and City - 75s

PETROL LOCO

0-4-0 petrol loco - 4217

MULTIPLE UNIT

SR 2090 (2BIL)

PASSENGER AND COACHING STOCK

Stockton and Darlington Composite - 59

Stockton and Darlington 3rd - 179

ECJS Full passenger brake - 109

North London Rly Inspection saloon - 1032

LMS 3rd convertible sleeping car - 14241

Royal Brake generator car - 5154

Royal Escort Car - 5155

BR mk1 - 21274

N.P.C.C.S.

GWR Syphon G - W2775

NER Stores van - 7002

SR Horse Box - S6369

SR S.C.V. Van - S37335

FREIGHT VEHICLES

2 off Stockton and Darlington Rly wagons

2 BR boiler wagons - numbers unknown

2 BR single bolster wagons - numbers unknown

LMS flat wagon - W161042

NER brake van - 470818

GWR covered car carrier - 126438

BR 30 ton bogie bolster - B943139

BR Iron Ore hopper - B439717

BR Iron Ore hopper - B436275

ICI Hopper - 19154

National Benzole Oil wagon - 2022

GER Sand wagon - number unknown

BR Conflat and container - B737725/43248

LNER 21 ton hopper - E270919

BR High Capacity hopper - B350000

BR 16 ton tippler - B383560

BR "PRESFLO" cement wagon - B873368

BR China clay "Hood" - B743141
100 ton bogie oil tank - 85219
SNCF built 16 ton mineral wagon - B192437

DEPARTMENTAL

GNR crane and match wagon - 942052/942114
Tamping machine - DB74007
Neptune track recording vehicle - DX50002 (built in Chicago Heights, Illinois, USA.)
NER Snowplough – 12

Also on display were the centre cars of the APT-E and two vehicles covered making identification impossible.

For children (of all / any age) there is also several hands on displays, one of which is shunting coloured wagons to match the layout given by a computer on the screen. WHAT FUN!

GETTING THERE

By Train

GNER and Virgin both run services to Darlington and then onto the HERITAGE line to Bishop Auckland. On the approach to Shildon the new museum is on the left hand side. Walking time from the station is about 5 minutes.

By Car

Northbound on the A1 to the A68 turn off, along the A68 to a roundabout showing the A6072, turn right onto the A 6072, passing through a village named Redworth then to the next roundabout on the outskirts of Shildon. Car parks are signposted from here. Journey time depending on traffic etc., 1.5 to 2 hours.

Opening times

3rd November 2004 - 17th March 2005:- 10am to 4pm WED – SUN. CLOSED for Christmas, 13th Dec 2004 to 5th Jan 2005, EXCEPT for special events, i.e. Santa Specials.

Address

LOCOMOTION, SHILDON, CO DURHAM, DL14 1PQ

TEL:- 01388 777999

WEBSITE:- www.locomotion.uk.com

ROBIN'S REVIEW

No. 26 'Push and Pull'

With Christmas fast approaching once more, I have decided to review 'Push and Pull' magazine of The Keighley and Worth Valley Railway for two reasons. One the KWVR is my favourite compact preserved branch line and two they do Santa specials so well. After an excellent steam hauled ride from Haworth to Keighley, back through Haworth to Oxenhope a look round the museum and shops at Oxenhope and back to Howarth. You then walk up the hill accompanied by Salvation Army Band playing Christmas carols, into Howarth itself looking for lunch and a pint. The line and the place are so full of that Victorian Christmas atmosphere.

Push and Pull the society magazine of The Keighley and Worth Valley Railway is available at £1.75 from the railway and selected outlets. I buy mine from WH Smiths at York station. Push and Pull is published quarterly and the current edition is No 159 September- November 2004 and has a print run of 4,300 copies. Not bad for a society magazine.

The magazine is published in A5 format, with a glossy cover featuring on the front cover 3F 47279 and 4MT 80002 departing Keighley. On the rear is B1 61264 about to leave Damens. There is colour photography throughout the magazine mixed with a few black and white photos. It's my view you can't cover steam or railways historically without some black and white photography. Push and Pull consists of 44 pages divided up into regular features as follows:

Guest Editorial, Talking Points, Departmental reports which cover the following departments; Locomotive notes, Stations Report, Vintage carriages Trust report, Civil Maintenance, Carriage and Wagon and Sales notes. Included in there is the notice for the KWVR AGM which this year is on 30th October at Oxenhope.

The centre pages, as with a lot of magazines, are a photo feature. This edition covers the June Diesel Gala and S&T depot on camera. The other regular feature is Bookshelf, reviewing books on sale in the Howarth station shop.

The magazine also consists of a lot of adverts which no doubt help to pay for the publication, all adverts are either local to the railway, i.e. the Fish and Chip shop near to Keighley station, or of railway interest. As one would expect there are also details of forthcoming KWVR events. The Santa specials this year will run on 27/28 Nov, 4/5 11/12 and 18/19 of December; pre booking is essential on 01535 645214. Also from Boxing Day they are running 'Mince Pie' specials each day to New Years Day.

There are also other articles of news and Current affairs relating to the railway including "The Great Flood of Haworth on 10th August 2004.

An excellent report and pictures of that dramatic day earlier this year.

VERDICT: Like the KWVR this magazine is very compact and very well presented. Fully in keeping with the character of the railway.

Pennine Quiz No. 118

Robin's Locoshed Quiz

In Robin's Locoshed Quiz you will be given a year and either a Shed Code (36A or DR) or a location (Doncaster). The answer is whatever is missing either the code or location. Good Luck.

Example – 1967 - 36A? The answer is Doncaster.

- 1.1970- 2E
- 2.1952- Newton Abbot
- 3.1988 - SU
- 4 1962 - Millhouses
- 5 1962 - 36E
- 6 1964 - Parkeston
- 7 1978 - RY
- 8 1956 - 19C
- 9 1959 - Gorton
- 10 1965 - 41J
- 11 1973 - Hitchin
- 12 1969 - 50C

- 13 1960 - 52K
- 14 1974 - Grangemouth
- 15 1975 - East Ham
- 16 1967 - 9B
- 17 1948 - Newton Heath
- 18 1966 - Nine Elms
- 19 1983 - ZF
- 20 1952 - 36B

Pennine Quiz No. 117

The Answers

- 1 Kings Cross to Aberdeen
- 2 Bradford Foster Square to Penzance
- 3 Bradford Foster Square to Paignton
- 4 Kings Cross to Aberdeen
- 5 Kings Cross to Edinburgh
- 6 Kings Cross to Edinburgh
- 7 Leeds to Edinburgh
- 8 Kings Cross to Newcastle
- 9 Kings Cross to Edinburgh
- 10 ST Pancras to Glasgow Central
- 11 Kings Cross to Newcastle
- 12 ST Pancras to Edinburgh
- 13 Kings Cross to Leeds with portions to Harrogate and Bradford Exchange
- 14 Newcastle to Kings Cross
- 15 Kings Cross to Doncaster with portions to Hull, Leeds, Harrogate and Bradford Exchange
- 16 Swansea to Paddington
- 17 Bristol TM to Paddington
- 18 Wolverhampton Low Level to Paddington via Birmingham Snow Hill
- 19 Inverness to Kyle of Lochalsh
- 20 Glasgow Central to London Euston
- 21 Glasgow Central to London Euston
- 22 Inverness to London Euston
- 23 London Liverpool Street to Walton on Naze via Clacton on Sea
- 24 London Liverpool Street to Kings Lynn
- 25 Kings Cross to Sheffield via Retford
- 26 Paddington to Penzance
- 27 Paddington to Paignton
- 28 Paddington to Plymouth
- 29 Paddington to Cheltenham Spa
- 30 Paddington to Aberystwyth / Pwllheli

Pennine Quiz No. 117

The Winners

- 1st John Dewing
- 2nd Paul Slater
- 3rd Ian Shenton

Congratulations to all the winners.

Pennine Meetings 2005

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

Wednesday 5th January 2005	Paul Micklethwaite.
Sunday 9th January 2005	ANNUAL GENERAL MEETING 12 noon.
Wednesday 19th January 2005	Neil Taylor.
Wednesday 2nd February 2005	Andrew Barclay.
Wednesday 16th February 2005	Rhys Jones.
Wednesday 2nd March 2005	MEMBERS SLIDE COMPETITION.
Wednesday 16th March 2005	Robert Pritchard.
Wednesday 6th April 2005	Robert Hay.
Wednesday 20th April 2005	Trefor Evans.

Pennine Observer Notes

Eastern Region

Recent sightings at Hykeham have been:

Sep 2 66068 and 66137 on coal trains
Sep 6 60001 on goods train 60044 on oil train
Sep 16 60052 on oil train 66222 on container train
Sep 20 66134 on coal train
Sep 27 66059 on cement train 66077 on p.w. train
Sep 30 66078 on container train
Oct 7 66064 on container train
Oct 11 60031 on oil train
Oct 12 60083 on oil train 66091 on coal train

Recent sightings at Lincoln have been:

Sep 3 66057 on coal train 66615 on oil train
Sep 22 67016+67019 on Serco train
Sep 29 60039 on oil train

Recent sightings on the Gainsborough – Barnetby line have been:

Oct 2 66531 and 66564 on coal trains 66030+66091+66200 light engine
Oct 9 66530 and 66548 on coal train, 66156+66242 on coal trains, 66156+66242 light engine
Oct 10 66067 on ballast train, 66198 on coal train
Oct 16 66199 on coal train
Oct 23 66060 on coal train, 66005+66023+66161 light engine
Oct 24 66142, 66527 and 66557 on coal trains

Other recent sightings have been:

Aug 19 D3571 at Boston
Aug 23 66701 at Lincoln
Sep 2 66611 at Newark
66709 at Grantham
66073 at Lincoln
Sep 4 66001 on steel train and 66053 on coal train at Fenwick Sep 11 60009 on goods train and 66522 on coal train at Fenwick
Sep 15 60046 on steel train, 66075 and 66543 on container trains and 66192 on p.w. train at Burton-on-Trent 87019 on express, 37059+37259+66403, 57009 and 66087 on container trains and 66017, 66216 and 66236 on goods train at Tamworth Sep 16 66711 at Lincoln
Sep 28 37516+37685 on Sandite train at Doncaster
66186 at Langworth
Oct 21 66121 at Hull
Oct 22 D2112 and D3571 at Boston
Oct 28 66098 on van train at Stow Park
66713 at Peterborough

Oct 30 60014 and 60056 on iron ore trains and 66187, 66192, 66211 and 66559 on coal trains at Wrawby Junction Nov 11 60040 at Lincoln.

The following were seen in an 8 hour spell between 08:00 and 16:00 at Tamworth on 6 October:
390002/003/004/005/007/008/010/011/012/013/016/022/023/025/026/028/031/032/033/037/039/040/041/042/043/044/045/046/048/052 and 87010/09/033 on passenger services to and from London Euston.

Also seen on freights, on both High Level and Low Level stations in the same period were 57002/012, 60031/033/075/090, 66052/061/063/104/120/129/171/199/225/227/404/507/509/519/564/567/571/574/708, 86609/610/612/628, 90041/042 and 92006/017.

Noted on Norwich – Liverpool Street services on 22 October were 90003, 90010, 90013, 90012, 90001, 90005, 90008, 86232, 86234 and 86235. On the same day 57006, 57011, 47370, 66532, 66537, 66543, 66576, 86605, 86621, 86610 and 86638 were at Ipswich and 47316, 90004, 90014, 66230, 66250, 66126 and 66094 were seen at Norwich.

ECML services on 5/6 November (Friday and Saturday) were seriously disrupted due to a freight train derailment north of Doncaster. The line was blocked between Doncaster and York and services did not return to normal until 17.00 on Saturday. Several services cancelled and through service diverted via Leeds, mostly HST, although 67010 was noted passing through Leeds on Saturday afternoon on a Kings Cross – Glasgow service. Virgin voyager services were diverted and did not call at Doncaster.

Seen at Peterborough on 15 November were 66007, 66143, 66701, 66704, 66706, 66709, 66714, 66716 and 66717.

Western Region

Seen at Westbury on 18 September were 66228, 66049, 66143, 59203, 60064, 60007, 60068, 60054 and 08526. On the same day 08757, 59005 and 59103 were noted at Whatley Quarry.

Noted at Newport on 13 October were 09102, 60022, 60046, 66050, 66135, 66154 and 66176.

Seen at Cardiff on 15 October were 37422, 60076, 66037, 66075, 66083, 66160 and 66176.

On the following day, 37402, 37417, 60028, 66075, 66117 and 66147 were noted at Cardiff; 09102, 60039, 66103, 66160, 66164, 66165 and 66220 at Newport and 66180 at Gloucester.

Noted at Westbury on 23 October were 60075, 60038, 59205, 66126 and 66086.

Midland Region

Locos noted working various Virgin WCML services have been:

Aug 24 87030, 87015, 87019, 90014, 90015, 47826 and 87033

Sep 5 87015, 87022, 87033, 47840 and 87015

Sep 13 87031 and 87002

Sep 14 87024, 47839 and 87014

Sep 24 87014 and 47839

Nov 5 87012, 87007, 87035, 87010 and 87002

Nov 15 87033, 87010, 87001, 87002, 87003 and 87019

Seen at Carlisle on 24 September were 66564, 66523, 66507, 66205 and 66018.

Noted in the Willesden/Wembley area on 5 November were 20311, 37605, 66701, 66702, 66708, 66709, 90028, 90021, 90018, 47828, 47816, 92016, 92022, 92027, 66163, 67026, 87006, 87015, 87026 and 87028. Also noted were 08709, 66515, 66603, 66025 and 57304 at Rugby and 66051 and 90041 at Bletchley.

Seen in the Willesden/Wembley area on 15 November were 57313, 66250, 66020, 66030, 66207, 66133, 66238, 66121, 90040, 92025, 92005, 92001, 87015, 08842, 90049, 37695 and 66043. Also seen were 66012, 66507, 66515, 66519, 66520, 66951, 66602, 47816, 92015 and 92019 and 47826 and 66708 at Bletchley.

Cross Country

The final workings of the SO Virgin loco-hauled Holidaymaker Trains on 4 September were 67026 (1V15), 67014 (1V19), 67028 (1M89) and 67011 (1E99).

Railtours and Charter Trains

Locos seen working on recent railtours and charters have been:

Sep 4 (Pieces of Eight) 66039, 66525/66528, 60003/60040 and 66208

Sep 11 (The Freightliner) 66503

Sep 18 (Industrial Invader) 37047/37109, 37410/37418 and MRL "120" at Whatley Quarry

Oct 23 (Tre, Pol and Pen) 67002 and 66227

Nov 4 (The Downsman) Steam 34067

Preserved Railways

Locos used at the East Lancs Railway on 11 September were 66548, 66553, 45135, 37194, D5600, 47769, 40145, 37087, D832, D7076, D1041, D6536 and 37515.

Locos working at the Great Central Railway Diesel Gala on 17 September were 37255, D832 and 25265 and DMU 50321/51427.

Locos used at the North Yorkshire Moors steam Gala on 2 October were 45407, 45212, 80135, 30926, 825, 5164, 6619 and 2392.

Locos working at Nene Valley Diesel Gala on 9 October were 66709, 31108, 56057, D306, D9523, D9516.

Steam locos at the Barrow Hill "Willesden Exhibition" Steam Gala on 9 October were 813 and 84019 (41312) on shuttle trains; 58850, 68030, 80135 and 92214 in steam and 2700, 41708, 45593 and 70000 on display.

Locos used at the West Somerset Grand Trains Extravaganza on 23 October were D9526, D7017 and steam 80136, 5542, 6412 and 9351.

Locos working at the East Lancs Railway Steam Gala on 30 October were 76079, 61264, 71000 and 68030 on freight.

71000 was involved in a shunting accident whilst backing on the coaches at Rawtenstall at about 10.30. The engine was travelling a bit too fast and several passengers were slightly hurt in the rear coach which crashed into the buffers. Air ambulance and other ambulances attended the scene and the injured passengers were taken to hospital. Services were curtailed until mid-afternoon. 71000 was taken out of service awaiting full inspection by Health & Safety officials.

Giving rides in the yard at the National Railway Museum at York on 13 November were D1023, D6700 and 08911. D8000 and 47715 were on display.

Acknowledgements

I would like to thank the following for their generous contributions to this issue: Tony Caddick, Andy Dalby, John Dewing, Steve Payne, John Sanderson, Ian Shenton, Chris and Paul Slater, Robin Skinner, and Chris Tyas. The newspaper cutting of Robin was supplied by Gerry Collins.

Next Issue

The Spring 2005 Issue of Trans Pennine is due for publication on 16th March. Would contributors please let the coordinator have their information by Wednesday 23rd February – THANK YOU. Remember, you can email your contributions to david@whitlam145.freeserve.co.uk.

It was the Magazine Coordinator who had an enjoyable day out (and two great meals) on the Northern Belle to Edinburgh on 25 August.



Farewell to the Deltics

(from magazine 39)

By 55015

Saturday the 2nd of January was a particularly sad day for me and many other friends of mine. On that day the “Deltic Scotsman Farewell”, the final B.R. Deltic hauled train, ran from Kings Cross to Edinburgh and back. To most steam enthusiasts a Deltic is just another smelly diesel, or a “box on wheels”, but the reality is they are a class apart. They neither look nor sound like any other loco and have a style and character all of their own. Ironically it is probably this individuality in what is now becoming a much standardised railway that has led to their premature demise. Being a relatively small class, all named of course, everybody seemed

to have their own favourite and would faithfully defend it, even in the event of the most embarrassing failure which thankfully with my own particular beast didn't seem to occur very often. Throughout their life they have always had a loyal and enthusiastic band of followers, a feat which only the sadly missed "Western" Diesel Hydraulics have come anywhere near to equalling.

The recent S.V.R. "Deltic Venturer" is a good example, this tour taking a resplendent 55022 "Royal Scots Grey" from York to Birmingham via Sheffield and Derby before heading via Gloucester and Swindon to Paddington. The crowds of people to be seen on the lineside were amazing with a crowd of cup final proportions being encountered at Birmingham New Street. The last visit of a Deltic to Paddington was witnessed by many people but the most amazing sight was to be encountered on the return journey. The sight and sound of a Deltic attacking the famous Lickey Incline obviously appealed as the bank itself was literally lined from top to bottom with people. A 20mph speed restriction at Bromsgrove meant that "RSG" had no opportunity for a run at the bank, much to the delight of the many enthusiasts with tape recorders. The incredible sound must have carried for miles as the train, with almost every passenger "bellowing" through open windows, roared mightily to Blackwell summit. The summit itself was breasted to the accompaniment of massed flash-guns and rousing cheers. An incredible tour and many thanks go to the Severn Valley Railway for organising it.

Unfortunately the fateful day came and the morning of Saturday the 2nd arrived and as I always expected it was damp, cold and very murky, ideal conditions for leaving the camera at home and watching Grandstand. However duty called and all thoughts of ambitious photographs abandoned I made my way to Doncaster station for the standard but safe photo. Any ordinary passengers (if there are any left these days) must have thought royalty was due as the area had been taken over by hundreds of camera laden enthusiasts.

Before the final railtour, running approximately one hour ahead, 55009 "ALYCIDON" was running light engine in case of failure on both the outward and return journey. At around 9.30 the down main signal changed to double amber and everyone got their cameras primed. Within a minute in appalling light and heavy rain "ALYCIDON" cruised non stop through the station, most photos being of the "press the shutter and pray" variety.

Thankfully by the time a sparkling 55015 "TULYAR" appeared at the head of the final railtour the rain had ceased and the light slightly improved. The station announcer gave advanced warning as hundreds of eyes were trained on the direction of Balby Bridge. Amid a hush of expectation a familiar shape appeared from the gloom and the first impression was of Finsbury Park's "trademark", the white window surrounds, lovingly reapplied. As she pulled into platform four for the last time the vast crowd jostled for a couple of minutes before that strange but familiar Deltic horn was sounded repeatedly as she departed slowly northwards with humanity seemingly hanging from every window, disappearing once again into the gloom.

The vast crowd, obviously not wanting to become acquainted with the almost constant procession of HST's which will be the norm from now on, dispersed only to reappear again later in the day for the return trip. As before "ALYCIDON" arrived first and as darkness had now descended Doncaster powerbox played the game by stopping her on the through road long enough for the many tripods to be assembled. After a few minutes the signal changed and with her twin exhausts standing out beautifully she headed south for the last time.

The enormous crowd now waited pensively and all too soon came the fateful announcement. Within minutes a familiar pair of eyes were seen in the distance as 55022 "ROYAL SCOTS GREY", the flagship of the class, cruised majestically into platform three, the constant flash from the hundreds of cameras giving her the appearance of a Hollywood film star! The hordes of people now made their way to the south end of the station, the engine being surrounded by well-wishers, as the crew (fittingly Doncaster men) took over for the final leg. All too soon a shrill blast on the station staff's whistle heralded the end of an era as "RSG" pulled slowly away from the station to a chorus of cheers. After carefully negotiating the pointwork near St. James Bridge she erupted, the magnificent sound of the Napier engines at full bore is a memory that will live for years. The hushed crowd hung on for several minutes as the glorious melodic drone grew fainter and fainter before a deadly hush took over, as if people had only just taken in the significance of the occasion.

As the crowd dispersed one of the last loco-hauled semi fast expresses arrived behind 47402 "GATESHEAD". It seemed rather ironic that an engine almost as old as the Deltics had only just had the honour of being named bestowed on it. Later that night the ITN News showed some superb film of "RSGs" emotional arrival at Kings Cross, a remarkable end to a remarkable class. Within a few hours the three railtour engines were back at York depot and another page on the history of the railways had been written. As far as the East Coast main line is now concerned HST's now rule, but for how long?

Farewell Deltics, you will be missed by me and many others.

The Skirl of the Pipes Fri. 7th - Sun. 9th May 1982

(from magazine 40)

By '47208'

The above named railtour left Bristol behind 37177/178 and ran via Gloucester and Worcester to Birmingham, being assisted up the Lickey Incline by 37138/191. The 15 coaches were taken forward by 85021 and ran via Soho, Perry Bar Jcn. and Portobello to Bushbury Jcn. the Wolverhampton avoiding line. Carlisle was reached about an hour late after unexplained delays at Wigan, Preston and Penrith. The train by this time extremely cold due to an ETH fault on 85021. Hence at Carlisle we were provided with a fresh engine, 81018 for the journey to Mossend yard.

At Mossend we re-engined to 37012/039 and ran via Perth, Dundee and Aberdeen to Inverness. Just south of Perth could be observed 47522 and 4 coaches off the road following a crash the previous Tuesday. At Dundee 06005 and 06006 still languish outside the depot, now in somewhat derelict condition.

Our arrival at Inverness was about an hour late, and our train was booked to pass the depot and reverse into Inverness station, a manoeuvre done by the overnight train from Glasgow and Edinburgh. We were stopped outside the depot where our two 37s and the two sleeping coaches were detached and shunted into the station. The 37s then ran onto the fuelling point, leaving us engineless outside the depot. Then 08620 appeared propelling the two sleeping coaches, ran across Rose St. and reversed onto the front of our train. This resulted in the strange combination of two coaches, an 08, and then 13 coaches shunting into the station platform. After a short break at Inverness we set off northwards towards Wick and Thurso behind 26046/024 which ran to Wick, 26041 being the branch engine to Thurso. On arrival at Wick we watched 26044 depart on the last train to Inverness, though it must have been swapped at Georgemas Jcn. for 26041 as later that evening 26044 did the portion of our train from Thurso.

The tour participants were then provided with a bus tour to John-o-Groats, those starting at Wick finishing up at Thurso and vice-versa. We then returned to Inverness with our 26s, where the SLOA Pullman set was observed on another special.

Inverness was left at 02-30 on Sunday morning with our two 37s, 37012/039. Arrival at Perth was almost an hour late as 37012 failed completely, somewhere in the vicinity of Aviemore. At Perth the 37s were replaced by 47269 for our journey to Mossend via Ladybank, Dunfermline, the Edinburgh suburban line and Falkirk Grahamston. Here BR struck again as due to engineering work we couldn't get to Motherwell and run via the Hamilton Circle, so at Gartsherrie South Jcn. we changed engines to 20081/198, both recently brought out of store. We then ran direct to Rutherglen East Jcn. and on to Shields Jcn. and Corkerhill. Here we stopped for 45 minutes as the driver said he was out of his hours. Another driver arrived and we proceeded to Elderslie Jcn. where a signalman hadn't turned up, so a further delay ensued. We eventually reached Barassie where our engines ran round two hours late. All went well for about 20 minutes until 20081 began to give us trouble between Kilmarnock and Mauchline. However after a short stop 20081 was suitably revived and we reached Carlisle a mere 140 minutes late.

A swift engine change here to 25303 and 25080 meant we left still only 140 down. But all was not well! As we started out only 25303 seemed to be working, with 25080 just ticking over. We struggled on, 25303 hammering away up to Appleby pulling 25080 and 15 coaches. Appleby was passed 169 late and still 25303 would not give up. Willed on by 400 enthusiasts we tore towards Ais Gill at 20mph with clouds of black smoke billowing from 25303, and then we were there, the summit reached now 182 minutes late. Then we tore towards Hellifield occasionally reaching crazy speeds of 50 or 60mph. We continued via Clitheroe, the home of the only remaining Clayton, to Blackburn, where 25080 was good enough to cough into life for the last 10 miles to Farrington Jcn. Here we exchanged engines to 8631, now 205 minutes late.

We left the train at Warrington Bank Quay, a desperate effort to get home. We had intended to leap at Birmingham New Street but all connections would have been missed by hours.

NOTE: Maybe we were lucky. 37177 was sent to Reading from Birmingham on Saturday. It returned on the Poole - Newcastle and it too expired, at Leamington Spa, with 56013 doing the honours in the rescue.

‘Strummer Holiday’

(from magazine 42)

By 50018 ‘RESOLUTION’

So once again the time of the year has come around when camera and binocular-clad buffs come out of hiding and scour our green and pleasant land in search of the popular yellow winged Hoover in the south and south west, the lesser-spotted rat in the Midlands, and the much sought after Syphon terriers in the North. Yes, this is the time of the year when maniacs, sorry, enthusiasts, the country over set out on the enduring task of completing the 7 or 14 day RailRover, complete with khagool, snowshoes, sou' ester, matchsticks to keep the eyes open, and all sorts of goodies crammed into the usual overcrowded bag. But, alas, the madness is spreading and I, together with other psychiatric patients Caddick (yes, the magazine editor should have more sense), Needham and Helliwell, set out on Sunday 1st August on our own pilgrimage.

A damp Sheffield station was our meeting point and Messrs. Needham and Helliwell couldn't resist the home comforts of air conditioned coaches headed by the strumming vibrations of 47503 on the Sunday morning Leeds - Plymouth. The magazine editor and I opted for the wonderfully smooth ride behind a good locomotive, 45137 on the 10.00 St. Pancras which headed the train to Nottingham, being replaced by 45129 of the same species for the rest of the journey to London. The plan was to have an early experience of the superb Class 50 on the 14.50 Paddington - Oxford as far as Reading but of course no, the Western Region authorities had different ideas and sent down, yes, you guessed it, another strumming heap in the shape of 47509. Well, the choice of this, or a tram, in order to make the connecting Portsmouth train at Reading wasn't a good one, so adopting the attitude of, well it's another line in the haulage book, 47509 was taken to Reading. It is a mystery why the Reading to Portsmouth trains run every hour on Sundays and are hauled, compared to the weekday DEMU. two hourly service. However, 33115 was taken to Basingstoke with 33103 coming back, to be taken back to Basingstoke in order to cover the 17.00 Waterloo - Exeter with big 50009 to Exeter. It is always nice to see 'proper' signals especially at such a superb station as Exeter St. Davids but alas the writing is on the wall for an era to end with the foundations of the new power box being marked out. By this time stomachs were beginning to make themselves heard so a DMU. to Teignmouth for some grub was the order to the day. After a brisk stroll along the promenade with a couple of birds, (well two seagulls landed on an adjacent deck chair), the 19.25 Paddington - Plymouth was taken forward with 47089 to its destination.

As the next morning we planned to cover the Paddington - Edinburgh through train the overnight Penzance - Paddington was the only train to cover, but thoughts of a quiet disturbance-free snooze were soon shattered when some docile prawn boarded at Exeter and tried marching down the corridor with a rucksack ten times wider than the corridor. Reference was made by Mr. Caddick that 'the clown would have been quieter driving a bulldozer down the corridor than he had been with his ***** rucksack'. But it didn't end there and also at Exeter a rabble boarded and proceeded to awaken the train, obviously with a large contingent to wave them off. Still 50013 was the beast on the front and its fine performance more than made up for the earlier

commotions. The usual cup of sludge was used at Paddington to moisten the throat on Monday morning before boarding the 06.50 Paddington - Edinburgh/Glasgow train with a big blue demon at the head in the shape of 47529 - another engine which Mr. Caddick verbally proved was not close to his heart. Thankfully the wreck was taken off at Birmingham for big sparky 87011 to Carstairs. The fast- dwindling forties were out in force around Warrington and Preston with six members of the class in evidence on freight duty. Edinburgh was reached by courtesy of 47464, another strummer, from Carstairs, and now the haulage really began with the 16.17 Edinburgh - Dundee headed by 27021 being taken all the way to Haymarket with 27002 back to Waverly on a train from Dundee. 27037 was then taken to Dundee for hopefully another one back but, no, the 19.03 Dundee - Glasgow had another big wreck - 47467 at the head. Well, interest had well and truly dwindled approaching Edinburgh especially as we were still expecting to see one or two supreme engines on Haymarket shed. It is still hard to believe that the Deltics have gone forever. Still, lo and behold, interest was quickly regained when an instantly recognisable figure was passed ambling along the platform with the ever-present cup of tea in hand. In his own words, the engine was 'definitely frown able'.

After waving Mr. Micklethwaite away on a Kings Cross train, and after a long fester, a 'compo' was secured on the two coach, umpteen vans Inverness train, before the door was almost wrenched from its runners and we were invaded by yet more 'rookies' - another nice restful night. The Wick line was a must and on Tuesday morning the 11.15 out of Inverness with 37260 at the head was taken as far as Georgemas Jcn. where 37035 took the Thurso portion and us, the last few miles. A fast bus and a good meal at Wick filled in time before leaving on the last train back to Inverness, again with 37260. The only decent nights sleep all week was had courtesy of the Station Hotel, Inverness, albeit at extortionate cost, before the planned manoeuvre of getting some more 'small engine' haulage. The first train to Aberdeen was taken as far as Forres with 26021, for the connection with the first train from Aberdeen, hopefully with a member of the same class. Now, I always thought that the awful noise produced by a watery class 47 horn was instantly recognisable but when a noise was heard in the dim distance, a debate ensued as to its owner. Was it a 26 or a 27? Surely it couldn't be a duff, not on an Aberdeen - Inverness train. So with cameras ready to record another wonderful Scottish engine we waited. The peg was pulled off and and .. and .. 47420 came proudly round the curve into the station! What a bloody awful strumming contraption - the pride of British engineering. Well a two hour fester wasn't much of an option so we shamefully boarded and enjoyed to the full the surge of power which ensued. The 10.40 train to Kyle was taken to fully appreciate the wonderful Scottish scenery, but an earlier than planned bail was the result of an invasion by a large family with numerous noisy offspring of which one insisted on climbing all over the seats, luggage racks and us. Stuff that for a lark we were off at Achnasheen for 26034 back on the 11.10 from Kyle. We then took 47206 on the 16.30 Inverness - Edinburgh for our last look at the spectacular Scottish scenery before heading south on the overnight Edinburgh - Bristol. An amazing breakfast was experienced at Bristol (cafe at bottom of forecourt) before heading further south on the 10.14 Portsmouth train with 33019 as far as Southampton. A connecting EMU. was taken to Weymouth (with 33118 attached from Bournemouth) in order to enjoy the experience of riding on a train down a main road. 33106 was nearly half an hour late reversing on to the 15.30 Weymouth Quay - Waterloo boat train owing to road vehicles being in the way! So with men walking in front of the engine (is that really wise?) we crawled through the streets of Weymouth. It really is a close shave with those parked vehicles. 33106 was detached at Bournemouth for 73112 giving me my first experience of electro-diesel haulage. We made our way to London via a DEMU. from Southampton to Salisbury, 50045 Salisbury to Sherborne on the 17.00 Waterloo - Exeter, and 50009 Sherborne to Waterloo on the 18.18 Exeter - Waterloo. This was the most awkward part of the week as the following morning we planned to cover the commuter trains into Paddington which have a fair share of 'Hoover' haulage, so what to do overnight in order to get back to the capital? The timetable was well and truly thumbed through for a solution and the best bet, albeit meaning an hour long fester in the middle of the night, was to cover the down overnight Paddington - Penzance to Bristol and the up train back. Well, the 'Hoover' we hoped for didn't produce, we had to put up with 47475 instead, but it got us to Bristol - not the best of places to be at two o' clock in the morning - but there we were. Even at this godforsaken hour, the juke box in the buffet produced an inaudible din belonging to that wonderful widely loved family singer, Adam Ant.

The buffet was quickly vacated by everyone except the imbecile that put the record on and a drunk that was asleep in the corner, to wait for an announcement referring to the Paddington train. Well at 02.55 an announcement came stating 'that due to urgent engineering work the train was cancelled and a special train

would run, to Swindon for a connecting train to Paddington'. 02.55 in the ***** morning! No, we didn't believe it either. Well I'd never done an overnight on a DMU. before but there's always a first time and one was provided as 'the special train to Swindon'. The connecting train ended up being the Penzance - Paddington train which was diverted not, as announced, cancelled. This proved that all the 'Hoovers' were tucked up in bed as 47513 was the train engine.

As planned, the commuter trains were covered with 50003 taken to Reading on the 06.35 Paddington – Newbury ,50041 from Reading to Tilehurst on the 10 coach 07.54 Reading - Oxford (!), 50013 from Tilehurst to Reading on 07.15 Oxford - Paddington and 50022 from Reading to Paddington, on the 07.50 ex Oxford. The Fridays only 10.42 Penzance train was taken to Exeter with 50003 - a 7 coach wedge out - where lunch was taken in the form of produce from a nearby chip shop. This was rapidly seen off as the 11.20 Paddington - Plymouth HST. was found to have 45057 at the head and was therefore taken to Plymouth for the 16.45 Plymouth - Penzance train with 50017. Disgust turned into pleasant surprise to find 47466 at the head of the overnight to Paddington, with 50023 attached to 47466 even though the superior 'Hoover' was detached at Plymouth. Well, we had reached Saturday and the last day of our rover and the 07.40 Euston - Aberystwyth train was covered to experience the raucous class 25 from Wolverhampton - 86246 made way for 25219 and 25199 at Wolverhampton where the hoards of 'bashers' also joined the train. Welshpool was the bailing point for 25036/67 on the 10.17 Aberystwyth - Euston to Shrewsbury where a unit was taken to Chester to, hopefully, pick up a 'Whistler' or two. The Llandudno - York train was taken to Warrington with 40128, the 15.45 Manchester- Bangor back to Chester with 47204, for 40192 on the 15.17 Holyhead - Manchester. It was decided the route home would be from Manchester Victoria on the Glasgow - Notts with 47215 where Sheffield was reached just 152½ hours and some 61 locomotive-haulages later to end a memorable weeks roving from Wick to Penzance and seemingly everywhere imaginable in between. With so much having happened in so little time it is almost impossible to choose the highlight of the week; was it seeing the membership secretary eating a British Rail sandwich at 06.15 in the morning or maybe being stood on some remote station in Northern Scotland knowing the only train you can catch for two hours has 47420 on the front? Well considering myself a connoisseur of good music, standing in a British Rail buffet at 02.30 in the morning and suddenly hearing the soothing, heart warming tones of Adam Ant on a well-worn juke box must, for me, have been the highlight of the week!