

# TRANS PENNINE

## The Magazine of the Pennine Railway Society



Autumn 2006

## **Committee Briefs**

### **Barrow Hill - Monday 3 July 2006**

The Society held a successful and enjoyable visit to Barrow Hill on 3 July 2006. Upwards of 25 members took part in the visit, which took place on a warm and sunny evening — ideal for photographs.

Our thanks to Mervyn Alcock from Barrow Hill and our friends from FAST Tours for provision of transport by preserved bus. (see back page for photos)

### **Pennine Slide Competition 2006**

The eagerly awaited Pennine Slide Competition will be held this year on Wednesday 4 October 2006 at The Salutation.

Remember — you can enter 5 slides; start sorting your potential winners now.

In addition to the main prize — the honour of winning such a prestigious event — we also have cash prizes and magnificent trophies (yours to keep for ever) for the winner and two runners up.

If you have slides, bring 5 of your best, or get 5 of the best. The more slides entered, the more we enjoy.

Don't be late — Wednesday (4 October) at eight.

### **Les Nixon**

Another highlight of our autumn 2006 social programme will be a return visit of Les Nixon on Wednesday 18 October 2006 who will again entertain us with a selection of his quality slides.

This event is always well attended, so come early.

Make it a date — Wednesday at Eight (18 October 2006).

### **Approval for Waverley Route**

The Scottish Parliament Bill for the Waverley Railway has received Royal Assent. The 30-mile line will follow the old Waverley route from Edinburgh as far as Galashiels.

### **How to Cut Down Rush Hour Overcrowding**

Rumours abound over a mad plan to double rail fares on some commuter routes so as to cut down on rush hour overcrowding. There are only two ways of cutting rush hour congestion — more trains, which eats into company dividends, or fewer passengers.

We now have the issue of choice of ticket; the route alone charges 57 different fares for the same journey to Exeter. This will reduce overcrowding as passengers spend so much time comparing different fare structures that they miss their trains or they try for the lowest fares on offer and find they're booked up for months. Either way they go by bus. That's good for business if you have shares in a bus company. But surely bus companies would never run railways, would they!!

### **Rail Firm Lays on Taxi Rides**

GNER, boycotted by some passengers over its car parking charges, has spent enormous sums chauffeuring

people to and from the station to end the dispute. GNER began the service in Peterborough after passengers angry about its £10 per day parking charges launched the boycott.

The "door to door taxi bus service" serving the suburb of Hampton takes people from their homes to the station for £20 per week. Protesters said GNER should extend the service across the whole city.

## **Eurostar Boosts**

Train service Eurostar has seen record sales for the first six months of 2006 boosted by fans of the Da Vinci Code film and World Cup football supporters.

Sales rose 6% from 2005 further helped by a sharp increase in business tickets. Eurostar's connection to European rail networks helped the firm benefit from football fans visiting the World Cup in Germany. A sponsorship tie-up with the release of the Da Vinci Code film also helped boost ticket sales.

Greater punctuality as well as convenience helped Eurostar entice business customers whose numbers rose by 11% over the period. Punctuality at 91% means Eurostar continues to outperform the airlines operating on the London — Paris and London — Brussels routes by a considerable margin.

The recent extra security measures at airports have also boosted traffic, with regular announcements of no availability of seats on Paris services. Our Treasurer, a regular Eurostar traveller (how can he afford it?) travelled the Paris route on 8/12 August. Unfortunately, services on 12 August were delayed 60 minutes due to the detonating of a suspect package left in the Eurostar terminal at Gare du Nord.

Services will transfer from Waterloo to St Pancras in 2007, with much work nearing completion at St Pancras, Midland Mainline have now settled into their permanent home, using Platforms 1-4. Platforms for Eurostar trains can be seen adjacent to these.

## **No More Tickets Please?**

Ticket queues could soon be a thing of the past after the introduction of the first electronic booking system. Train companies could follow the lead of airlines by issuing electronic tickets over the internet. Instead of buying paper tickets, passengers will receive codes by text messages to their mobile phones.

The demise of the traditional train ticket within the next 4 years as Midland Mainline and the train services began taking part in the UK's first major electronic rail ticket scheme. The 'print at home' discount fares will be available on specified routes between St Pancras, Leicester, Derby, Nottingham, Sheffield and Cambridge and will cost £6 for a single.

The online booking company is the [trainline.com](http://trainline.com).

## **GNER Battered by Court Decision**

The future of train operator GNER is in the balance after losing a High Court legal challenge over a decision to allow Hull Trains and Grand Central to run passenger services on the line. This has serious commercial consequences for GNER, particularly with Grand Central taking revenue from stops at York.

Parent company, rail and ferry giant Sea Containers, may have to walk away from the franchise it bid £1.3bn for in 2005. Sea Containers has to start paying back £60m of the £100m it owes to bondholders by 14 October 2006.

Sea Containers which is listed in New York and registered in Bermuda has been hit by the underperformance of GNER which suffered from the 2005 terrorist attacks and higher electricity bills. The parent company has also been plagued by problems in its ferry business, leading to the sale of its Silja Line in the Baltic.

It is hoping to convince the Dept for Transport to change the terms of its GNER franchise, but without success so far.

### **Ebbw Valley**

Work has started on the restoration of the rail link along the Ebbw Valley. Services to Cardiff will open in 2007 and Newport in 2009. Train services will be operated as part of the Arriva Trains Wales franchise.

### **St Pancras International**

From autumn 2007 St Pancras International, together with Kings Cross station, will be Europe's largest passenger exchange used by 50 million passengers a year.

In total St Pancras International will have 15 platforms, 6 for international Eurostat services, 3 for high-speed domestic services to Kent (starting 2009), 4 for Midland Mainline and 2 below ground platforms for First Capital Connect cross-London services.

### **Metrolink**

Greater Manchester PTA has been given approval to extend the Metrolink to Oldham and Rochdale, Droylsden and Chorlton. Work could start in 2009. The 13.7 mile extension to Rochdale will replace the existing railway line which links Manchester with Rochdale via Oldham.

### **Trans Pennine**

The photo on the front cover is the one that finished 4th in the Members Slide Competition back in March. It was taken by Glynn Gossan and shows D6515 approaching Harmans Cross on a Swanage to Norden Park service in May 2004.

We reproduce more articles from the "Best of British" magazine in this issue (see pages 9 to 12).

Continuing our policy to reprint items that have appeared in previous editions of Trans Pennine, we are reproducing articles that originally appeared in magazine 47 (March 1984).

### **Pendolino**

**By Paul Slater**

During a short holiday which Chris and I spent with a friend of hers in Runcorn, I set off on my own for a day on the West Coast Main Line while Chris arranged to meet up with another old friend. After three cold, wet days the weather had improved, with only showers forecast, and it was a pleasant spring day as I drove out of Runcorn on the expressway towards Warrington. I turned off the dual carriageway into a housing estate, as I wanted to have a photographic session at Moore before driving on to Warrington.

The most direct road to Moore from Runcorn is not signposted, but I found it from memory. On previous visits I had located two bridges carrying minor roads over the main line at Moore, and thought that they made good vantage-points; there is also a footbridge over the railway at Moore, but the path across the fields to it looked very muddy after all the recent rain, and I decided not to try it this year. I turned on to the first minor road in Moore and parked by the railway bridge, but before any trains came I was caught by the edge of a heavy shower of rain, and I decided to drive on to the second bridge. The road took me alongside the Manchester Ship Canal; at Moore Lane there is a swing bridge, which the previous evening I had found gave me a good view along the Ship Canal to the high-level bridge which carries the main line over the broad

waterway near Acton Grange Junction. Near the swing bridge was a place to park, and I left my car there and walked up to the bridge which takes Moore Lane over the railway. The sun shone, and I had an enjoyable session on the bridge, seeing two Pendolinos and a Super Voyager as well as a class 158 unit, 66083 on a train of empty coal hoppers and 92031 "The Institute of Logistics and Transport" on a container train. The leafy Cheshire countryside made an attractive setting for photographs, and in the distance the high bridge over the Ship Canal was a point of interest.

I drove on into Warrington, passing over the Ship Canal by a swing bridge of identical pattern to the one at Moore Lane; the previous afternoon, Chris and I had seen another of these bridges and the unique Barton canal aqueduct on the outskirts of Manchester both opened to allow a coasting vessel to pass through. Braving the traffic, and a cramped and expensive car-park, I arrived at Bank Quay station. Checking the timetable, I saw that a Pendolino was due to depart for Lancaster in twenty minutes; I decided to travel on it to the terminus and then return on it, so having my first ride on the West Coast Main Line through Lancashire for over ten years and also my first ride on one of the new tilting trains.

Warrington Bank Quay was a place where I had not so far done any railway photography. The first time I saw the station was during my first outing with my school Railway Club, back in 1956, when a group of us travelled north on the West Coast Main Line on a train for Barrow-in-Furness hauled by a "Britannia" Pacific; my main impression of Bank Quay was of a big chemical factory alongside the station, and I was interested to see in 2006 that this works - or a modern replacement - is still there and still in production. 92029 "Dante" was stabled in a bay platform, 60013 "Robert Boyle" passed with a coal train, and then the Lancaster train was arriving. This was 390031 "City of Liverpool"; the name has been carried by at least two representatives of earlier generations of West Coast Main Line express power, "Princess Coronation" Pacific no.46247 and electric locomotive no. 87008.

I always enjoy riding on a new type of train, and my journey to Lancaster in 390031 was no exception. There had not been time for lunch in the station cafe at Bank Quay, so I took the opportunity to patronise the Pendolino's buffet, which was in the carriage where I was sitting. The acceleration away from stations was impressive, with a powerful sound from the motors; the Pendolino carriage struck me as very stylish, but slightly claustrophobic, with low windows which still gave me a good view of the passing scene, and - compared to other types of modern high speed train on which I have travelled - the Pendolino seemed perhaps the closest I have felt to flying along the track in an aircraft. Beyond Preston the scenery became more attractive, with many stone-built cottages, the countryside bright with hawthorn blossom, and the picturesque Lancaster Canal winding its way close beside the line on the left-hand side, while to the east rose the hills of the Forest of Bowland. A curving stretch between Preston and Lancaster gave me a novel sensation; the Pendolino banked one way and then the other as it took the bends at speed, and through the window by my seat the horizon lifted and dropped before returning to normal.

The train was only sparsely filled when it reached its destination at Lancaster. It was returning to Euston in less than an hour, so I stayed on the station. This was another new location for photography; I saw 220019 "Mersey Voyager" on a service to Manchester, 57601 with an inspection saloon and 20307 and 20311 with a single tanker as well as Coradias and a new Trans-Pennine Express unit. I sat on the other side of the train for the ride back to Warrington, so had a good view of the Forest of Bowland and the other outlying hills of the Pennines as well as the campus of the University of Lancaster. On the curves I looked down the length of the carriage to get a better impression of the tilting of the train.

Back at Warrington, I got a final photo of 390031 alongside 221120 "Amy Johnson" thus snapping two types of modern Virgin train together, and then - to finish my film - one of the Super Voyager departing for Edinburgh past the chemical works. The sun was shining, although the wind was chilly, and I stayed to watch the trains for a little longer. I could not take any more photographs, but I enjoyed seeing two more Pendolinos and a Super Voyager as well as 60007 and 66149 on coal trains and 66193 stabled. Finally I decided it was time to go to my car and drive back to Runcorn and meet up again with Chris and her friends, to whom I would enjoy describing my first ride on a Pendolino. While waiting at traffic lights in Warrington, I glimpsed 67018 hauling a single tanker on the low-level line through Arpley and that was the last engine I

saw that day.

## **Robin's Review** **No 32 "JOINT LINE"**

Joint Line is the journal of The Midland and Great Northern Joint Railway Society. The M&GN is based at Sheringham station in Norfolk at the northern end of the 10.5 mile North Norfolk Railway from Holt, known as the 'Poppy Line'.

The magazine printed quarterly and the edition reviewed is no. 129 Spring 2006 and has a cover price of £2.95.

Consisting of 50 pages including the cover; the cover, centre page and a sprinkling of pages are in colour, the text and rest of the photos are in black and white.

The magazine consists of an editorial and contents page divided between North Norfolk Railway Business, Photographs, News, Articles, Membership matters; and historical articles and archive about the old M&GN system. The M&GN operated across South Lincolnshire into North Norfolk but closed in the late Fifties and early Sixties, as with most closures these were pre Beeching cuts.

There are a surprising number of statistics about the NNR including the number of passengers carried and the mileage of all steam locos on the railway going back to 1989.

The magazine has three pages of up to date news items called News Line. Five pages of motive power news, four pages of Carriage and Wagon news including a picture of RBR 1969 (Did Mr Sanderson and Mr Bambrough ever work this car?).

Articles include Signing Off which is two pages of progress on current building and enhancement projects underway on the line; a two page article appealing for volunteers; The Holt development group is a two page article on what's happening at the south or west end of the line.

Membership Matters and correspondence are regulars. On the historical side there are M&GN articles on Melton Constable signalling four pages long; From the Sidings and the History of the Terriers and lastly Behind the Scenes of Shed Life. There are also regulars that probably fall into both categories: The William Marriott Museum and Thirty Years ago — 1976.

The magazine also has many colour and black and white pictures featuring up to date activities and many black and white shots of the M&GN in the late 50s and early 60s.

**VERDICT:** As preserved railway society magazines go this is good. The content is well laid out, factual and interesting, the mix of today and yesterday works well. If you are thinking of a day out on a preserved railway don't dismiss The North Norfolk Railway they have come a long way in the last 20 years. The service and facilities are as good as anywhere.

## **Observations from Europe;.Summer 2006.** **By Chris Theaker**

Koblenz, Germany, 1st August. 0600 Dortmund - Klagenfurt. 120108 to Stuttgart, 120129 forward to Munich, 1016-020 forward to Klagenfurt. A fine train hauled by two of Germany's cult class of express electric locomotives before going on out of Munich to Salzburg with an Austrian 'taurus' electric.

Linz, Austria, 2nd August. 2016-072, a modern Austrian diesel, drops onto the normally vintage traction hauler 0824 Linz-Emmersdorf. This train is known as the 'Erelbniszug Strudengau' and is a four coach train of vintage rolling stock which conveys cyclists for a day out at villages along the Danube. Plenty of class 1142 out and about around Linz. Examples of these 60's electrics on suburban and local passengers include 1142-566 and 1142-617 working trains to St Valentin and Salzburg respectively.

Linz also has plenty to interest the light rail enthusiast with 900mm gauge vehicles ranging from modern Bombardier 'Cityrunner' trams to 70s built Rotax cars operating on the three main routes through the city centre. The oldest Rotax cars could be sampled on line 3 in order to join the Postlingbergbahn a mountain tramway which climbs high above the city and the river. Trams working on 2nd August included numbers six and ten. Built in 1898 and 1912 respectively, these old single units work turn and turn about conveying tourists to the top of a mountain on the steeply graded 1,000mm gauge track.

Wien, Austria 2nd August. The evening rush at Wien Ost produces nothing of note, except the usual selection of 3 different classes of diesel and numerous electrics. Two of the Erelbniszug tourist trains arrive with vintage class 1042 electrics, both painted in the disappearing orange livery of Austrian railways. 1042-007 brings in the 'Erelbniszug Neusiedler See' and 1042-034 'Erelbniszug Wachau from Spitz a Donau.

Wien, Austria 3rd August. A wiener '100' 24 hour day rover offers 24hours unlimited travel on trams, trains, buses and the underground in a wide area surrounding the city. It allows the visitor to inspect all of the city's tourist attractions from the comfort of the amazing and complex tram network as well as touring all of the main line stations in the city to take in the diverse forms of diesel and electric traction. At every mainline terminus many of the loco hauled trains make a stop at the first main shack allowing bashers to indulge in 'ned' moves putting new engines in the book at a rate of up to four winners per hour. Examples of such moves on the 3rd August included:

Wren Ost. 754069 (Bratislava Railways), 2143 - 022/037/056/071/073 (vintage Austrian diesels), 2016-005/013 all working trains between Wren and Bratislava.

Mixed pairs of diesels and electrics working in tandem on evening commuters to Fehring 2016-011 and 2016-094 and Oberwart 2016-030 and 1142-619.

Wien Franz Josefs Bahnhof, 1144-285 and 1142-564 on services to Gmund.

Many other locos from classes 1044, 1142, 1016 and 1116 could also be sampled between Wien West and Hutteldorf and Wren Ost and Miedling.

Wien Area, 4th August. 2043-24 0736 Wien Sud - Spitz a Donau (forward from Krems this train hauled most days during the summer by the restored and original liveried 1964 built diesel), 1099-016 1424 St Polten - Mariazell (this train takes the term 'old electric' to another level being built in 1909 and still going strong on this narrow gauge line), 1014-010 1800 Wien Sud - Deutchkreutz (a dual voltage class with echoes of the old empire as it works regularly into Hungary on cross border trains), 2143-037 1828 Wien Sud - Bratislava (load was three Bratislava mk 1 type compos and a Russian sleeping car that takes two nights to convey its passengers to Kiev).

6th August. 1046-019 0902 Wien Sud - Neusiedl am See. 1950s technology a converted motor luggage van hauling a set of old stock on a tourist train, 1141-024 0817 Wien Sud - Murzzuschlag. More vintage power on a tourist train via the spectacular Semmering mountain pass, 754-004 0828 Wien Sud - Bratislava. Slovakia power in Austria, 2143-040 1538 Wiener Neustadt - Sopron. Another depot celebrity loco, sixties green liveried diesel working local passenger into Hungary.

## **Doncaster Sightings**

**Sightings of locos (excluding Classes 56, 66 and 67) at Doncaster from 1st June to mid-August, Mondays to Fridays only.**

We are indebted to T.J. (our Doncaster Platform 4 correspondent) who made his records available to Geoff

Bamborough to compile the list below. Please let us have your views on the content of the list, as T.J. has indicated his willingness to make future sightings at Doncaster available to the Pennine Railway Society for the next magazine if required.

## **June**

1st 20096/20905 West Yard, 60008 and 60022  
2nd 6201 to stable at Wabtec, 60008 and 9201 I  
5th 37602/37609 on Serco Train, 60076, 60048 and 60025  
6th 60008, 60069 and 92016  
7th 60084, 60069, 60003, 60045, 60017 and 92016  
8th 60025, 60017, 60084, 60022 and 92012  
12th 60051, 60007, 60055, 60035 and 92003  
13th 31285, 31106, 60060, 60007, 60048, 60035 and 92041  
14th 60015, 60060, 60058, 60007 and 92015  
15th 60060, 60007, 60045 and 92029  
16th 60047, 60007, 60060, 60048 and 92017  
19th 31205, 31233, 60008, 60004, 60044, 60032, 60027, 60079, 60019 and 92004  
20th 60013, 60008 and 92029  
21st 31233, 37417, 60045, 60008 and 60022  
22nd 31285, 60021, 60038, 60044 and 92030  
23rd 31285, 37608/37612, 60099 and 60084  
26th 31285, 60031, 60079, 60096, 60500, 60062 and 92024  
27th 31285, 60014 and 92034  
28th 31285, 60099, 60044, 60063 and 92011  
29th 60022, 60044 and 92019  
30th 60029, 60008 and 92034

## **July**

3rd 60052, 60090, 60031 and 92027  
4th 60063 and 92019  
5th 60069, 60020 and 92017  
6th 92037  
7th 47245, 48151, 37607/37608, 60027, 60048 and 92034  
10th 87028, 60031, 60022 and 92017  
11th 60014  
12th 47813/47818, 60014 and 92041  
13th 47813/47818, 57010, 60075 and 92031  
14th 60010 and 92041  
17th 47718, 60013, 60099, 60054 and 92007  
18th 60010  
19th 60010, 60020 and 92030  
20th 37607/37612 and 90031  
21st 60052, 60004, 60063 and 60075  
24th 37602/37606, 31106/31105, 60044, 60500 and 92034  
25th 60014  
26th 20311, 60014 and 60020  
27th 20311, 60020 and 92025/92005  
28th 60020 and 92041  
30th 37405  
31st 47714, 60053, 60099, 60015 and 92036

## **August**

1st 60052, 60021 and 92001



2nd 37405, 60061 and 92026  
3rd 37405, 60500, 60076 and 92042  
4th 37405, 60044, 60045 and 90026  
7th 31233/31285, 60052 and 92007  
8th 60094 and 92037  
9th 31454 and 92041  
11th 47245/57601, 60010 and 92009  
14th 47703 at Roberts Road Depot, 60063 and 92024  
15th 47703 at Roberts Road Depot, 90035 and 92034  
16th 47703 at Roberts Road Depot, 47813 and 92009  
17th 47828, 60045 and 60069  
18th 47828/47813, 60094 and 92025  
19th 92019

## **Pennine Observer Notes**

### **Eastern Region**

Recent sightings at Hykeham have been:

May 30 66151 and 66722 on container trains  
Jun 1 66058 on coal train 66241 on oil train  
Jun 5 60020, 60051 and 66615 on oil trains 66096 on coal train  
66202 on goods train  
Jun 8 60004 on coal train  
Jun 12 66054 on coal train  
66150 and 66713 on container trains  
Jun 15 66704 on ballast train  
Jun 19 66232 and 66715 on container trains  
66619 on oil train  
67019 light engine  
Jun 20 66094 on coal train  
Jul 25 66055 on coal train  
66720 on container train

Recent sightings at Lincoln have been:

Jun 2 66051 on coal train  
Jun 7 60002 and 66615 on oil trains  
66070 and 66237 on coal trains  
Jun 9 66052 on coal train  
Jun 14 66093 on coal train  
Jun 23 66096 and 66111 on coal trains  
Jun 30 66016 and 66026 on coal trains  
Jul 5 66239 on coal train  
Jul 7 66030 and 66123 on coal trains

Recent sightings at Dormer green crossing have been:

May 27 60035 on empty wagons  
66212, 66225, 66520 and 66551 on coal trains  
66150 and 66546 on ballast trains  
66517 on container trains  
66547 and 66618 light engine  
Jun 24 60032 on empty steel wagons  
66090 and 66525 on coal trains

66179 on Plasmor train  
66568 on container train  
66551 light engine  
Jul 15 66094 on Plasmor train  
66150 on train of empty steel wagons  
67003 on GNER express (91111 without power at rear)

Other recent sightings have been:

Jun 3 66096, 66232 and 66555 on coal trains at Melton Ross  
Jun 21 31285 light engine at Massarella's Crossing  
Jun 23 66720 on container train at Pyewipe Junction  
Jun 24 66209 on coal train at Askern  
Jun 28 66712 on container train at Pyewipe Junction  
Jul 8 66502 on container train and 66555 on coal train at Retford  
08633, 66119, 66132, 66170 and 66220 at Worksop  
Jul 10 66013 and 66051 at Worksop  
Jul 13 66572 on container train at Tuxford  
Jul 21 66721 on container train at Pyewipe Junction  
Jul 22 66194 on coal train at Eaton Lane Crossing

Locos seen at Toton on 29 May were 66075, 66089 and 66197 on coal trains; 08711 shunting; 08703 and 66175 in yards and 08635, 08696, 08915, 37065, 37375, 37402, 37418, 47722, 47726, 47758, 47771, 47781, 47789, 47792, 56073, 56128, 58003, 58008, 58012, 58019, 58023, 60005, 60011, 60024, 60056, 60057, 60065, 60086, 66007, 66115, 66217, 67002 and 82146 in depot.

Locos noted at Peterborough on 17 June were 66705, 66708-712, 66716, 66720, 66036, 66091, 66111 and 66137.

Locos seen in the Birmingham area on 10 July were 57005, 66532 and 66542 in Freightliner depot; 08706, 66079 66547 at Washwood Heath and steam loco 2885 at Moor Street.

### **Midland Region**

90026 was seen on the 10.24 Manchester Picc to Birmingham New St and 12.48 return on 20 June.

Locos noted on the 10.03 Manchester Picc to Holyhead and 13.20 return have been 57305 (Jun 3), 57306 (Jun 16), 57302 (Jun 20), 57316 (Jun 23), 57310 (Jun 26) and 57315 (Jul 8).

Seen at Preston on 19 July 37602/37606, 47802, 66408, 92003/009, 142032/039/047/054, 150133/137/145/147/203/211/269, 153357, 156423/424/428/459/478/480/487/489/498, 158756/904/908, 175004/006/008/009/011, 175105/107/109-111/113/114, 220008/014/018/019, 221103/108/113/121/125/131/140 and 390001/002/007/012/017/027/035/043/044/046/048/050.

Locos noted on Birmingham drags on 5 August were 57312, 57316, 57313 and 57301.

### **Scottish Region**

Locos seen on 21 June were 37401 and 47851 at Craigentenny and 67022 at Edinburgh Waverley.

Your Membership Secretary was hoping to have a nostalgic farewell ride on the West Highland Sleeper behind a veteran 37/4, but missed out by 48 hours!

But he is probably the first Pennine punter to have a Class 67 on the West Highland Line and a no heat 47 on the Jacobite Steam Train!!

This is what Tony saw in Scotland:

Jun 11 90027 20.27 Euston — Fort William / Inverness / Aberdeen Sleeper  
67008 04.50 Edinburgh — Fort William  
Jun 12 47245 on the Jacobite (61264 unavailable)  
67008 19.50 Fort William — Edinburgh  
Jun 13 47245 on the Jacobite  
67008 04.50 Edinburgh — Fort William  
67008 19.50 Fort William — Edinburgh (left 15 mins late after 3 attempts)  
Jun 14 “Black 5” 45407 on the Jacobite  
67030 04.50 Edinburgh — Fort William  
67030 19.50 Fort William — Edinburgh  
Jun 15 90018 Fort William / Inverness / Aberdeen — Euston Sleeper  
90020 Glasgow / Edinburgh — Euston Sleeper

## **Southern Region**

Multiple units seen around the Brighton, Lewes and Eastbourne areas during a 7 day period in August were 171721/722/723/726/727/729, 319005/363/365/379/426/433-435/438/439/448/450/458/459, 375615/618, 377104/110/112/117/153/154/161/203/208, 377302/303/306/308-310/313-321, 377405/407/408/411-413/417/419/424/426-429/443-445/447/451/453/455 457/463/471/472 and 450055.

## **Railtours and Charter Trains**

Locos seen working on railtours and charters have been:

Jun 17 87022 on ‘Blue Pullman’ from Kings Cross to Durham  
Jul 8 31454 and 37603 topping and tailing a special between Barrow Hill and Deepcar  
47245 and steam 48151 on Railtourer Hull to Carlisle charter  
Jul 19 4471 Green Arrow (with 47245 inside) on Scarborough Spa Express

## **Preserved Railways**

Locos noted at Scunthorpe steelworks on 3 June were D2853 and steam locomotive 1438 on tour train (1438 replaced by “Arnold Machin” for final part of tour), 1 banked by 92 on goods train, 80 on train of ingots, 79 on train of torpedo wagons, 44, 75, 78 and 95 on other workings, 5 and 54 stored, 20901 and 20904 outside AFRPS depot and 60039 on iron ore train. D2853 and “Arnold Machin” also worked the tour on 1 July.

Locos working at the Vale of Glamorgan Railway Gala on 10 June were 4612, “Pamela”, D9521, 20228 and 73133 and DMU 51339 and 51382.

Locos used at the Nene Valley “Rail Mail 2006 Event” on 17 June were D306, 73050 and 61306.

Locos working at the Barrow Hill Diesel Gala on 8 July were 06003, 73138, 37178, 20132, D2868 and 66709.

Locos used at the Keighley and Worth Valley on 9 July were 20031, 957 and 80002.

Locos working at the North Yorkshire Moors Railway on 25/26 July were 75029, 60007, 45407 to Whitby, D5061, D200 80135 and 50027. Trains delayed/stopped both days due to fires on track side; some long delays up to 2½ hours, hence diesels operating some trains.

Locos used for passenger, goods and mail trains at the Great Central Railway Mail by Rail Gala on 29 July were D123, D5830 and steam locomotives 45305 “Alderman A.E. Draper”, 48305, 78019 and 80105.

## **Blackpool**

Trams noted running at Blackpool during the period 16-21 July were 40, 147, 600/602-605/616/626/633/636/642/643/646/648/680 and 700-703/706/707/710-713/715/718-723/761/762.

## Spain

Locos seen passing through Salou in mainland Spain in a 2 weeks period during June were 250003/006/011/012/016/019/021-023/025/027/029/030/032, 252013/022/023/029/043/044/050/053/057/058/065/068/071/073, 269008/019/020/038/039/044/050/053/054/056/060/062/065/075/077/078/085/087/091/092/095/098/102-106/208/213/215/219/224/226/234/239/243/263/265/267/276/298/310/316/322/505/701/703/707/709/713/718/719/954-956/958/960/961 and 319209/236. **Pennine Quiz No. 125**

## Initials

In railway terms, what do the following initials stand for (there may be more than one answer for some of the questions).

1. AOCL
2. BHESS
3. CWR
4. DTCO
5. ERTMS
6. FOC
7. GUV
8. HSTRC
9. IECC
10. JLE
11. KESR
12. LRO
13. MLST
14. NPCCS
15. OLE
16. PCV
17. PPP
18. RAIB
19. SSI
20. TASS
21. TRFK
22. VCT
23. WLLR
24. WYPTA
25. YEC

## Pennine Quiz No. 124

### The Answers

1. Monday 4th July 1960
2. Manchester Central
3. London St. Pancras
4. London St. Pancras to Leicester London Road
5. Nottingham Midland
6. Metro Cammell at Birmingham
7. 60090 to 60099
8. Monday 12th September 1960
9. Birmingham Snow Hill
10. Wolverhampton Low Level
11. Friday 15th April 1966
12. 11th September 1961

13. 7th September 1964
14. Swansea
15. London Paddington
16. Cardiff Central
17. Man
18. Friday 4th May 1973
19. 100mph
20. North British Locomotive Company

## **Pennine Quiz No. 124**

### **The Winner**

The winner was Ken King and he receives the copy of the Blue Pullman book donated by Andy Barclay.

### **Pennine Shield**

2006 is the 30th anniversary of the Pennine Shield and a list of all the winners since 1976 is given below.

#### **Winners Shield 1**

- 1976 Doncaster Railway Circle.
- 1977 Doncaster Railway Circle.
- 1978 Doncaster Railway Circle.
- 1979 Peak Railway Society.
- 1980 The '25' Preservation Group.
- 1981 Peak Railway Society.
- 1982 Peak Railway Society.
- 1983 The '25' Preservation Group.
- 1984 The '25' Preservation Group.
- 1985 Pennine Railway Society.
- 1986 Sheffield Transport Group.

#### **Winners Shield 2**

- 1987 Sheffield Transport Group.
- 1988 Sheffield Transport Group.
- 1989 South Yorkshire Railway Photographic Circle.
- 1990 Sheffield Transport Group.
- 1991 Sheffield Transport Group.
- 1992 Pennine Railway Society.
- 1993 Pennine Railway Society.
- 1994 South Yorkshire Railway Photographic Circle.
- 1995 South Yorkshire Railway Photographic Circle.
- 1996 Great Central Society.
- 1997 Pennine Railway Society.
- 1998 South Yorkshire Railway Photographic Circle.
- 1999 Pennine Railway Society.
- 2000 South Yorkshire Railway Photographic Circle.
- 2001 Pennine Railway Society.
- 2002 South Yorkshire Railway Photographic Circle.
- 2003 Dore Loco Group.
- 2004 Dore Loco Group.
- 2005 Pennine Railway Society.

## Number of Wins by Team

7	Pennine Railway Society
6	South Yorkshire Railway Photographic Circle
5	Sheffield Transport Group
3	Doncaster Railway Circle
3	Peak Railway Society
3	The '25' Preservation Group
2	Dore Loco Group
1	Great Central Society

## Pennine Meetings 2006

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

Wednesday 20th September 2006	Glynn Gossan
Wednesday 4th October 2006	PENNINE SLIDE COMPETITION
Wednesday 18th October 2006	Les Nixon "40 Years of Photography Part 5"
Wednesday 1st November 2006	Robin Patrick "Persia 1942 and my 1960s"
Wednesday 15th November 2006	Geoff Griffiths "Slide Show"
Wednesday 6th December 2006	Pennine Shield
Wednesday 20th December 2006	Members Slide Night

## Acknowledgements

I would like to thank the following for their generous contributions to this issue: Tony Caddick, John Dewing, Phil Lewis, John Sanderson, Robin Skinner, Paul Slater, Chris Theater and T.J.

I would also like to thank the "Best of British" magazine for allowing me to reprint the articles from their April 2006 issue.

## Next Issue

The Winter 2006 Issue of Trans Pennine is due for publication on 20th December. Would contributors please let the coordinator have their information by Wednesday 22nd November - THANK YOU. Remember, you can email your contributions to [david@whitfam145.freemove.co.uk](mailto:david@whitfam145.freemove.co.uk)

## The end of the line?

Our railways were one of the forgotten casualties of war - but passengers and staff alike did their bit to keep them on track.

## Is Your Journey Really Necessary?

**Yvonne Cuthbertson**

Two days before we officially found ourselves at war, once again, with Germany, the government took over the London Passenger Transport Board and the four main line railways for the second time in railway history. They were put at the service of the nation - 'Food, shells and fuel must come first' proclaimed propaganda posters blazoning down from hoardings as trains transported men and materials to Southampton in 1939. For ordinary passengers, travelling soon became a harrowing experience as the railways laboured under a shortage of materials and manpower. The frequency and speed of services were reduced, and trains became more uncomfortable and over-crowded as the war ran its course. Troops and civilians spent long hours, cheek by jowl in corridors, toilets and gangways, all of which did nothing for the railways' public image. However, in operational planning they were hard to fault. In just four days at the start of the Tsar, over 607,000 children were evacuated from London. In those first days of war, 3,823 trains took women and children from major cities to greater safety - more than a third running from London alone.

Evacuees were directed to four outer London stations - Ealing Broadway, Wimbledon, Watford Junction and Bowes Park - because of the fear of air attacks, and ordinary services were drastically cut to allow the 'specials' to operate.

Once war was declared, black out was immediately imposed - there was no lighting at all in many railway carriages, and those that had lights were so dim that it was virtually impossible to see your *below* travellers, never mind to read your newspaper. After a number of passenger complaints, the long distance trains with blinds had almost normal lighting, and suburban trains were provided with boxed-in central fittings that threw out shafts of light.

Once the air raid siren had sounded, all lights were extinguished and trains stopped at the next station to allow passengers to go to the nearest shelter if they so wished.

The maximum train speed throughout the duration was 75 mph, and 15 mph initially, during alerts, although daytime speed restrictions were abolished in 1941.

Air raids inevitably caused delays and disruption, although they proved less dangerous to passengers than was at first feared. Passengers were warned not to leave the train during a raid if it stopped anywhere other than at a station; to pull down the blinds as protection against flying glass; and to lie on the door if space permitted. The latter advice became something of a joke, as trains were increasingly filled to overflowing, squeezing in *more* than twice the number of passengers than in pre-war days.

All restaurant cars were withdrawn at the outbreak of war and, although they were reintroduced six weeks later numbers dwindled until, by May, 1942, there were just 72 trains with dining cars. And these were also taken out of service in April, 1944.

Station buffets fared little better - they were crowded so it was difficult to get served and crockery, as well as food, was in short supply.

Despite these discomforts, fares increased several times during the war and cheap day returns became a thing of the past. To make matters worse, all station name signs, apart from those on small rural platforms, were removed in June, 1940. The aim was to confuse the enemy, but this ploy succeeded in confusing the general public even more!

Passengers were limited to 100lbs of luggage each and, within the London Transport area, all trains became third-class only.

Reasonable standards of repair, maintenance and cleaning became almost impossible - the railways were seriously understaffed, due to conscription, and spare parts and fuel *were in* short supply.

Station waiting rooms, crowded with service personnel, grew depressingly more dingy as conditions deteriorated through lack of materials, and woodwork was coated with tar to prolong its life. Porters were virtually non-existent, and what few there were, were often conscripted women.

Yet wartime travellers accepted the discomforts, delays and crowded conditions, if not with cheerfulness, then with a certain resignation, 'doing their bit' for the war effort. Services were at their worst from April to October, 1944; mobility for the troops meant the civilian population stayed put. The D-Day Landings alone required 1,000 special trains a week.

After the war, the public were less patient. Railway workers had striven to maintain a service for six long years

but a war- weary nation demanded an immediate return to normality. It was not to be.

## **The Sinews of War**

### **Matthew Richardson**

In wartime some places so obviously attract enemy bombs that you'd think they had a big, round target painted on them - ammunition dumps, seats of government, and supply routes, such as roads, bridges...and railways. In the dark days of 1940 it felt as though Britain's survival was hanging in the balance and the railways were taking an airborne hammering.

Records from the largest of the four big railway companies, London Midland Scotland (LMS), show that it was under fire on 170 of the 260 days from August 24th, 1940, to May 10th, 1941.

The significance of the LMS network was clearly not lost on the Luftwaffe. Night after night, German bombers pounded goods yards, signal boxes and other vital parts of the network. Euston station was hit by incendiaries on October 19th, 1940, setting fire to the roof of the Great Hall, while High Explosive bombs made a crater between Platforms 2 & 3. St Pancras was hit three times in the space of a month. But the worst attack was on September 7th, when a tremendous air raid damaged a number of main lines in the London area. Other cities also suffered attacks. The largest signal box at Birmingham (New Street) was virtually destroyed by a direct hit. Measuring 76 feet long and fitted with a 152 lever frame, practically the whole of its lower storey brickwork was demolished. The blast also destroyed about forty levers, the instrument shelf, block instruments, telephones, batteries and relays. Eventually two emergency signal boxes arrived but, in the meantime, ground staff operated points and signalled to trains by hand to keep the railway operating.

On January 15th, 1941 HE bombs fell on Derby station, killing four passengers and two railwaymen and demolishing the platform roof for one hundred yards.

In an earlier Luftwaffe raid, on Merseyside, on September 26th, 1940, the scores of railway lines were crowded with trains. Many incendiary bombs fell on and about the goods station and sidings, where there was a train loaded with ammunition and various trucks containing canned petrol. Most of the enemy incendiaries were extinguished by the staff, but a serious fire developed from incendiaries falling in one section of the station.

Norman Tunna, a shunter with the Great Western Railway, discovered two incendiary bombs burning in a sheeted open wagon, which contained 250lb bombs. Disregarding his own safety, Tunna removed the sheet and extinguished the incendiary bombs, and then took them out of the wagon. His action earned him the George Cross, the nation's highest award for bravery not directly in the face of the enemy.

Few people today are aware of the courage and tenacity shown by railwaymen at this time. Nominally civilians, they faced the most extreme dangers almost daily, and performed incredible acts of heroism as well as making a superhuman effort to keep the railways running.

Luckily, the highly destructive attacks by the Luftwaffe were largely uncoordinated. The German High Command never fully grasped that random acts of terror would not bring Britain to her knees. Sustained pressure on key points of the network, such as the Sutton Weaver Viaduct, between Crewe and Warrington, would have cut the main route between the north and south of the country, and paralysed traffic in and out of Liverpool.

The railways' industrial muscle in moving people, munitions and vital supplies, such as coal, was invaluable. Success in the Battle of the Railways was every bit as crucial as the Battle of Britain in winning the war.

## **The Potato Railways**

Over 140 miles of narrow gauge railway track once criss-crossed fifty locations of Lincolnshire farmland to assist the planting and harvesting of the country's best-known product of the 20th Century - the humble potato.

Like a number of counties, Lincolnshire did have many short lengths of line serving brickworks, sand and gravel quarries and ironstone mines but little railways were also found in bulb fields and nurseries as well as one serving the RAF bombing and gunnery ranges at Sutton Bridge.



But little has been recorded about the potato railways that gave sterling service to farmers for sixty years. They operated on private land and carried no passengers, working over marshy and fenland soil at Alkborough on the banks of the River Humber down to Crowland in the south of Lincolnshire. Old maps often referred to them as tramways. Many were of short length using horses as their motive power while longer stretches of line required the need of internal combustion engines and even small steam locomotives.

None of the lines have, of course, survived save for a few rusting rails cut into fence posts. But all is not lost as track, engines and rolling stock from the Nocton network can now be seen on the Lincolnshire Coast light Railway at Skegness Water Leisure Park.

In what he describes as a labour of love, Stewart Squires has extensively researched the existence of the lines in his fascinating book *The Lincolnshire Potato Railway* (£12.95), published by The Oakwood Press (tel: 01291 650444), which contains 160 pages and over 150 illustrations.

## **Lure of the Lickey Incline**

**Mark Holman, Wellington, New Zealand**

To the extent that I have ever grown up, I seem to have done most of it on the platforms of Droitwich Spa station in the early to mid-1950s. My mother recalls that this was the final destination of all her walks with me, even when I was still at the pushchair stage.

As the station was served by both the Western Region and the London Midland, this made for great variety in my train-spotting. The local and express trains of both regions as well as their freights ran through the station. It also provided access to larger stations served by both regions' services. In particular, trips to both the stations at Worcester and at Birmingham were possible, thanks to the cheap day excursion fares. Names like Shrub Hill and New Street still sound great!

No camera, sadly, but always accompanied by my trusty Ian Allen books and the essential Lyons Fruit Pies - off I went from the age of about seven or eight. Unlike many of the authors whose articles I enjoy in steam magazines now, I recall this as a solo activity rather than being part of a group, though there always seemed to be fellow spotters to compare notes with. No doubt some exaggeration went on, but I think we mostly stuck to the code printed in the *I-Spy* books, which pointed out sternly that '...only a moron cheats himself.

In the days when some incredibly high percentage of children are driven to school by their parents, the willingness of mums and dads to let their young offspring go off alone to stand on the platforms of railway stations that served an enormous city must sound like dereliction of duty. Yet, I don't recall ever feeling nervous or being approached by anyone who might have been regarded as unwelcome. Nor did my parents ever object to my spending so many weekends like that.

The steam railway enthusiasm came from my late father. The *Railway Magazine* was a monthly entry to the house, and in the mid-1950s, we still regarded those lists of steam engines that were being scrapped as something that wasn't really a threat to our favourite pastime. Dad worked in the road transport industry, for a firm that, like the railways, had been nationalised as BRS after the war. The railway ran right past HB Everton Ltd's yard, high up on a viaduct so even when I was helping Dad at the weekends or holidays (i.e. getting under his feet!) I could still keep a good eye on trains going in and out of Droitwich.

The first car we owned, a Ford van with seats, was only bought six months before we emigrated to New Zealand at the end of 1956 when I was ten. Until then, all family outings were taken by rail. And, despite the love of steam, I was always delighted when we made these trips via the WR's stylish railcars.

But the other great thing about Droitwich is that it wasn't too far from the Lickey Incline. Now, there was a name to conjure with! Opened in 1840, the Lickey was the steepest main line incline in Britain.

Catch an LMR train from home - sometimes to the foot of the incline and sometimes to the top at Blackwell. The hours there flew by - with the sight of trains stopping at the foot of the incline to have their banking engines attached, and the sound of them starting off from Bromsgrove station with whistle crows and the great noise as they dug into the gradient. I don't have any timetables or suchlike from those days, so I can't say just how many trains I would see in an afternoon's spotting. But the action seemed never-ending.

It was the banking engines, rather than the trains themselves, that I really enjoyed watching. When I first went, the oil-fired Beyer Garrett 2-8-8-2 No. 69999 was still employed, though not very successfully, as a banker. The engine I remember most in this role was the unique four-cylinder Big Bertha 0-10-0 No. 58100, which served the incline from 1919 to 1956, fitted with its large headlamp. What a shame that one didn't survive

into preservation.

Banking tasks were also undertaken by a batch of LMR 0-6-0 Jinty tank engines. Often three of them would buffer up to the rear of an ascending train. That was a pretty high fixed overhead - four engines and crews to get one train up an incline that modern traction apparently clears pretty effortlessly and without outside assistance. But I'm sure it doesn't look or sound the same! And I was in time to see the 9F Standard 2-10-0 locomotive No. 92079 make its appearance on this task, complete with the headlamp transferred from Big Bertha. The train engines themselves were drawn by a succession of Black Fives, Crabs, 4F freight engines, Jubilees and many more. Heady days for a young lad!

Over a period of time, I got to know an elderly gent with a white goatee beard who was often at the station too. I fear I was a bit of a know-it-all when it came to railways, so I'm sure he must have had to display patience and forbearance at times.

Still, he did come to the house once or twice so got some grown-up railway conversation with my father. Sadly, I don't recall this kindly man's name but I recently came across some photos that he had given me. Now nearly fifty years old, the pictures are still fascinating, so belated thanks to my unknown benefactor. They are so neatly captioned on the back that I sometimes wonder if he wasn't more than simply an amateur photographer.

We left England before the WR took over the running at Lickey, when for the final days of steam both the train engines and the bankers changed considerably. But the fascination of the busy yard at Bromsgrove with its coaling stages, the busy engine shed and large signal gantry, the great viewing spot at Vigo, and watching the uncoupled banking engines coasting back down the line as their train crested the summit at Blackwell stays in the memory.

*All these articles are reproduced from the April 2006 issue of Best of British, a monthly magazine available from newsagents and on subscription. Please visit [www.bestofbritishmag.co.uk](http://www.bestofbritishmag.co.uk) or call 01778 342814 for further information.*

## **The Roaring Forties (A Tale for Heavy Metal Men) (from magazine 47)**

**By 40129**

Those of you who know me will have realised that my main pre-occupation with life, apart from helping to keep the local BSC establishment afloat, is photographing lumbering blue giants, them of the 8 axles and a power unit that ranges from a merry whistle when idling to a deep throated gargle when doing battle with your local friendly incline. Them whose numbers begin with the legend 40—.

Quite how this seemingly harmless hobby took hold of me and became an obsession, I will never know. What I do know is that the species are extremely camera-shy and seem determined to thwart my efforts of recording their last acts on film. Thus 40s seem to be forever bursting out of the sun, sneaking up on me or parading resplendent on the murkiest of days, when even my light meter stayed at home. All this has, over the years, developed into a contest of strength, leading me to go to extraordinary lengths to get that elusive and hopefully exclusive picture.

They say patience is a virtue and I've now got it down to saintly perfection, living a recluse-like existence on embankments, forever peering from railway bridges, waiting, hoping for that noble yellow nose to appear. Walls have been climbed, fences have been negotiated in the best SAS style; stamina has needed to be endless (I must be one of the few people who has photographed a 40 at Sheffield Midland and again on the same train at Woodburn Junction without the aid of wheels!). Life has become a constant diet of curled-up sandwiches and orange cordial (keeps the weight down for scaling barricades), in order that 40-watching is not disturbed by lesser distractions, such as pubs and cafes.

With 1983 now over, I have been looking through my Pennine Diary to see how the year 'whistled' by. At the start of the year I required one surviving 40 on film (40147 at Swindon), also required to be improved on were 40076 and 40188. These two locos had spent the glorious summer of '82 in Crewe works and had thus been absent on the holiday extras. A visit to Swindon works in May found 147 still located in the north yard

and out of reach. However, a chance conversation with a fellow punter during the summer revealed that the beast could be viewed from a nearby housing estate. Well, if it meant photographing '147 from the top of No. 22's clothes post, so be it. A permit for Swindon was arranged for September and feeling confident that this time (the fourth), she would be in the bag, I boarded the Leeds - Birmingham express south. Imagine my horror then when opening 'Rail Enthusiast' for a bit of light reading, it was reported that '147 had met her end. Needless to say the day never recovered from that low. As is well documented, 40076 was sacrificed for '122 (or D200) and '188 was despatched to Crewe for engine repairs, but was condemned instead.

What was undoubtedly the 40's Indian summer brought mixed fortunes, with re-organisation of the Trans-Pennine services virtually eliminating the class from their regular haunt of North Wales. However the Manchester - Skegness/Yarmouth workings stood up fairly well.

Locally, the Manchester - Cleethorpes newspapers and Widnes - Broughton Lane BOC tanks continued to be 40 jobs, the former being booked for a boilered engine, largely limiting the variety to a few Longsight favourites (40024/29/35 were regulars), the latter throwing up the whole range of nose-end variants. On the debit side, June saw the closure of Ecclesfield Oil Terminal and the end of the Stanlow Oil tanks. The Widnes - Whitemoor Speedlink and Hope Cement trains were very patchy and the commencement of Mansfield - Northwich coal trains saw 40001 and '093 performing on these all the first week, before succumbing to their baby sisters, the 37s.

What will the year of '84 hold for this class? I believe the end, as regards traffic on BR, but a rebirth in preservation. Long may they continue to make the rails resound.

## **Down Banbury Lane (from magazine 47)**

**By Paul Slater**

Banbury Lane is an old drove-road or driftway from Northampton to Banbury. Most of it can be followed by car and my parents would often go that way for a Saturday afternoon drive from our home in Northamptonshire. On 18th October 1983, during a weekend with my parents, I set off for a drive down Banbury Lane. The old road was subject of a children's novel entitled 'The Driftway', published about ten years ago and this gave the drive added interest for me. In any case, Banbury Lane passes through some attractive countryside and there is a good deal of railway interest to be seen along it.

At the Northampton end the road has been re-aligned in connection with a new estate and the first few hundred yards now follow the course of the former railway from Northampton to Blisworth. In steam days a 2-6-2T used to shuttle over this branch from Northampton, connecting with main line trains at Blisworth, but I can remember that on one occasion, en-route for a day's trainspotting at Blisworth, I travelled from Northampton on a Euston semi-fast routed over the branch hauled by a 'Black 5'.

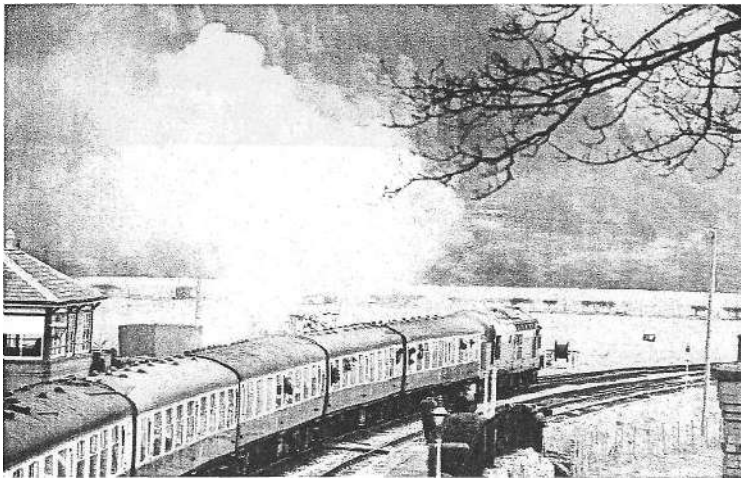
Banbury Lane soon regains its old route and not far beyond the village of Rothersthorpe it crosses the West Coast Main Line at Banbury Lane level crossing. This is quite a good place for photographing the electric expresses, but it is a difficult place to park a car. The red lights were flashing and the barriers were down as I approached the crossing on 18 October, I did not attempt photography, but got out of the car to see the train pass. Years ago, when these barriers were first put in, my parents had a long wait for an 8F 2-8-0 plodding along with a south bound goods. I told my parents that the safe distances at the crossing would be calculated with regard to the electric trains that had not yet started running over this section. Now the 86s and 87s hurtle through every few minutes; while I waited at the barriers on 18 October, 87007 'City of Manchester' passed with an up express and 86249 on a down train. 87007's name was previously carried by 4-6-2 no. 46246, which I probably saw near here in the late 1950s, Blisworth and Roade being my two most usual places for watching trains on this main line. Further west, Banbury Lane crosses the course of two former railways, both abandoned years ago. The Stratford-on-Avon and Midland Junction had stations at Blakesley and at Moreton Pinkney, both villages situated close to Banbury Lane, and the road bridges the track bed of the Great Central main line between the sites of Helmdon and Culworth stations. The SMJ passenger service ended in the early 1950s, but in my trainspotting days a few freights per day still used the line, hauled mostly by 3F and 4F 0-6-0s from Bedford (15D), Northampton (2E) and Gloucester (22B) sheds. I knew the

GC best to the north of Woodford Halse, where 01s were replaced by 9Fs on the coal trains from Annesley, and A3s, V2s and B1s shared the Marylebone expresses. On 18 October I followed a bridlepath from Banbury Lane across the fields on to the broad track bed of the old GC, and stood for a few minutes remembering the workings of a vanished mainline.

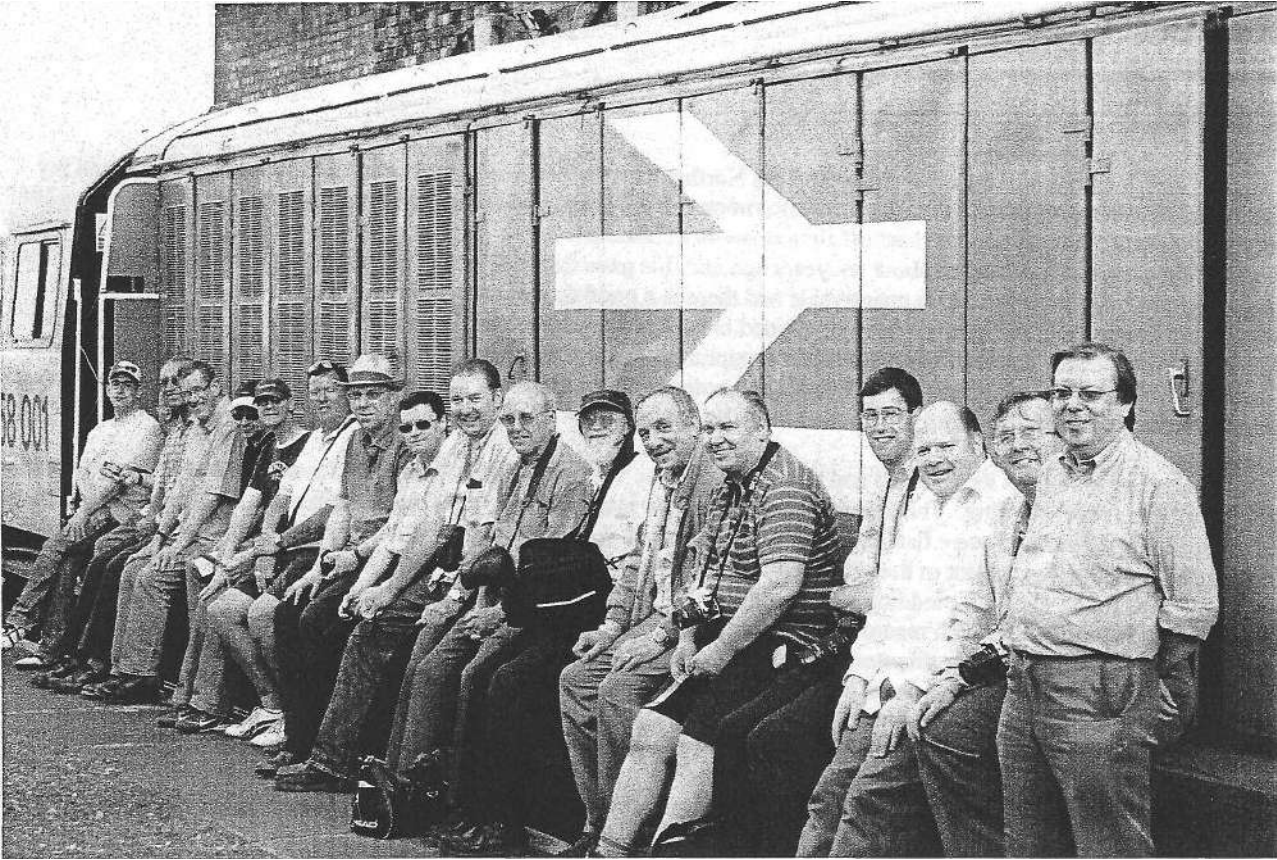
I had lunch at the picturesque old 'Red Lion' at Moreton Pinkney. A house behind the pub displayed on its wall a dark blue ER nameboard from New Southgate station in North London.

After lunch, I followed Banbury Lane back towards Northampton. I parked on the Bugbrooke road to take some photos by the level crossing. I snapped 86317 and two unidentified 87s on down expresses, and 86214 'Sanspareil' and 86227 'Lady of the Lake' on up trains. 'Sanspareil' is an old 'Jubilee' name, once carried by 4-6-0 no. 45732, but 'Lady of the Lake' had me hunting through my old ABC; I discovered that it was once borne by a D11 4-4-0, 62690.

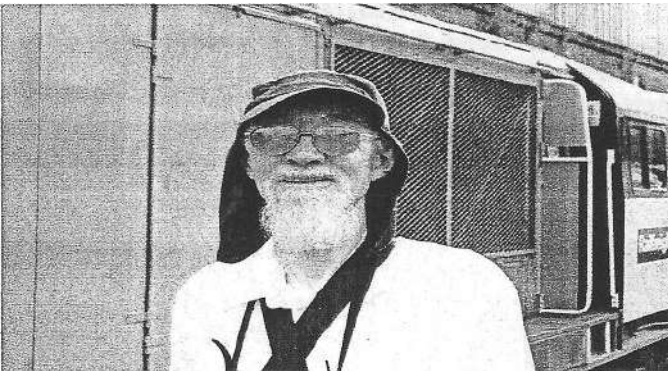
When I went back to my car, I found that a flock of sheep were being driven over the level crossing and I was amused by their antics. At last they were clear of the road and the railway and I drove on, the Northampton lift-tower, commonly known as the Northampton Lighthouse, a landmark in front as I left Banbury Lane behind.



37901 'Mirlees Pioneer' leaving Carrog on 11 March 2006 during the Llangollen Diesel Gala



'Team Photo' taken at Barrow Bill on 3 July. (The photo can also be viewed on the Pennine website.)



Contestants in the silly hat competition!!!