

TRANS PENNINE

The Magazine of the Pennine Railway Society



No.138 - Winter 2006

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 2006.

Membership Fee

With the magazine you will find a renewal of membership form. We are pleased to be able to announce that the fee will remain unchanged at £5.00

We hope you will rejoin the Society in 2007 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 2007 Diaries

All members rejoining for 2007 will receive a complimentary Pennine Railway Society pocket diary. Yet another good reason for renewing your membership.

Annual General Meeting

You are invited to attend the Society's Annual General Meeting which will be held at 12 noon on Sunday 7th January 2007 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, and to form a plan for events in 2007.

It will also be a chance to socialise with friends you may not have seen for some time. Any member who wishes to raise an issue is welcome to notify this to our Chairman, Robin Skinner, or any other Committee Member, in advance of the meeting.

Social Meetings

Members are reminded of our social evenings, arranged by Robin, which are held on the 1st and 3rd Wednesday of every month.

The winter 2007 programme is shown elsewhere in this magazine. Curtains rise at 8.00pm in our private, well-appointed, function room.

Entertainment is guaranteed and is open to non-members.

Pennine Slide Competition

November saw another successful staging of the annual, prestigious, Pennine Slide Competition.

The event saw 50 slides entered, of an extremely high quality (as usual).

This year's competition was judged by Tony Caddick and the result was as follows.

1st Glynn Gossan LMS Mogul 42968 leaves Hampton Loade on Bridgnorth – Kidderminster charter on 24 January 2004

2nd Glenn Williamson Class 66 on westbound Bin-Liner at Tilts (between Applehurst and Adwick) in March 2006

3rd Andy Dalby Class 142 at Mauds Bridge working the 14.17 Scunthorpe – Lincoln on 18 February 2006

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

Scunthorpe Steels

We are pleased to report on a successful Society visit on 2 September 2006 to the rail system at Scunthorpe Steels. Upwards of 25 members and friends enjoyed the visit, although the weather might have been kinder. Particular thanks to Andy Dalby for the hard work he put in which ensured the success of the visit.

Also thanks to our friends from FAST Tours (Felix and Sheffield Transport) who supplied the preserved vehicle to take us from Doncaster to Scunthorpe (and back!) and to our old friend, driver Ian (MFI) Wilson.

Eurostar Best Punctuality

At the end of September 2006 Eurostar achieved best ever punctuality performance with 98% of trains on time.

For the month of September as a whole 95.9% of trains reached their destination on time. There were 11 days in the month when Eurostar reached 100% punctuality, with every single train arriving at its destination on schedule. Passenger numbers soared during this period as a result of continuing disruption to air travel.

Eurostar has won the title “World’s Leading Rail Service” for the last 9 years at the World Travel Awards.

Champagne’s on Ice at St Pancras

High speed London – Paris trains will start rolling out of a revamped St Pancras Station on 14 November 2007 when St Pancras takes over from Waterloo as the capital’s Eurostar link.

The station facilities will include a gastropub and Farmer’s Market. Passengers will also be able to enjoy a glass of bubbly at Europe’s longest champagne bar.

Virgin Speed Record

September saw the first sub-four hour journey from Glasgow to London. The Virgin Trains Pendolino made the 401 mile journey in 3hrs 55mins, knocking 19mins off the record set in the early 1980s by the ill-fated APT.

The train left Glasgow Central at 12.37 arriving London Euston at 16.32. Before setting off the train was officially named Heaven’s Angels by Nick Pigott of Railway Magazine.

Heaven’s Angels is the name of the Virgin-supported charity which is receiving more than £30,000 as a result of the landmark journey. This will go to provision of motorbikes for the delivery of healthcare in Africa.

Franchises – Latest

Stagecoach has been awarded a fresh contract to run services on its South West Trains franchise. The South Western Network will be made up of two existing franchises, South West Trains and Island Line, both of which are currently run by Stagecoach.

For the East Midlands franchise, Arriva, FirstGroup, National Express and Stagecoach are on the shortlist.

The Cross Country franchise will be contested by Arriva, FirstGroup, National Express and Virgin Rail Group.

The only contenders for the West Midlands franchise are Govia and a Serco Group / NedRailways joint venture after MTR Corp pulled out.

£578m Tram Extension

Two new tram lines in Nottingham have been given Government approval; running from the city centre to Clifton and to Chilwell & Beeston. Construction is set to start in 2010 with trams running in 2013.

The Chilwell and Beeston route will go from the rail station to the south west of the city. The Clifton route will go from the railway station to the South of the City

Terminal 4 – Heathrow

Tube services to Heathrow Airport's terminal 4 have resumed after 20 months of work to extend the line. A section of the Piccadilly Line closed in January 2005 while a junction was built to connect the rail link to the new terminal five building. Passengers can now travel via Tube from Hatton Cross to terminal 4. This is an important milestone in the project to extend the line to terminal 5.

Drain Reopens

The Tube's shortest line has reopened after 5 months, following a major upgrade of track and equipment.

The Waterloo and City line has 2 stops and carries an average of 37,000 commuters a day. The line's opening was delayed from 1 September 2006, for which Metronet will be fined.

Trains are newly re-furbished and have been painted in London Underground's distinctive red, white and blue livery. Coffins 'R' Us

Veteran Pennine stalwart Geoff Bambrough (President) asks if any members, like him, remember one of the most unusual services to operate on a British railway – the service operated from Waterloo to Brookwood Necropolis, near Woking. The railway conveyed the deceased and their accompanying mourners to Brookwood Necropolis, at one time the largest cemetery in the world.

The service ceased shortly after World War II. There were two stations on the Brookwood Necropolis Railway, one for Anglicans, one for Non-Conformists. Even after death class distinctions were made with 1st, 2nd or 3rd class coffin tickets available. There were licensed premises at the stations serving spirits.

A new Fourth edition book by John M Clarke has been printed by Oakwood Press. Expect to see a copy as a raffle prize at a social evening!

Pennine Shield

After two well contested rounds, the Pennine Railway Society lost to the Dore Loco Society in this year's Shield.

Border Country

by Paul Slater

“Border Country” is the title of a novel by Raymond Williams. Once, in a questionnaire, I listed it as one of my three favourite novels, and there is no doubt that when I read it in the middle or late 1960s it made a great impression on me. To a certain extent autobiographical, it tells of a boy growing up in a Welsh border village, below the Black Mountains in what was Monmouthshire. The boy's father is a signaller, and the novel describes his work on the railway as well as his hobbies, his friends, his marriage, and the world of the people in the village. The story begins after the First World War and ends in the 1950s, with the boy - now an academic in London, with a wife and a young family - having to go back to his home village when his father

becomes seriously ill. At the end of the novel, the father has died, and his son says goodbye to the village and returns to his life in London.

“Border Country” can be enjoyed as a social and political novel, and the General Strike of 1926 and its consequences form one of the book’s main themes, but I enjoyed it as a novel about railways - there seemed to be very few of those - as a regional novel set in an attractive countryside, and as a novel about growing up, leaving home, then going back and remembering. The setting of “Border Country” - Abergavenny and the valley to the north where the main road and railway line from South Wales climb to pass between the Black Mountains and the isolated hill of Skirrid Fawr - was a piece of country I had never visited, and it became one of those places which I knew well from reading without ever having set foot there.

In due course I read two other novels by Raymond Williams, and as part of my librarianship studies I had to read sections of two of Williams’s political books, “Culture and Society” and “The Long Revolution”, but I did not like them nearly as much as “Border Country”.

On days out with my parents, I did eventually glimpse the attractive countryside which is the setting for “Border Country”. When the railway line through Abergavenny began to be used on a fairly regular basis by steam specials, I thought of an interesting idea for an excursion with both railway and literary appeal and on a chilly February day in 1983 I was at Abergavenny to see two of the Severn Valley Railway’s engines, 2-6 - 4T no. 80079 and 2-6 - 0 no. 43106, hauling the “Welsh Marches Pullman”. I had already seen the special on its southbound run at Craven Arms in Shropshire, with 4-6-0 no. 4930 “Hagley Hall” doing run-pasts. Quite early in the story of “Border Country”, the main characters remarked on how the main road through their valley was being widened and straightened, and was starting to take traffic from the railway; in 1983 the new Abergavenny by-pass gave me a splendid vantage-point. At that time 33s were used on the regular trains along the Welsh border line, and I saw 33044 on the 13.00 Shrewsbury-Cardiff and 33025 “Sultan” on the 15.10 Cardiff-Crewe before 80079 and 43106 arrived. I watched the engines doing run-pasts, then drove to another lay-by further up the by-pass; soon 80079 and 43106 came by, climbing noisily with much smoke and steam into the fringes of the Black Mountains. The only locomotive which is identified in “Border Country” is the one hauling the train bringing the boy’s father to start work as a signalman at the village station, and there is a very attractive description of “Clytha Court” - its name on “a grimy brass-lettered arc” - working hard on the long gradient and sending up a great plume of steam. I think “Clytha Court” is a fictitious name, but some Great Western “Saint” class 4-6-0s had similar ones.

Banking engines were commonly used on goods trains in steam days on the line north of Abergavenny, and the central incident in the General Strike episode of “Border Country” concerns just such a goods train and its banker. I watched 80079 and 43106 climb into the hills, then set off after them in my car; for a few minutes I could see the smoke and steam of the special ahead, then it topped the climb and drew away from me, and I continued on my way to Ludlow, where I was staying. My map showed the remains of two stations on this stretch of line, Llanvihangel and Pandy; either could have been the basis for Glynmawr, the station in “Border Country”, but both had been closed for some years and I did not bother going in search of them.

Just over a year after I had seen the “Welsh Marches Pullman” at Abergavenny, I climbed Skirrid Fawr, and on a beautiful warm sunny Easter Monday I looked down at the landscape of “Border Country” from the summit of what appears in the novel under the name “the Holy Mountain”. The young hero of “Border Country” sometimes climbed the hills around his valley to enjoy the magnificent views, and I felt a definite sympathy with him that day. Far below, a 33 slowly climbed the gradient out of Abergavenny with a northbound train.

Soon after our marriage, Chris and I fell into the habit of reading our favourite books aloud in instalments at the end of the evening. When I chose “Border Country” as my “book at bedtime”, it was interesting to see how its appeal had stood up to the passing of time. I still enjoyed it as a railway novel, I still loved the descriptions of the countryside and the life of the villagers, but the business of growing up and returning home with nostalgia did not come across so strongly, and the political and social aspects of the story, and the relationships between the characters, were much more noticeable. The relationship between father and son, and the intensely moving account of the father’s final illness and death, had rather passed me by at the first reading, but now seemed much more important.

I read in the newspapers of the death of Raymond Williams. The obituaries concentrated on his sociological and political writings, his Marxist-influenced thinking and his involvement with student protest, but it is “Border Country” with which I associate him.

In 1996, while in Crewe for the weekend, I took the opportunity to take a train ride all the way down the Welsh border line, which I had never travelled south of Hereford. Much of that line passes through pleasant countryside, but the most attractive part of the whole journey is the stretch north of Abergavenny, the Border country of which Raymond Williams had written. I noted the first distinctively Welsh-looking cottage beside the line, and admired the views of the Black Mountains. Returning some hours later, I sat on the other side of the train, and looked out at the hills of the border lit by the sunshine of a beautiful June evening. I realised that the two-car class 158 unit was definitely climbing north of Abergavenny, and I thought of the steam goods trains and their bankers. Trees had grown up along the by-pass, and I did not recognise my vantage-point for the “Welsh Marches Pullman” in 1983, but I could clearly see the summit of Skirrid Fawr where I had stood the following Easter and looked down at the Border country. I saw traditional signal boxes and semaphores still in use at several places along that line, but between Abergavenny and Pontrilas: there are none; I could see no trace of a station that could have been Glynmawr or a signalbox which might have been the one where the boy’s father in the novel worked. As the train gathered speed on the downgrade towards the border with Herefordshire, I looked back across the fields to Skirrid Fawr, and thought of a man whose writing about this stretch of countryside with its people and its railway had once captivated me.

A Christmas Post Ghost Story

by Chris Tyas

It was December 1967 and Rowland Hill a student at the local art school had managed to get himself a job with the post office. Working at Grantchester station loading and unloading the mail from the trains, he had been working with Patrick and Jessie for almost a month but tonight was his last as tomorrow was Christmas Eve and there were no mail trains running. Grantchester had two through lines with a barrow crossing at the eastern end of the station. It had been a horrible miserable day with mist and rain but now as it had got dark the mist had turned to heavy fog. Patrick and Jessie had left Rowland to unload the up train to London, as the down train from London which was running late was also due in on the other platform at the same time; Patrick had said that he would have the kettle on for a brew by the time he had finished.

The up train arrived and Rowland opened the van door to find it was overflowing with mailbags. He was just beginning to worry how he was going to get it all unloaded by himself without delaying the train, when he heard a young lady’s voice asking if he needed some help. So between them they managed to get all the bags unloaded in time for the train to depart at the booked time. Rowland could not understand why he had not seen her before so he asked her name every body calls me Penny she replied.

Rowland decided it would be a good idea to take one of the loaded barrows over to the other platform on his way back to the cabin for a brew of tea, he set off along the platform pulling the barrow behind him and was just about to go down the ramp to the crossing when Penny stopped him pulling him back from the ramp. Then about 15 seconds later an express passed through on the down line, had he not stopped when he did he would have been on the crossing with the barrow.

He had not heard the train coming as the up train he had been unloading was still in the platform having been delayed with a leaking vacuum hose. After the up train had gone he decided it was safe to cross to the other platform so set off pulling the barrow behind him but he could not see Penny anywhere about.

He headed for the cabin expecting to find Penny there having a brew, but the only people in the cabin was Patrick and Jessie. Rowland asked where the young girl had gone, what girl they asked the only people on duty tonight are us three. Rowland related the story of how Penny had saved him from sudden death under the wheels of the down express, to which they looked at each other and in unison said, “That would be Penny Black”.

Then they told him the story of how a young girl who had been working on the station many years ago had failed to hear the express coming on the opposite line and walked on to the crossing being hit by the oncoming train.

Pensioners Week Out on a Train

by Retired of Woodlesford

On the 21st of September 2006, I reached the ripe old age of 60, and had decided to retire. One thing I had promised myself on retiring was to do an "All line Rail Rover". So off I went to Wakefield Westgate station to purchase a Senior Rail Card, and a Rover ticket, I purchased a first class 7-Day ticket starting 24th September.

Therefore, after lunch on the Sunday I set off to Leeds station for a train to London Kings Cross, I caught the 14:40 finding a single seat the train set off on time being pushed by 91115. Arrived Doncaster on time to be told that we would be held for a train from Newcastle, which was carrying passengers for intermediate stations to London from a cancelled train. I decided to change trains onto the non-stop first mistake, the train was full and standing even after the passengers for the stopping had alighted, managed to find a seat in a corner.

Arrived in London at 17:05 in plenty of time for my next part of my tour, so had a look at the new St Pancras station. I can see why Midland Mainline have improved there timings journeys must be at least ½ mile shorter, saw two sets of Meridians and HST set. Walked the short distance to Euston and waited for the Caledonian sleeper to Dundee, the train was made up 12 sleeper coaches 2 lounge cars and 2 seating coaches, and hauled by 90024 painted in Caledonian sleeper colours, this was the first time it had hauled a sleeper in its new coat. I found my seat in the seating coach of the Aberdeen portion and waited for departure time. An on time departure of 20:00 was made. The first stop was Watford Junction, we seemed to have long stop, found that 90024 had a brake problem and would be taken off at Crewe.

After the Watford stop I decided to visit the lounge bar and have supper the bar was very busy almost every seat taken, seemed very continental, movable tables and chairs. After Stafford we took the Stoke line, and then onto Crewe. Here the loco was changed for 90031 and 57312 for the diversion via Manchester and Bolton to Preston, at Preston the diesel was removed now it was sleep time for the journey onto Edinburgh. At 04:20 the train arrived in Edinburgh a 67 was put on the rear which took the Highland section away and 67001 came onto the rear of the Aberdeen section, and departed at 04:45, when crossing the Firth of Forth the spotlights of the rail bridge were covered in fog very eerie, the crossing over the Tay was different clear skies the lights of Dundee twinkling in the distance. Arrived in Dundee at 05:50 and caught the first train towards Edinburgh, this being the 06:16 haulage 158720/723. I alighted at Haymarket at 07:45 and observed the rush hour period until 09:30, then boarded a GNER service to Glasgow Central arriving at 10:26.

Decided to do a few trips on the local services travelled to Paisley Gilmour Street passing Shields Road depot on arrival Paisley went into the town Wetherspoons at the station entrance had pint and some lunch, travelled back to Glasgow, booked a seat on night sleeper to London. Then went to the Low Level platforms caught train to Hyndland, and then onto Dalmuir, retuning back to Glasgow via Yoker. Had a stroll around Glasgow and onto Queen Street station, caught the train to Bishopbriggs to see the resurrected Eastfield depot a lot smaller than the previous one. More observations at Queen Street followed by a visit to the nearby Wetherspoons in Vincent Street. Walked back to Central for more observations, before going for a night cap at Wetherspoons on the West side of Central, and then boarding the night sleeper to Euston. The stock consisting of five sleepers, lounge car, and seating coach hauled by 90034. At Carstairs the Edinburgh section joined on, and set off south stopping at Carlisle and diverted past Bescot and alighted at Watford Junction, and waited for the train to Clapham Junction due to depart 07:18. This arrived and departed on time and was full and standing by the time it reached Clapham Junction. Observed the commute to and from London until 09:30 and then boarded train for Waterloo, and then a fast service to Portsmouth Harbour. On arrival, I went for walk round the historical and modern warships my favourite being Nelsons Victory; also the modern Illustrious was in for a refit. Returned to station and boarded a West Coast Way service to

Brighton this stops at most of the towns along the coast and into Brighton. The station as changed little over the years the only modern equipment being the automatic ticket barriers. Walked down to the promenade and beach to see if there was anything left of the West pier, there is still a small amount of twisted metal in the sea how long this will last is anybody's guess. Strolled back to the station keeping a wary eye behind to see if I was being tailed, caught an East Coast Way service to Ashford the haulage being a two car Class 171 turbo very scenic route especially around Beachy Head.

This was a new part of the country for me never being around here before, plenty of open country between Hastings and Ashford, all sheep and apples. New station at Ashford now named International now able to change to Eurostar for onward travel to Europe. Boarded train for Charing Cross, train empty for the run to London. On arrival at Charing Cross caught tube to Euston, plan here was to travel to Holyhead. The monitors showing train being prepared, so walked along the barriers the now normality of Pendolinos and one sleeper train for the Highlands and North East Scotland. Announcement sounded train for Holyhead now ready for boarding on platform 14 so walked along barriers to 14 and found the train to Holyhead to be a four car Voyager, a quick thought I could not sleep on this along the North Wales coast. So, I boarded and had my supper, consulted the timetable and found that there was a following service to Carlisle. Boarded the last first class coach, found it very cramped do not know what it is like in standard class, must be less room, so tucked into supper No 2. Alighted at Carlisle not many people about, half a dozen freight observers at the platform ends found it bit cool for this so waited near the station exit where it was warmer. Quiet busy coal and Intermodals through the station the sleeper arrived at 01:40 the seated coach nearly full managed to find a seat and settled down for the journey to Euston. Looking through the darkness I noticed that the train had taken a detour through Bescot yard and a safe arrival at Euston. Rather than pay the £3.00 fare on the underground to London Bridge, I decided to walk to Kings Cross Thameslink and catch a Thameslink, not knowing trains do not go to London Bridge until later in the morning, so alighted at Blackfriars, no trains to London Bridge from here. So I made the short walk to Cannon Street, plenty of trains to London Bridge. Observed what was left of the rush hour after which travelled to Waterloo, Clapham Junction, Victoria and onto Liverpool Street. I had not travelled to Norwich from London before; in fact the last time I was at Norwich was 29th July 1981 on the £ 2 Eastern Region Day Rover. So I boarded the loco-hauled service 90013. On arrival at Norwich I noticed that traction depot had been moved and a Morrisons supermarket in its place. Norwich station is very neat and tidy, purchased refreshments for the return to Liverpool Street. On arrival in London I was feeling very tired having not slept well since Saturday night decided to have a night at home caught the 18:00 from King Cross to Leeds and home 21:30.

Now Thursday morning after a good nights sleep on 06:00 bus to Leeds and first available train to Kings Cross. On arrival at station checked departure board, one due to depart at 06:40, only stops twice Wakefield and Newark, so boarded train found a good seat near front, waited for trolley to come along and ordered a light breakfast munching away nicely through Doncaster, Retford and the stop at Newark, approaching Grantham the train began to slow, thought there maybe a late running train ahead, came to stop at the platform in Grantham. After a few minutes the dreaded "bing bong", this train as been terminated here due to overhead line damage north of Kings Cross. The train I was on was to be turned round and used as a northbound service and a following southbound service would be stopped for onward travel to Peterborough and maybe coach forward. There were two other options travel to Nottingham and forward with Midland Mainline or to Ely and forward to Liverpool Street. I checked the station monitor and noticed there was a Central train to Norwich, and would connect with a train at Ely for Cambridge and onto Liverpool Street. I think I took the wrong option, although there were good connections it seemed to take ages, it was 12:10 before I arrived in London. My plan was to travel around Kent today Dover, Ramsgate, and Folkestone but had lost over three hours, so I made my way to London Bridge to see where I could get to. On arrival I found there was a service to Ashford the same journey I had made on Tuesday evening, on arrival at Ashford checked the station monitors to see where I could go to there was only Ramsgate and back to Victoria, as I needed to be at Paddington for 18:00. So boarded train to Ramsgate this was a new area of the UK for me, through Canterbury and onto Ramsgate here there was a connection to Victoria. Boarded the Victoria train, and set of towards Broadstairs and onto Margate, after Margate there is a lot of open country with old touring caravans in the fields all with extensions built on looks like some old shanty town. Passed through Chatham this looked to be an interesting place regarding the naval history. On arrival at Victoria I went to the underground to start the next leg of my journey, which was to start at Paddington.

Underground in chaos, no Circle Line trains, so had to use the District Line to Earls Court and back out to Paddington. On arrival at Paddington checked the monitors for the next train to Exeter, one due to depart 18:00 from platform 1, this was "The Golden Hind" to Penzance. Boarded train and found a single facing seat, train soon full and standing for the return commute to Reading unable to get to bar so many people in gangways and around service area. On departure from Reading the train was virtually empty so could move around at ease. Arrived at Exeter more or less on time and caught a local train to Dawlish.

Now very dark made my way to the Exeter Bar in the narrow street just off the main street, quiet in here so returned to the station and caught the next train to Newton Abbot and called into the Railway Inn along side the station. After a drink, I was feeling a bit peckish. The street down to the town centre from outside the pub for about half a mile on both sides has restaurants and take aways but there was not one serving English food so caught the next train to Plymouth. On arrival at Plymouth I purchased a sandwich and pie from a late opening Spar shop on the station, went onto the platform and ate my supper waiting for the night sleeper to arrive from Penzance and onto Paddington. Whilst waiting three Voyagers one HST and one Class 180 terminated and a local service to Par and one to Exeter departed. The sleeper arrived at 23:40 57605 hauling one first-class buffet car, one first class seating, one standard class seating, and three sleeping coaches. Train departed at 23:55 the seating coach lighting was bit bright for sleeping so had to use my ScotRail eye mask. The other annoying thing was the onboard announcements at each station. The journey was by the normal route to Taunton, the next stations I noticed were Swindon and Didcot before our stop at Reading. Then onto the final destination of Paddington, which we arrived at the unearthly time of 05:05.

Whilst waiting for the first class lounge to open at 05:30 I observed the arrival of early morning trains three twin sets Class 180s and 57602 to remove empty sleeper when the passengers had left. When the first class lounge opened, I went for my breakfast, cereal, warm croissants fruit juice, and coffee. Fully refreshed I decided to go by bus to the next leg of my journey this being from Kings Cross. Leaving Paddington I headed east along Praed Street until I found a bus stop for Kings Cross after about half a mile I came across one. The electronic departure board displayed one to arrive in three minutes so purchased my ticket from the machine at the bus stand. (Bus drivers do not take money.) The bus arrived on time, on the way the bus pulled into Euston station having plenty of time I decided to hop off and spend a short time observing the commute into Euston. After which I made the short trip to Kings Cross on foot to catch "The 10 O'clock", to Edinburgh or as the travelling public refer to as "The Flying Scotsman". This had been one of my wishes from being a small boy stood on Doncaster station to travel on this train although no longer non-stop. The platform staff still refer to this train as such as I overheard one to that it would leave from platform three so I sauntered forward to take a pick of the unreserved seats. I found a seat at a single table made my self comfortable for the departure. At 10:00 the train departed, the train manager announced that we were on "The Flying Scotsman" and would make the following stops Peterborough, York, Darlington, Newcastle, and finally arriving at Edinburgh Waverley at 14:30. The journey was very relaxing the Peterborough stop went by travelled through a thunderstorm north of Grantham. Retford passed by and the next thing I noticed out of the window were the cooling towers of the derelict Thorpe Marsh power station. I had missed the fly through Doncaster to make up for the miss I opened a can. After the York stop the train was running at bit slow we were losing time. By the time we reached Newcastle we were 15 minutes late no chance of making this up, the cause being a late running Voyager. When we left Newcastle, we were still following the Voyager and further 15 minutes were lost making a 30 minute late arrival into Edinburgh. At Edinburgh I spent some time at the platform end and had a couple of drinks in the bar before catching the 17:00 Voyager back to Leeds. The departure from Edinburgh was around ten minutes late this was announced, due to a late running GNER ahead. This had been made up by the time we reached Newcastle an uneventful journey onto Leeds and so to bed. Saturday morning arrived final day, restricted to journey limits due to family commitments. Caught train to Leeds from Woodlesford intending to travel on first new Class 185 from Leeds. This turned out to be the 10:00 to Newcastle alighted at York and then onto Doncaster and boarded Manchester train this being another Class 185. The route between Sheffield and Manchester was a new line for me very scenic route an on time arrival achieved. The next leg of my journey was to one of the North West's favourite watering holes The Station Buffet at Stalybridge. Very popular this Saturday lunchtime sat at table on the platform had a couple pints and a Ploughman's very pleasant hour in the late summer sunshine caught my last train of my tour back to Leeds and home. A total of 4173 miles 1st Class at just under 9p a mile.

Community Railfest

by Andy Dalby

A report into the Community Railfest held in Darlington and the surrounding area on Saturday 23rd and Sunday 24th September 2006

Location - Shildon.

On display at Locomotion, the NRM at Shildon was class 9F 92203 Black Prince, 3700 class 3440 City of Truro and an Aveling and Porter converted traction engine Blue Circle. The steam loco and brake van shuttle service between the NRM and Hackworth museum was an 0-4-0 saddle tank loco built in 1886 by R Heath, Biddulph Ironworks Stoke -on -Trent, number 6, on loan from the Foxfield Railway. Also on display outside were the usual selection of industrial locomotives and other pieces of resident museum stock including 03090. Road transport were represented by a Leyland tractor unit and trailer in "Binns" advertising livery, a Dennis tractor unit with flat-bed trailer advertising a vehicle restoration company and a Star "Flyer" lorry carrying period furniture. Inside the NRM were the normal museum exhibits and a selection of sales stands and preserved railway stalls, the usual thing at railway exhibitions.

Location - North Road, Darlington.

The North Road station museum was open to the public, on display were class A2 60532 Blue Peter, J27(x NER P3) 2392, NER class 1001 1275 and the original Locomotion No 1. Some of the staff were in period costume. Also open to the public were the Darlington Railway Preservation Society's workshop housing partially restored 2MT 78018, the NELPG workshops displaying J72 69023 once again partly restored and the A1 Locomotive Ltd workshop with new class A1 60160 Tornado under construction. The loco is on its wheels, the side rods are in the process of being fitted. The smoke-box and cab frame are fitted and the boiler is sat on the floor waiting its turn for fitting.

Location - Darlington Bank Top Station (and nearby Jarvis yard).

On display in platform 3 were 185127, 66717 with hidden nameplates and 156461 in Northern train advertising livery. In the Jarvis yard were 56301, D9009 and 45112. One item that was visible but not on display was a Wickham's trolley! Various corporate stalls representing Virgin, GNER etc were situated on the area between platforms 3 and 4.

On both days a preserved bus service ran between Bank Top and North Road stations, on Sunday Cleveland Transit 544, a Dennis Lo-Line and a Bristol single decker were being used.

Charter Trains and additional services to and from Darlington.

87022 with 87028 dead inside worked a Kings Cross to Darlington Blue Pullman service, the ECS going to Heaton. 87028 had failed in Kings Cross with an E.T.S fault.

Class A4 60009 worked a King Cross to Darlington charter; then the ECS went to the freight line at the rear of North Road station for watering, the loco ran to the triangle at Hartburn Junction to be turned. The ECS for the return trip was late departing from North Road by about 20 minutes.

31452 and 31128 worked a Darlington to Redmire charter on both days. These were advertised to run to Boulby, but differences between Hertfordshire Railtours and Cleveland Potash Ltd meant a change of destination.

156469 in Northern trains advertising livery (Leeds to Sheffield fast service) ran additional trains from Darlington to Bishop Auckland on both days.

The steam charters that were booked to run on both days to destinations like Shildon, Crag Hall, Saltburn and Hartlepool were cancelled before the event took place. Class 4MT 76079 was the booked loco.

Conclusions.

After last years event at Norwich which saw locos like D1023 and the Class 84 from NRM York on display my hope were high for something similar. As it was only half the promised exhibits turned up, nothing at all from EWS, Virgin or the NRM. Two locos left the display on Sunday, one in the morning, and one in the afternoon so any late comers didn't have much to look at.

Disappointing would be a good word.

I managed to see some people I have not seen for many a year, then I bumped into people like John and Jimmy Mitton, and saw a few Pennine members i.e. TC, CT and CT.

One good thing to come out of the weekend was I scored a new class 31 for haulage, 31128! It was worth going to after all!!

Tosca's Travels

(Beer and Bashing Abroad)

Part 1

Most of us consider the 80's as the heyday of bashing in Britain. Indeed at many Pennine slide shows we hark back to days of BR blue or large logo liveries, of merrymakers and of waiting at Sheffield on a Saturday morning for someone with a TOPS report (no mobiles in those days). I for one am grateful for what I managed to do, although I wish I had managed more. However the 90's saw a huge decline in the number of loco hauled services, a few lingered on to the early 2000's but with the exception of 91s on the east coast and 90s on Liverpool St to Norwich services there is little to go at. Many bashers packed in, others concentrated on photography and a few moved on to other forms of transport (buses & aircraft I get, but truck spotting!!).

Some of us, however, could not get the bashing out of our system, indeed at times it is like a drug and we need a regular fix. Most of us had dabbled a little abroad in the late 80's and it seemed obvious that certain countries would become the focus of our attention. The following therefore is an account of my bashing abroad trips over the years. For those of you with continental experience I make no apologies for the NED moves, as my primary concern is to get in as many new engines as I can. For those without, let's hope it gives you a taste of some fine locos in some great countries.

Portugal (1989)

In early 1989 Roy, a friend from my days in Brighton rang me and asked the following question: "What are you doing for your holidays this year?" The obvious answer was bashing, I'd split up with my girlfriend around Christmas and so hadn't planned to take a proper holiday. "How would you like two weeks in Portugal and only have to pay for the flight?" It turned out another one of his mates had a villa near Faro which he wasn't going to be using for a month. So on Saturday 29th April 1989 we flew Gatwick to Faro on British Caledonian Boeing 757 G-BPEA. The majority of the holiday was of the Beach, Pool, Restaurant and nightclub type, but we had Roy's mates car to get around in and I had taken my continental free passes for Portugal. I only did moves on 3 days but it gave me a taste of CP the Portuguese railways.

Thursday 4th May 1989

CP 1224 Faro to Tunes on the 1025 Vila Real to Tunes service.

CP 1801 Tunes to Vila Real dos Santos Guardina on the 0905 Barriero to Vila Real service

CP 1801 Vila Real dos Santos Guardina to Albufiera on the 1645 Vila Real to Barriero service.

CP 1501 Albufiera to Faro on the 18.45 Tunes to Vila Real service.

The 1200s were small diesel locos not very powerful, nicknamed sewing machines. The 1800s were derived from British Class 50s. Built by English Electric they look very similar to the 50s except they are slightly wider and shorter. They have the unmistakable sound of the 50s. Only 10 were built. The 1500s were quite simply beasts. Built by ALCO in the USA they were noisy and claggy.

Most of all 3 classes have now been scrapped although at least 2 1800s are preserved.

Tuesday 9th May 1989

Car to Portimao

CP 1206 Portimao to Estombar Lagoa on the 1620 Lagos to Tunes service

CP 1212 Estombar Lagoa to Mexilhoeira Grande on the 1335 Vila Real to Lagos service CP 1208 Mexilhoeira Grande to Tunes on the 1720 Lagos to Tunes service

CP 1803 Tunes to Tavira on the 1845 Tunes to Vila Real service CP 1213 Tavira to Faro on the 1930 Vila Real to Tunes service

All of the above services are now sadly operated by DMU. The services between Faro and Lisboa have now gone over to electric locos.

Friday 12th May 1989

Car to Vila Real

CP 1807 Vila Real dos Santos Guardina to Faro on the 1645 Vila Real to Barriero service

We flew back on Saturday 14th May 1989 on Monarch Airlines Boeing 757 G-MONJ.

After the holiday I vowed that I would return to Portugal with bashing friends (Roy not being a railway enthusiast) as soon as I could, however it turned out to be 4 years until my next visit as I discovered I loved the next country I visited.

Part 2

Some of my 31 bashing mates had decided to go over to Ireland at the end of the year. I joined them and discovered what I was missing.

Ireland (1989)

With one exception all of the Irish loco classes in use were built by GM (General Motors) of the USA. Class 121 being single cab small diesels, classes 141 and 181 being double cab small diesels and class 071 being at that time the powerful large GM diesels. Northern Ireland Railways had 3 of these locos which worked cross boarder services too. The non GM class was the "A" class (001 to 060) built by Metropolitan Vickers at Duckinfield works, Manchester. Although some of these locos had already been withdrawn, plenty were still about and these were the locos to chase. Oh and by the way there were no DMUs in the Republic of Ireland at the time so, with the exception of the DART EMUs around Dublin everything was loco hauled. All locos had belonged to IE (Iarnrod Eireann or Irish Railways).

Sunday 26th November 1989

We flew Manchester to Dublin on British Airways BAE111 G-BJRT.

After a bus ride into Dublin from the airport I was introduced to Proper Irish Guinness in Grainger's bar near Connolly station. It was to become a regular feature of the trip.

168+188 Dublin Connolly to Dundalk on the 1500 Dublin to Belfast service.

167+157 Dundalk to Dublin Connolly on the 1500 Belfast to Dublin service.

016 Dublin Connolly to Wicklow on the 1805 Dublin to Rosslare service

131 Wicklow to Dublin Connolly on the 1800 Rosslare to Dublin service.

We then checked into our digs near to Heuston station and then had some more Guinness at Ryan's bar opposite the station.

Monday 27th November 1989 We had a pre-arranged trip around Ireland's main loco works at Inchicore in Dublin. We had a show around and then basically had free run of the works to take photos. This was a normal working Monday morning, you wouldn't have had a prayer of doing that in Britain then, let alone now. After the trip more bashing was done.

153 Dublin Connolly to Donabate on the 1509 Dublin Pearce to Mosney service

132 Donabate to Dublin Connolly on the 1503 Drogheda to Dublin Pearce service

027 Dublin Connolly to Sherries on the 1632 Dublin Connolly to Drogheda service 131 Skerries to Dublin Connolly on the 1700 Drogheda to Dublin Pearce service 191 Dublin Connolly to Bray on the 1830 Dublin Connolly to Rosslare service Another bar visited near Bray station, I was really developing a taste for the Guinness. 016 Bray to Dublin Connolly on the 1800 Rosslare to Dublin Connolly service.

Back to Ryan's bar. Early on PK Williams one of the Manchester bashers ordered a round of chasers – Bushmills Irish Whisky. I still drink it occasionally but it was a very heavy session.

Tuesday 28th November 1989

Despite having a mother of a hangover I managed to drag myself out of bed.

071 Dublin Heuston to Mallow on the 0840 Dublin Heuston to Tralee service.

054 Mallow to Cork on the 1122 Mallow to Cork service.

174 Cork to Cobh on the 1300 Cork to Cobh service

174 Cobh to Cork on the 1345 Cobh to Cork service

Lunch and a pint of Murphy's was had in Cork station buffet. The crests of various European railways adorned the buffet walls. 134 Cork to Mallow on the 1500 Cork to Dublin Heuston service 018 Mallow to Cork on the 1610 Mallow to Cork service

072 Cork to Thurles on the 1730 Cork to Dublin Heuston service

078 Thurles to Mallow on the 1825 Dublin Heuston to Tralee service

003 Mallow to Cork on the 2045 Mallow to Cork service

Another different stout was tried in a bar opposite the station – Beamish, a little rougher than the others so I didn't have much.

Wednesday 29th November 1989

055 Cork to Cobh on the 0900 Cork to Cobh service.

055 Cobh to Cork on the 0935 Cobh to Cork service.

058 Cork to Mallow on the 1040 Cork to Mallow service.

An hour at Mallow at 11am, a pint of Murphy's at the Roundabout bar outside the station.

085 Mallow to Limerick Junction on the 1135 Cork to Dublin Heuston service.

176 Limerick Junction to Limerick on the 1248 Limerick Junction to Limerick service.

176 Limerick to Limerick Junction on the 1520 Limerick to Limerick Junction service.

142 Limerick Junction to Waterford on the 1535 Limerick to Rosslare service.

007 Waterford to Kildare on the 1820 Waterford to Dublin Heuston service.

087 Kildare to Limerick Junction on the 2050 Dublin Heuston to Cork service.

161 Limerick Junction to Limerick on the 1940 Rosslare to Limerick service.

The Railway Hotel was our chosen drinking venue. I have visited whenever I have been to Ireland.

Thursday 30th November 1989

Boylans Guesthouse. In Ireland breakfast is the main meal of the day and at the time Boylans provided one of the best on the planet. If you normally skip breakfast or just make do with something small you would not cope with the size that these were. On my last visit things had been somewhat scaled down.

072 Limerick to Ballybrophy on the 0830 Limerick to Dublin Heuston service.

079 Ballybrophy to Mallow on the 0840 Dublin Heuston to Tralee service.

150 Mallow to Cork on the 1122 Mallow to Cork service.

021 Cork to Cobh on the 1300 Cork to Cobh service.

021 Cobh to Cork on the 1345 Cobh to Cork service.

077 Cork to Limerick Junction on the 1445 Cork to Dublin Heuston service.

072 Limerick Junction to Mallow on the 1440 Dublin Heuston to Cork service.

071 Mallow to Thurles on the 1730 Cork to Dublin Heuston service.

052 Thurles to Limerick Junction on the 1745 Dublin Heuston to Limerick Junction service.

164 Limerick Junction to Limerick on the 2048 Limerick Junction to Limerick service.

Railway Hotel again for the remainder of the evening.

Friday 1st December 1989

145 Limerick to Ballybrophy on the 0750 Limerick to Ballybrophy service.

077 Ballybrophy to Thurles on the 0840 Dublin Heuston to Tralee service.

082 Thurles to Port Arlington on the 0900 Cork to Dublin Heuston service.

084 Port Arlington to Athlone on the 1100 Dublin Heuston to Galway service.

076 Athlone to Kildare on the 1135 Galway to Dublin Heuston service.

073 Kildare to Dublin Heuston on the 1135 Cork to Dublin Heuston service.

056 Dublin Heuston to Athy on the 1505 Dublin Heuston to Waterford service.

071 Athy to Kildare on the 1520 Waterford to Dublin Heuston service.

052 Kildare to Port Arlington on the 1700 Dublin Heuston to Ballina service.

073 Port Arlington to Thurles on the 1745 Dublin Heuston to Tralee service.

083 Thurles to Limerick Junction on the 1850 Dublin Heuston to Cork service.

163 Limerick Junction to Limerick on the 2048 Limerick Junction to Limerick service.

No beer moves done on this evening.

Saturday 2nd December 1989

176 Limerick to Limerick Junction on the 0800 Limerick to Limerick Junction service.

079 Limerick Junction to Dublin Heuston on the 0740 Cork to Dublin Heuston service.

129+126 Dublin Connolly to Mullingar on the 1340 Dublin Connolly to Sligo service.

152+153 Mullingar to Dublin Connolly on the 1335 Sligo to Dublin Connolly service.

086 Dublin Heuston to Thurles on the 1740 Dublin Heuston to Limerick service.

079 Thurles to Dublin Heuston on the 1850 Cork to Dublin Heuston service.

Visited Ryan's bar for a last night of Guinness.

Sunday 3rd December 1989

Flew back from Dublin to Manchester on British Airways BAE111 G-BGKG.

Overall the trip had been fantastic and both the bashing and the drinking had been good. Being with bashers who had done Ireland before was handy as they knew the form and the moves. I knew I would be back there very soon.

THE GOODS TRAIN

This poem appeared in "The Week in Verse" by Martin Newell in the Sunday Express on 10 September; and the introduction was "In a week when it's been announced that a huge increase in the use of goods trains will rid motorways of 12,000 lorries per day...".

Her undercarriage thunders low

Above a rusty ragweed track

A freight train out of Felixstowe

A full mile long she'll rumble back
And having smelt the Suffolk sea
The long flat fields that clad the fens
She'll grumble into Midlands yards
"It's on the cards, it's on the cards."

With sea containers, iron ore
And pine to stack a timber store
Or minerals and merchandise
Egyptian spuds, Basmati Rice
And all her network none the worse
For Dr Beeching's creaking curse
She'll whistle at the Midlands moon:
"Returning soon, returning soon!"

She pauses in a passing-loop
To let the Intercity through
While somewhere near a chicken coop
A cockerel queries "What's to do?"
When dawn comes over, slouching by
To drape itself across the sky
She sends the waiting day a text;
"Nuneaton next. Nuneaton next."
Impatient till the journey ends
With stations packed,
Commuters grave
A whiff of steel and diesel blends
With coffee, bagels, aftershave
They're in a daze - or dozing there
Till mournful on the Midlands air
She wails to say she's coming through

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

Aug 21 92019
Aug 22 33103 and 92027
Aug 23 90039 and 92013
Aug 24 47828
Aug 25 47810 and 92022
Aug 28 92019
Aug 29 66227 + 60073 on 6D43 Jarrow - Lindsey empty oils, 47703, 55022 and 92012
Aug 30 47709 and 47832
Sep 4 37059, 92004 and 92015
Sep 5 92036 and 92042
Sep 6 57008 in Hexthorpe Yard
Sep 7 60021 on 6D43, 91129 on failed HST and 92025
Sep 9 47703, 47709 and 92026
Sep 11 37029, 60073 on 6D43 and 60017 on 6E77 Westerleigh - Port Clarence empty red oil tanks
Sep 12 37029 and 60076 on 6D43
Sep 13 37029 and 92001
Sep 14 92026
Sep 15 20311, 47826 and 47851
Sep 17 47826 and 47851
Sep 18 37406 and 92016
Sep 19 20311, 37406, 60058 on 6D43 and 92017
Sep 20 31128, 31454, 37406 on 6D18 Belmont - Kirk Sandall and 92012
Sep 21 31128 and 31454
Sep 22 31128, 31452, 33202, 45112, 47826, 47851, 55009 and 92024
Sep 26 60002 on 6D11 Lackenby - Scunthorpe
Sep 29 92003
Sep 30 37606 and 37620
Oct 1 92008
Oct 3 60084 on 6D13 Drax - Lindsey empty oils, 60051 on 6D11 and 92036
Oct 6 92009
Oct 8 37038
Oct 9 37608, 37612, 40145, 47245, 55022, 87022 and 60090 on 6D11
Oct 11 37608 and 37612
Oct 12 47818
Oct 13 37608, 37612 and 60097 on 6D11
Oct 14 92001
Oct 17 92036
Oct 18 33025 and 33029
Oct 19 47712 and 92034
Oct 20 47826, 47851, 60094 on 6D11, 87022 and 92012
Oct 21 60017 on oil train, 60094 on 6N30 Scunthorpe - Lackenby slab and 60043 dragging 60020, 60018 and 60017 on 0H05 Immingham - Doncaster light engine convoy
Oct 24 92015
Oct 26 43121 and 43157 into Wabtec, 47826, 47828, 47854, 82106 and 82109
Oct 27 92022
Oct 28 08594/669/819, 33202, 60041/060, 66017/062/078/082/109/200/248/559/560/576, 67012/0166/022/029
Oct 29 92012

Oct 31 92022
Nov 3 92013
Nov 5 31233, 31285, 60049 on engineers train to Decoy Yard and 60063 on ballast empties to Decoy Yard
Nov 7 92037
Nov 9 92005
Nov 10 92042
Nov 12 37417 on Baildon Tunnel - Decoy Yard empty rail carrier wagons and 60039 on ballast empties to Decoy Yard
Nov 13 37417, 37607, 37610 and 92012
Nov 14 92041
Nov 15 92036
Nov 16 92042
Nov 17 92016
Nov 20 92039

Recent sightings at Hykeham have been:

Sep 4 60065 and 66618 on oil trains 66092 on coal train, 66714 on container trains,

Sep 13 66544 on ballast train at Pyewipe Junction

Oct 16 66166 on coal train 67022 light engine

Recent sightings at Lincoln have been:

Oct 6 66113 on coal train, 66602 on oil train

Oct 18 66222 and 66528 on coal trains 60031 and 66183 on coal trains

Other recent sightings have been:

Aug 24 66211 at Langworth

Aug 29 60020 at Holton Le Moor

Sep 9 66199 on steel train, 66210 and 66246 on coal trains, 66501 on container train and 67016 light engine at Massarella's Crossing

Sep 19 60038 at Hull

Sep 30 60065 and 66222 on coal trains and 60097 on steel train at Temple Hirst Junction 66148 on coal train at Hensall

Oct 7 66044 and 66080 on coal trains at Gainsborough Central 67021 light engine at Sutton on Trent

Oct 14 66503 on container train at Scrooby Crossing

Oct 24 60018 at Newark

Oct 29 60029 on 6N72 Scunthorpe to Lackenby at Joan Croft LC

Oct 30 66701 at Saxilby

Locos seen at Hull working the Tilcon Aggregates Train from Skipton have been 66040 (Aug 18), 60090 (Sep 7) and 60041 (Oct 1).

Locos noted at Peterborough on 8 September were 66160, 66187, 66221, 66708 and 66719. Two days later 66187, 66228 and 66711 were seen.

Locos seen at Peterborough on 6 October were 60014, 66137, 66172, 66703, 66708, 66715, 66712, 66717, 66715, 66721, 66722 and 66719.

Locos noted at Ipswich on 21 October were 66503, 66541, 66537, 57010, 47370, 86610, 86639 and 90047.

The 08.50 Sunday's only GNER northbound departure from Doncaster has been diverted via Wakefield and Leeds since 17 September and has therefore required a diesel loco as far as York. Locos noted on the service have been 67022 (Sep 17, Sep 24, Oct 1, Oct 29, Nov 5), 67021 (Oct 8), 67025 (Oct 15, Oct 22), 67018 (Nov 12, Nov 19), 67002 (Nov 26) and 67026 (Dec 3).

Midland Region

Locos seen at Toton on 30 September were 08703, 66181, 66043, 67002, 60056, 60024, 60096, 60091, 60005, 60011, 60081, 66184, 67014 and 67010.

Scottish Region

Locos noted at Craigentenny on 10 October were 08472, 57601, 08615 and 66135, with 67016 at Edinburgh.

Seen at Edinburgh Waverley on 24 October were 67001, 90018, 156430/432/435/458, 158708/709/714/715/729/738/739, 170394/402/403/426/427/429/430/433/450/451/456-458/460 and 221103/104/115.

Also seen were 08472 and 33207 on Craigentenny Depot and 322481 and 322482 were on the Edinburgh to North Berwick service.

Southern Region

Locos noted on 9 September were 73206 and 73208 at Tonbridge, 92016 at Ashford, 66174 at Gravesend and 66074, 66075, 66146, 66212, 92003, 92013, 92015, 92017, 92034 and 92037 at Dollands Moor.

Western Region

Locos seen at Acton on 10 September were 59204, 66026 and 66201.

57316 was noted running light engine through Exeter St. Davids on 21 September.

Railtours and Charter Trains

Locos seen working on railtours and charters have been:

Aug 18 (DRS staff special to York) 37069, 20310, 37038 and 20312

Aug 19 (1Z47 05.47 Norwich - Whitby) 47709/703 (1Z32 Peterborough - Appleby) 57601

Aug 26 (1Z59 07.30 Southend - York) 47712/832 (The Rutland Renegade) 20306/309/314

Sep 1 (Scarborough Spa Express) 30777 Sir Lamiel

Sep 2 (Blue Pullman from Kings Cross) 47712

Sep 9 (1Z47 Norwich - Scarborough) 47709/703 (1Z62 Kings Cross - Scarborough) 6233 (The Medway Ports Tour) 66026 and 66201

Sep 16 (1Z32 Birmingham Int. - Durham OENB) 67012 (Tees Rail Again Railtour) 66061 and 37406

Sep 23 (1Z40 08.18 Kings Cross - Darlington) 87022 and 87028 (dead inside) (1Z49 06:25 Kings Cross - Darlington) 60009 (A4) (Darlington - Redmire shuttle) 31452/128

Sep 24 (Darlington - Redmire shuttle) 31452/128

Sep 30 (1Z43 Cleethorpes - Carlisle) 47851/245 (Grid-Arising) 60002, 60028, 56302, 66043 and 67005

Oct 7 (08.18 Kings Cross - Durham Blue Pullman) 47712

Oct 9 (1Z25 Edinburgh to Kings Cross) 40145, 55022 and 47245

Oct 14 (1Z31 05.05 Norwich - Carlisle via Copy Pit) 47703 and 47709 (1Z62 06.47 Kings Cross - Carlisle) 47245 and 47854

Oct 15 (Whitby - Glaisdale shuttle) 37248

Oct 18 (Mid-Wales & Cambrian Coast Land Cruise) 33025 and 33029

Oct 21 (06.00 Doncaster - Bournemouth charter) 47826 and 47851 (Sandblower) 66068, 60034, 57012, 92003 and 66066

Oct 28 (1Z70 05.02 Ashford - Keighley via York) 67012 and 67002

Nov 11 (1Z27 07.30 Ealing Broadway - Hull) 66093 and 66071 (1Z47 08.05 Norwich - York OENB) 67014 and 67023 (Edwalton Equinox) 67016, D7629, 60013 and 57311

Preserved Railways

Locos on display at the Swindon Railway Festival on 16 September were 50033, 813, 2516, 4073 "Caerphilly Castle", 6000 "King George V", 7325, 9400 and replica broad gauge "North Star".

Steam loco 30075 was working trains on the East Somerset Railway on 23 September and 39 was shunting the stock. Locos used at the North Yorkshire Moors Steam Gala on 1 October were No 29, 825, 80135, 75029, 60007 and 53809; 49395 and 30926 both failed.

Locos working at the Nene Valley Diesel gala on 7 October were D306, 31271, 20066, D9516, D9520 and D9523, 56003 and 56057. 03112 failed after working the day before.

Locos used at the Ribble Steam Railway Diesel Gala on 7 October D2595, D2148 and the Indus Diesel Shunter.

Locos working at the Keighley and Worth Valley Steam Gala on 14 October were 957, 41241, 45690, 47279 and 80002; with 30777 failing.

Locos used at the Barrow Hill Steam Gala on 22 October were 45690, 68009, 4936, 2000, 7822 and 4953.

Locos working at the East Lancs Steam Gala on 29 October were 71000, 80135, 45407, 47324, 44422 and 45690.

Pennine Meetings 2007

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

Wednesday 3rd January 2007 Paul Micklethwaite

Sunday 7th January 2007 ANNUAL GENERAL MEETING 12noon SALUTATION INN

Wednesday 17th January 2007 Andy Barclay

Wednesday 7th February 2007 Martin Bromley - 'Go East Young Man' - A Train Journey from Sheffield to Norwich

Wednesday 21st February 2007 Robert Pritchard

Wednesday 7th March 2007 MEMBERS SLIDE COMPETITION

Wednesday 21st March 2007 Ken Grainger - 'GW Broad Gauge'

Wednesday 4th April 2007 Rhys Jones

Wednesday 18th April 2007 Derek Porter

Pennine Quiz No. 126

Nicknames

Name the types of locos or units that were given the nicknames that follow.

1. Aardvark (or Ant-Eater)
2. Austin Sevens
3. Baby Deltic
4. Baby Warship
5. Bagpipes
6. Bendy Bus (or Bouncy Castles)
7. Black Five
8. Bloomers
9. Blue Trains
10. Bluebird
11. Bones (or Egg Timers)
12. Cauliflower
13. Chopper
14. Clayton
15. Combine Harvesters
16. Crompton
17. Cyclops
18. Donkey
19. Doughnut
20. Drain Cleaners
21. Dub Dees
22. Duffs
23. Dusty Bin
24. EDs
25. Flower Pots

Pennine Quiz No. 125

The Answers

1. AOCL – Automatic Open Crossing Local controlled
2. BHES – Barrow Hill Engine Shed Society
3. CWR – Continuous Welded Rail
4. DTCO – Driving Trailer Composite Open
5. ERTMS – European Rail Traffic Management System
6. FOC – Freight Operating Company
7. GUV – General Utility Vehicle or General User Van
8. HSTRC – High Speed Track Recording Car
9. IECC – Integrated Electronic Control Centre
10. JLE – Jubilee Line Extension
11. *Answer missing*
12. LRO – Light Railway Order
13. MLST – Main Line Steam Trust
14. NPCCS – Non Passenger Carrying Coaching Stock
15. OLE – Overhead Line Equipment
16. PCV – Propelling Control Vehicle
17. PPP – Public Private Partnership
18. RAIB – Rail Accident & Investigation Board
19. SSI – Solid State Interlocking signalling
20. TASS – Tilt Authorisation and Speed Supervision System
21. TRFK – Trailer Refreshment First Kitchen
22. VCT – Vintage Carriages Trust
23. WLLR – Welshpool & Llanfair Light Railway
24. WYPTA – West Yorkshire Passenger Transport Authority
25. YEC – Yorkshire Engine Company

Pennine Quiz No. 125

The Winners

1st Malcolm Bell

2nd Ian Shenton

3rd Ken King

Acknowledgements

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Next Issue

The Spring 2007 Issue of Trans Pennine is due for publication on 21st March. Would contributors please let the coordinator have their information by Wednesday 21st February - THANK YOU. Remember, you can email your contributions to *david@whitlam145.freerve.co.uk*