

# **TRANS PENNINE**

## **The Magazine of the Pennine Railway Society**



**No.148 - Summer 2009**

## **Committee Briefs**

### **Barrow Hill**

We are pleased to announce that we will be visiting Barrow Hill on Monday 22 June 2009. Although it is the start of Wimbledon fortnight, we hope the weather will be dry (and certainly not of the scale of the floods in the area which caused the cancellation of a previous visit). The visit will start at 7.00pm. and further details are available from Robin Skinner.

### **Winter Timetable 2009/10**

Potential changes from December 2009 include a half hourly service Sheffield - St Pancras (including an hourly service to East Midlands Parkway) and the routing of all Arriva Cross Country services Sheffield and York via Leeds, not serving Doncaster (although Northern Trains will object as it will affect their newly introduced hourly Nottingham - Leeds semi fast service).

### **Trolley Dollies Squeezed**

Owing to the credit squeeze, and its affect on profits, East Midlands Trains have announced the withdrawal of catering facilities on its Liverpool - Norwich services.

### **SVR Wins Award**

The Severn Valley Railway has been named Independent Railway of the Year in recognition of its recovery from massive flood damage in 2007. The track was washed away in 45 places along the 16-mile line between Kidderminster and Bridgnorth. The worst affected part was near Bewdley. The line fully re-opened in Easter 2008.

### **No to See-through Blouses on ECML**

National Express has scrapped plans to issue female staff with a uniform said to be too revealing. The uniform, for National Express staff on the ECML, between London and Edinburgh, were too thin making them virtually "see-through" said the Transport Salaried Staffs Association (ToSSAs). The union spokesperson said the company "had belatedly recognised that it would be undignified to ask females to wear see-through blouses in a busy buffet car". Profits, however, could dip, as a result of this.

### **End of Spotting it Donny?**

A row has broken out over claims spotters are to be banned from Doncaster station under moves to crack down on fare dodgers. National Express denies the claim and said platform passes would be issued to spotters.

### **Eurostar Opts for Pininfarina**

Pennine's fashion correspondent, Tina Salmon, reports that Eurostar has awarded the design contract for the refurbishment of its fleet to the Italian design consultancy Pininfarina. Pininfarina will be responsible for the full interior design including styling and engineering, and the external livery. The 28 trains in the Eurostar fleet will be fitted out by SNCF, with the first ones due in service in 2012.

### **Weardale Railway Recovery**

The new owner of the County Durham steam Weardale Railway has opened up a 10-mile stretch of track. The Weardale Railway went into administration shortly after opening in 2005 before being taken over by London based transport company British American Rail Services. BARS took over management and have now re-opened a further 10 miles of the 18 mile track (previously only 5 miles had been opened). The new route links Wolsingham to Bishop Auckland and enables trains to run directly to the rail network.

### **Battle of Britains**

Pennine's kettle expert Geoff Bambrough tells us of the Battle of Britain Pacifics.

He saw them designed during World War II when British railway companies were not permitted to build new express passenger locos.

However "mixed traffic" designs were allowed. It was soon clear that these were express passenger locos!

Nine survive:

34051 "Winston Churchill" - static display NRM, York

34053 "Sir Keith Park" - undergoing restoration from scrapyard condition at Herston Works on the Swanage Railway

34058 "Sir Frederick Pile" - undergoing restoration from scrapyard condition on the Avon Valley Railway

34059 "Sir Archibald Sinclair" - restoration from scrapyard condition almost complete at the Bluebell Railway and return to traffic imminent

34067 "Tangmere" - active, hauling mainline charter services

34070 "Manston" - in service on Swanage Railway

34072 "257 Squadron" - under overhaul at Herston Works

4073 "249 Squadron" - stored in scrapyard condition at East Lancs Railway and up for sale

34081 "92 Squadron" - awaiting overhaul at Nene Valley Railway

Incidentally, 110 "Light Pacifics" were built, 66 named after places in the West Country and 43 after Battle of Britain related places or people. -The odd one out (quiz question) was 34090 Sir Eustace Missenden, named after the Southern Railway chairman at nationalisation.

## **Photos**

### **Front Cover**

The photo, taken by **Glynn Gossan**, was the winner of the Andy Dalby Memorial Slide Competition held on 4th March 2009. It shows M7 30053 at Corfe Castle on 10.30 Norden - Swanage in July 2008.

In the next issue of Trans Pennine we hope to run a photo feature on 60163 'TORNADO' (ran out of space this time), so if you have photos that you would like included email them, with full details, to the Magazine Coordinator, David Whitlam.

### **No Snogging at Warrington Bank Quay**

A "No Kissing" sign has been erected at Warrington BQ station on the grounds that overlong clinches are causing delays and congestion. There is, instead, a Kissing Zone in the short-stay car park where they can indulge for 20 minutes. The sign is outside the station where couples saying goodbye were causing traffic congestion A Virgin (spokesperson) confirmed that those kissing in the wrong place (!!!) would not face any penalty.

### **Troubled Train Company Expands Fleet**

Grand Central has leased 2 Class 180 Adelante trains to enable it to operate a fourth daily return service from Sunderland to Kings Cross, from June 2009.

### **Gates of Wrath**

The Victorian railway gates at Frinton level crossing, in Essex, have been removed in an operation carried out in the hours of darkness by Network Rail, replaced by modern equivalents. The Frinton Gates Preservation Society is

furious. The heritage group had failed to win listed status for the gates, which feature on the town's emblem. Paris has its Eiffel Tower, Frinton its gates, said a spokesman. Not any more! Network Rail hope to donate the gates to be preserved by the local community.

### **National Express Review Catering Options**

National Express is considering scrapping all on-board catering services on the ECML, due to the credit squeeze, as they are running at a loss and affecting company profits. This is a discretionary service under its franchise agreement. The company also runs the East Anglia service between London and Norwich and has recently axed the dining car service, replacing it with trolley dollies.

### **Weymouth Quay Line May Be Saved**

Weymouth and Portland Council is to acquire the Weymouth Harbour tramway from Network Rail to create a possible link for spectators at 2012 Olympic sailing events. As part of the transformation of the seafront, the Harbour station will be redeveloped.

### **St Pancras Chambers**

At last, contracts are likely to be exchanged to restore the former Midland Grand Hotel. The work will create 67 residential apartments and a 244-bedroom Five Star Marriott Renaissance Hotel. The interior will be restored to its former Victorian glory.

### **End of Folkestone Harbour (Branch Line)**

The steeply graded Folkestone Harbour branch line is to close with the upgrade of Folkestone West station. It is currently used by Orient Express services and railtour specials. The branch line needs a major upgrade which cannot be justified by such light usage. The last train was a steam hauled 'Golden Arrow' special on 14 March 2009, filmed for posterity.

### **Croydon Tramlink Success**

Transport for London has approached operators of light rail systems in European cities in a bid to hire four extra two car trams to relieve overcrowding on the Croydon Tramlink network. It is also looking at double tracking single stations. The original fleet of 24 two-car units were manufactured by Bombardier, who may be approached to build new trams, if all else, fails.

### **Intercity Express Programme Contract**

The preferred bidder for the Intercity Express Programme contract; to build and maintain new trains to replace HST's, is Agility, a consortium including Hitachi, John Laing and Barclays. Hitachi plans to establish a permanent manufacturing plant in Britain. A competing bid from Express Rail Alliance, including Bombardier Transportation, Britain's only remaining train builder, is reserve bidder.

### **Class 60s into Storage**

DB Schenker has confirmed it is to sore its remaining Class 60s in the face of a downturn in its freight traffic. A quarter of its wagon fleet will also be laid up.

### **National Express Want Out of ECML Franchise**

Shares in National Express have soared following speculation they will relinquish its troubled East Coast Rail franchise. The government may move the franchise into a management contract before re-letting it. National Express won the franchise in August 2007 with a £1.4bn bid. The recession has now rendered the contract untenable. The cost of withdrawal will be relatively light - the main impact will be a reduction in losses to National Express. The government is determined not to re-negotiate train company franchises (although it is understood National Express, Stagecoach and Arriva all wish to do so).

### **Sheffield Supertram**

Approval has been given for Sheffield Supertrain to buy four new trams, to run in 4 years time.

### **Sheffield Railwayana Auctions**

At the Sheffield Railwayana Auction held at the Derbyshire County Cricket Club's Gateway Centre, on 14 March 2009 the following locomotive nameplates all sold for £8,000 or more:

LOCOMOTIVE NAMEPLATE: "HAWKINS" as carried by the LMS 4-6-0 "Jubilee" 5XP later 6P class loco No 5649 built at Crewe Works in January 1935 £11,000.

LOCOMOTIVE NAMEPLATE: "BOOK LAW" was carried by the LNER 4-6-2 Pacific A3 class loco No 2599 built at Doncaster Works in July 1930 - £8,200.

GWR LOCOMOTIVE NAMEPLATE: 'IFORD MANOR' as carried by the (GWR) 4-6-0 7800 "Manor" class No 7824 built at Swindon in December 1950, together with matching brass cabside numberplate "7824" and the matching smokebox numberplate "4824" - £11,700.

LOCOMOTIVE NAMEPLATE: "LORD RODNEY" LORD NELSON CLASS as carried by the Southern Railway 4-6-0 "Lord Nelson" class loco No E863 built at Eastleigh in October 1929 - £12,000.

GWR LOCOMOTIVE NAMEPLATE: 'TRELLECH GRANGE' as carried by the GWR 46-0 "Grange" class loco No 6828 built at Swindon in February 1937, together with matching brass cabside numberplate "6828" - £8,500.

LOCOMOTIVE NAMEPLATE: "SHOOTING STAR" as carried by the BR Standard "Britannia" class 7 4-6-2 Pacific loco 70029 built at Crewe £15,100.

GWR LOCOMOTIVE NAMEPLATE: "ROOD ASHTON HALL" was carried by the GWR 4-6-0 4900 "Hall" class loco No 4965 built at Swindon in November 1929, together with matching brass cabside numberplate "4965" - £8,500.

### **Andy Dalby Memorial Slide Competition**

The Andy Dalby Memorial Slide Competition was held on 4th March 2009 and, as in previous years, all the points were added up by Tony Smith on his laptop. The result was as follows:

1st. Glynn Gossan M7 30053 at Corfe Castle on 10.30 Norden - Swanage in July 2008 (see front cover)

2nd Glynn Gossan 66044 on a westbound coal train passing Crowle

3rd Chris Tyas 65462 approaching Weybourne crossing the A149 road bridge, on the 12.00 Sheringham to Holt service on Sunday 18th May 2008

Congratulations to the winners and thanks to Tony for producing the results.

### **Lord Andrew Adonis Rail Tour Diary**

Transport Minister Andrew Adonis embarked on a five day rail tour around the UK to experience rail travel from the perspective of an ordinary fare paying passenger. Lord Adonis kept a blog of his journey for the Times website. With the kind permission of Lord Adonis, we publish his entries taken from the DfT website. The dates are those on which Lord Adonis wrote the blog.

#### **13 April 2009**

Nothing beats intensive first hand experience when you are responsible for a major public service. So tonight, while parliament is in recess, I'm off on a five day national rail tour, starting on the midnight sleeper from Paddington to Truro, then zigzagging from Cornwall across a large part of Britain to reach Inverness by Friday, and

returning to London on Saturday via a few hours at the National Railway Museum at York, where the new Tornado steam engine may be making an appearance.

The Times has encouraged me to write a warts-and-all blog on my travels, so here - rather nervously, being new to the art - goes.

As a train user for much of my travel out of central London, I already know pretty well the main intercity routes and south-east commuter services. My plan this week is to get to some of the lines and services I have rarely or never used before, including provincial services and east-west lines, which are increasingly important to the national transport system for both passengers and freight. I'll be experiencing about as wide a range of routes, trains, stations, waiting rooms and on-board sandwiches as possible in five days - a total immersion in rail passenger-hood.

At most of the stops along the way - and on many of the journeys en route - I will be joined by local rail staff, Mps, journalists and rail user groups, who will not be slow to tell me what's good and bad about their services. I'll also doubtless hear at first hand what fellow passengers have to say about their train service.

As for the itinerary, it begins tomorrow in Truro - after falling out of the sleeper at 7am - with breakfast with Matthew Taylor MP, a friend from university before he became the youngest W for about a decade. Then it's up and down the Newquay branch line from Par with Dan Rogerson MY and the local rail user group. From Par I take the Cornish main line to Exeter, for a station tour and meeting with Devon passenger groups, then on to Yeovil, where David Laws MP is giving me a lift from Yeovil Junction on the London line to Yeovil Pen Mill on the cross-country line from Bristol so I can proceed south to Dorchester and Wareham. Jim Knight MP (my fellow schools minister in my last department, who recorded one of Labour's most remarkable victories by winning his Dorset scat in both 2001 and 2005) meets me at Wareham for an hour's trip on the preserved Swanage Railway (midway between Weymouth and Bournemouth) - which is seeking a mainline rail connection. The evening takes me east to Southampton and Brighton, arriving just after 11.pm if all goes according to plan, the only welcoming party being (I hope) a concierge at the hotel next to the station. Wednesday's itinerary is Brighton (starting at 5.30am) to Norwich, arriving at a more civilised 5.30pm for a station tour and meeting with local rail users before dinner with Charles Clarke NT, a friend and mentor from his days as the indomitable Education Secretary who enacted the student fee reforms of 2003/04 while I was Tony Blair's policy director in No 10. I get to Norwich by a roundabout route along the Sussex and Kent coasts, joined at various stages by fellow transport minister Paul Clark (W for Gillingham), Norman Baker (NT for Lewes and the indefatigable Lib Dem transport spokesman) and Roger Gale (NP for North Thanet), so I can visit some of the towns which will later this year benefit from the new high-speed Javelin services to St Pancras. A hop across the Thames on the Tilbury ferry from Gravesend takes me on the line to Shenfield (terminus for the east-west Crossrail line soon under construction) and Ipswich (for tea with Chris Mole NW), proceeding to Norwich via the provincial lines to Beccles and Lowestoft.

Thursday is another crack of dawn train, the 5.52 am Norwich to Liverpool - an extraordinarily long cross-country service - which I leave at Peterborough, connecting through to Birmingham for a tour of New Street, one of the post-Beeching railway planning disasters of the 1960s soon thankfully to be replaced by a £500m new station with twice the passenger capacity and facilities, more fitting for a great city. At Birmingham I also meet Pete Waterman, the nation's trainspotter in chief, who joins me for the ride west to Shrewsbury and then north to Chester (branching briefly into Wales). From Chester it is on to the railway junction of Crewe to catch a train north-cast to Manchester Airport and a tour of the recently expanded station there which is successfully transferring airport traffic from car to train. After a Trans-Pennine Express trip into Yorkshire - a greatly improved service but still one of the slower intercity routes - it is back to Manchester for a late west coast main line train to Carlisle and a possible nightcap with Eric Martlew MP, chair of the all-party parliamentary rail group and MP for the city.

On Friday morning I leave Carlisle on the scenic west coast to east coast line to Ilexhain and Newcastle for a Tyne and Wear tour and a circular trip back to Newcastle via Middlesbrough, Stockton and Darlington, the birthplace of the railways. Then at 3pm it is onto 'The Highland Chieftain' - one of the few named trains to have survived across the decades - for the five hour journey through Edinburgh, Stirling and Perth to Inverness, the single longest daytime journey of the trip. Danny Alexander UP and his local rail user groups meet me at the station and then I try to get an early night before boarding the ridiculously early 4.57 am train on Saturday from Inverness to Edinburgh via Aberdeen, connecting on to an east coast main line train to reach York at 1.pm - where the welcoming party will be my family, all set for a tour of the National Railway Museum and the Minster - and hopefully tea at Betty's - before we embark on the final express train back to Kings Cross, in hot pursuit of the Tornado which will have set off a few hours before. In all, that's about 2,000 miles on some 40 trains spread over 70 hours. Or so much for the

plans. What happens in practice will be the stuff of the blog over the next few days. As for cost, I am expecting to do the whole trip, standard class, for £375 - plus a sleeper supplement for the first night - using a 7-day "all line rail rover". This is a ticket no-one I meet has ever heard of, perhaps because it is so poorly advertised (alongside the 14 day rover at £565). It prompts the thought that we should be marketing these tickets more widely, not least to young people (who can buy the 7 day ticket for just £245) so that they can get to know their own country in the same way that they and their predecessors (me included) got to know Europe by inter-railing for a summer holiday. But perhaps after five days on the road - sorry, rail - that won't seem such a good idea.

## **14 April 2009**

The Night Riviera sleeper service to Cornwall leaves from Platform 1 at Paddington. This is the platform, dominated by its huge Victorian clock, from which my train to boarding school used to leave, so seven years worth of fond memories of flooded back as I arrived for another uncertain voyage.

The train harks back to the past in many other ways. It is locomotive hauled - the 'Totnes Castle' doing the honours last night - and has wonderful old style sleeper compartments, each with a courteous attendant who brought tea and breakfast as the h-din pulled into Bodmin Parkway at 6.30am. My attendant, Tasman, was a Cornish lady who has been doing the job for six years. She loves the train and it shows. There are 3 sleeper coaches, each with 8 single and 4 double berths, and it-was about two thirds full.

The new touch is an on-board entertainment system. As the train pulled out of a deserted Paddington at 11.45pm I flicked onto the 'drama` channel to find a David Suchet "Poirot" special. No, surely not Murder on the Orient Express! In fact it was 'Mrs. McGinty's Dead', with Poirot proving the innocence of a convicted killer within days of the gallows, via lots of trips to the village of the murder on restored steam trains which I hope made some money for the heritage side of the rail industry. I fell asleep long before the little grey cells identified the real murderer, and didn't wake up until the on announcer at Exeter, at 4.30am, made it hard to do otherwise.

Off the train a little early at 7.05 for breakfast in a Truro coffee shop with Matthew Taylor MP. His main sport concern is the A30, whose dualling is still incomplete. An hour later back on the train to the junction station of Par, where Dan Rogerson MP was on the platform with the leaders of the Focal' group, which is promoting improvements to the branch line to Newquay on which I travel next after visiting the wonderful old Par signal box, with its levers, bells and semaphore signals, straight out of Poirot a few hours - or 80 years - previously.

The line to Newquay is not quite the classic case of the branch line which fell on hard times but is now reviving. It kept its holiday express trains to London post-Beeching and also a good deal of china clay freight traffic. But it is certainly reviving now, with 7 weekday local trains winding slowly along the 21 mile line in addition to the Saturday long-distance trains. The local trains are mostly single carriage trains like the one I took. Ours was pretty full there and back, including a party of young surfers out for a day from Saltash who quickly took up all the luggage racks with their surf boards. Apparently on Good Friday the train was so full with surfers that a local coach had to be found to take half of them. With Newquay a growing attraction, the future for the line appears bright, although it is now running at full capacity.

A two minute connection at Par, then onto a Penzance to London express. Next stop Exeter to meet representatives from Devon rail user groups before taking trains to Yeovil, Weymouth, Southampton and finally reaching Brighton at 11.20 tonight. Then to a hotel for the first long - well, six hour stationary period in 24 hours. So far, every train on time. The intercity 125 I'm on has every seat taken as we reach Totnes - no sign of the Totnes Castle - and a few people standing in the vestibule, so when it leaves Exeter it will doubtless be busy.

## **15 April 2009**

Just arriving at Hastings at 6.30am in the company of a dozen other passengers, having set off from Brighton at 5.30am with only two others before Norman Baker MP joined at Lewes.

Norman, who is passionate about the railways, points out the disused platform at Lewes which used to serve the rural line which is now the preserved Bluebell Railway from Sheffield Park. I remember visiting the Bluebell at the age of 9, and the thrill of going on a steam train for the first time. The memory came back yesterday afternoon when I visited the Swanage Railway in Dorset with local MW and schools minister Jim Knight. The large, enthusiastic and highly professional team at the Swanage operate steam and old diesel trains along a dozen miles of track from Norden, with a full daily timetable. They want to link up to the London - Weymouth main line at

Wareham. There is strong local support, and since the track is all there and the business case is promising, the proposal is highly credible. Britain's preserved steam railways are a remarkable part of the railway system and the national tourist industry. As a proponent of new high-speed rail lines, following the successful example of France and Japan, I am keen to build a new technological future for the railways, breaking with the baleful historic British railway tradition of patch-and mend. The challenge is to celebrate the best of the past - as do our preserved railways - while boldly seizing the latest technology to create anew for the future.

Norman left at Eastbourne, for a ceremony with war veterans, as I proceed to what is now called Ashford International - a junction with High Speed One from St Pancras to the channel tunnel which is the best of the modern on Britain's railways and a model for the future. Writing now at Ashford, after a long chat with Amir, the guard on the train from Eastbourne, who tells me that passenger numbers on his line have rocketed since the old Ashford to Hastings service was extended through to Brighton two years ago. At peak hours the two coach trains are extended to four coaches, but it is still sometimes standing room only. A success story for Southern, which pioneered the service, and a good example of the struggle to provide enough trains and carriages on lines where passenger numbers are growing fast.

Less positive was my experience of Southampton station yesterday evening. At only 8pm there was nowhere on the station selling refreshments - not even a cup of tea was to be had for good money - and but for the forethought of Jocelyn Pearson, the local Passenger Focus director who came to brief me on her work, who had brought a bottle of orange juice, I would have got onto the two hour train to Brighton unable to get anything to eat or drink. This was in marked contrast to Brighton, where the station's M & S was still open at 11.30pm, so I could buy dinner on arrival. Surely the major stations should be selling food and drink until late evening, in the same way that motorway service stations are required to do? Another point for action on my return - starting by finding out who is responsible for commissioning catering at major stations, Network Rail or the train operating companies. If I don't know, the travelling public doubtless don't know who to take this up with either.

It surprises me that it isn't in someone's commercial interest to be providing refreshments in a major station like Southampton until late in the evening, in the same way that motorway stations do; the ticket collector told me that he gets lots of evening passengers asking where they can get something to eat and drink. I will be raising this issue with SWT and Network Rail next time I see them.

## **16 April 2009**

Everywhere I travel, railway staff, senior and junior, have practical suggestions for expanding and improving the railway system. They no longer see themselves working for a declining industry. They have a real pride in their job and managers are trying to work out how to reconcile explosive growth in rail demand with stations which are now often too constrained and trains which could do with more carriages and greater frequency to meet passenger needs.

At Exeter on Tuesday, the station manager told me the station car park is now routinely full by mid-morning, and he would have no difficulty filling another 100 spaces if an old nearby piece of rail land could be converted. At Gillingham I was told of plans to renovate the station entirely, and Ipswich of plans to transform accessibility with new lifts, at Norwich of a new bus interchange in the station forecourt which could do with being larger and able to offer much faster services into and through the city centre.

My conductor on the train on which I'm writing - the 05.52 Norwich to Liverpool (a mega cross country service via Peterborough Nottingham and Manchester) - tells me that the service is so popular that the two car diesel units routinely struggle to take all the passengers and luggage. We left Norwich with only five passengers but already by Ely at 06.50 the train is filling up fast.

Two particular themes are the desire to run more services through to London, which lost them decades ago, and the need to improve east-west routes which have always been poor, in relation to the radial routes from London. Or in the case of South -West England and Kent, north-south services.

My south-north journey from Gillingham to Ipswich yesterday via five trains and a virtually deserted Tilbury ferry which deposits passengers in the middle of a freight terminal in Tilbury with a 15 minute walk to Tilbury station is not one I would recommend widely.



But in Norwich yesterday evening where I met Charles Clarke MP with local council and business leaders, the discussion focussed as much on the west-east Norwich to Peterborough routes as on their desire for a standard one and-a-half hour journey time from London (it is currently 1hr 52m for the 120 miles, the same as London to York, which is another 60 miles further from London and seen by Norwich leaders as a key business location competitor). At Lowestoft, which now has a thriving direct service to London seven times a day as well as local services to Norwich and Ipswich, the station manager described how the double tracking of Beccles station on the Ipswich line would make it possible to run a more regular service to London.

There were cameras in tow for my visit from a regional ITV news station. As we finished speaking a lady accosted me. I expected an earful about the failings of the train service. 'Sorry, have you got some horror stories about the trains to tell me?' I enquired, the cameras rolling. 'Oh no, the trains are great; we've come in from Beccles with the kids for the sea and the burgers. But I've just started this new toothgell business and I was wondering if you could give it a plug.' Well, its called Forever Living Products... As for all the good ideas that have been put forward to me, I intend to see what can be done about them when I get back to London.

## **17 April 2009**

Birmingham New Street, where I spent two hours yesterday en route from Norwich to Chester, is without doubt the lowest point of the tour so far. Whilst the staff there were incredibly helpful and accommodating, almost everything about the station is ugly, unfriendly, dark and forbidding.

The platforms are narrow, dark and underground. The concourse has no natural light no attractions, no large circulation area, and is far too small for the heaving throng whose only desire is to get in and out of the station as fast as possible. The visitor has no sense whatsoever of the station as the gateway to England's second city, opening out to a brilliantly restored and redeveloped city centre uniting the old and the new, from Joseph Chamberlain's Council House and the canals, to the modern gems of the Symphony Hall and the rebuilt Matthew Boulton College. New Street station is a brutalistic legacy of the 1960s, the most depressing and destructive decade of Britain's railway history, just like Euston station at the other end of the west coast main line to London.

So it was a pleasure to listen to New Street's manager explain how the £600m rebuilding of New Street (which is about to start) will totally transform the station above platform level. The new 'gateway' station will have twice the capacity of the existing station and plenty of natural light, opening up of the concourse to the city centre. The only pity is that tight space constraints limit the improvements that can be made at platform level. The visit also impressed on my mind the tough challenge we will face to bring new high speed trains into the centre of Birmingham, if we decide to proceed with a high speed line from London to the West Midlands once a proposal for this has been completed by High Speed Two (the company set up for this purpose in January). There will be precious little spare capacity even after the rebuilding of New Street, nor at the neighbouring Snow Hill and Moor Street stations. Considerable imagination and ingenuity will be required.

Anyway, the best thing about New Street was the leaving of it, which I did, on an Arriva train to Chester via Shrewsbury and a short foray into Wales through Wrexham, in the stimulating company of Pete Waterman. Accompanied by a journalist from BBC Radio 4's Today programme, which will broadcast a piece about our meeting on Monday morning, Pete talks about rail with passion and enthusiasm. despite being one of the world's most successful pop music moguls, he tells me he would never dream of using anything but the train on his regular trips between London and his home in Warrington. No-one champions Britain's railways, past and present, better than Pete, and I spent two hours enthralled by his life story and his current projects. He's so passionate, he admits that in the early 1960s, when he first got his hands on the original version of 'The Loco-Motion', (the record that inspired him to take up a career in music and which he later produced for Kylie Minogue), the only thing that jarred with him was the fact that the UK distributors had decided to leave theory~ picture of an American train on the record sleeve, instead of replacing it with a British one, as he would have done.

Pete started out in 1961 as a railway apprentice at Stafford Road depot in Wolverhampton, the site of which our train passed. Trains have remained his second love, even at the height of his music career. His LNWR company restores steam trains, including the Royal Scot (built in 1923), which he is taking this weekend by truck to run on the preserved Llangollen Railway, which runs close to the line we travelled between Shrewsbury and Wrexham. The weekend starts with a beer festival at Llangollen station tonight, so it looks like an exciting day out for every member of the family. Pete is passionate about training more youngsters for a career on the railways, and we discussed ideas for expanding apprenticeships. After a quick lunch at Chester, it was onto the Euston express, which I left at Crewe - great railway town and constituency of the redoubtable rail protagonist Gwyneth Dunwoody

until her death last year - for a train to Manchester Airport. The airport station, with a newly built third platform, is a success story of the last year. The airport manager told me that nearly one in ten of all airport passengers now arrive or leave by train, which is nearly double the proportion of a few years ago. There are ten trams an hour from the airport station serving Manchester Piccadilly and most of the major regional towns and cities, including Leeds, Newcastle, Middlesbrough, Huddersfield, Preston, Blackpool, Sheffield, Wigan, Crewe and Southport. Ideas are afoot for expanding services further still, and the station has been designed with plenty of spare space for extra platforms. There is also a modern and very passenger friendly bus and coach station, right alongside the rail station. An encouraging example of a genuinely integrated transport policy, and a model for elsewhere. I decided I had the time to go onto Sheffield. The TransPennine line included three long tunnels, the longest (Totley) at over three miles, as the train winds through the stunningly beautiful Hope Valley before joining the Midland main line at Dore and running north-east into Sheffield. Apart from this final stretch the line speed never rises above 70mph, which makes the term 'Trans-Pennine Express' a bit of a misnomer, although the service is greatly improved in recent years. Sheffield station is a real delight. It has been beautifully restored in recent years and has excellent retail and waiting facilities for passengers - open to a reasonable hour in the evening, unlike my recent experience at Southampton Central station. After three days of station visits, I have a rank order of major stations. Sheffield is at the top, Birmingham New Street and Southampton Central are not. The journey from Sheffield to Carlisle was delayed because of children on the track outside Manchester. As a result, I missed my connection at Preston. But so far today, Friday, everything has been to time as I approach Middlesbrough at 10.30 having left Carlisle at 07.13.

## 18 April 2009

I have seen some stunning scenery from the train over the past week, but the last day - from Carlisle to Inverness via Middlesbrough and Newcastle - beats everything so far. The west coast line from Carlisle follows Hadrian's Wall a few miles south through the Tyne Gap. Hexham, where I changed trains half way to Newcastle, has the best waiting room of any I visited. It was like being invited into a neighbour's front parlour; it was so smart I hesitated to enter with my shoes on. Hexham station itself is maintained and restored to a quality better than any rural station I passed through in the week except Wymondham, on the Norwich to Ely line, which was so immaculate in its Victorian splendour (as we stopped to pick up one passenger at dawn on Thursday) that it must be waiting to star in the next series of Poirot.

However, the line from Perth to Inverness - the final leg of Friday's journey on the "Highland Chieftain" which I joined at Newcastle - is so breathtaking as it passes over Druimachdar Summit that I impulsively wanted to get off at the next stop (Aviemore) and spend the week-end there. But I had committed to meet Danny Alexander, MP for Inverness, with a group of Highland rail experts, so I reluctantly stayed put and enjoyed a very pleasant two hours with Danny and his constituents in the grand Royal Highland Hotel next to Inverness station. Their main concern was to speed up the Highland services. The line south to Glasgow and Edinburgh may be beautiful but it is also far slower than the car journey - it takes three and a quarter hours to Edinburgh at the fastest. The line east to Aberdeen, which I set out on at 4.57 am the following morning (to the astonishment of the train driver when I introduced myself), is faster than the car, but it still takes 2 hours 13 minutes to cover the 108 miles.

From Aberdeen it was south to Edinburgh, and 15 minutes to find my way with some difficulty through cramped and poorly signed Waverley station, via three staircases and two footbridges, to a distant platform for the 10am express to London, which I left at York to visit the Railway Museum and see the new Tornado steam engine arrive from London pulling a set of Orient Express carriages. For the final part of the journey south of Newcastle I - by prior arrangement joined the driver in the cab for him to explain to me the slower line speeds which apply on the east coast main line north of Darlington (a major issue if we are to introduce high-speed services from London to Scotland). But far more interesting was Steve's career story: a former company finance director, who so wanted to become a train driver that for 18 months he badgered GNER (which then operated the line) with his CV in order to get the job, which he says is by far the most rewarding of his life.

At York I was greeted by two sets of protesters - one, protesting about plans to gate York station, when I got off the train and another group, assembled under the slogan "Lord Adonis please cut rail fares" as I arrived at the museum. Both groups were polite - the second completely disarmed me by presenting a bunch of fresh flowers - and keen to talk through the issues at stake, which we did. We discussed the range of very cheap fares on offer for those who are able to shop around and, in particular, are able to book at least a day in advance. As for gating, this is an essential revenue protection measure, but it obviously needs to be done sensitively, particularly in a station like York, a visitor attraction in its own right with a through route across the station. It is also important that people can meet friends and family members directly off trains where they need help, and that the gating allows for this.

I and my family - who were there to greet me off the train along with the protesters - then had a wonderful three hours with Andrew Scott and his dedicated team of curators and guides at the Railway Museum.. Hugh Bailey, MP for York, joined us for the arrival of the Tornado and for pictures next to the Japanese bullet train in the main exhibition hall (much as I like the age of steam, it is high-speed trains which excite me as the model for the future). As an historian, I most enjoyed my hour in the museum's archives, sampling the remarkable collection of historic drawings, posters, timetables, photos and papers, all meticulously preserved. The 19th century timetables were especially interesting, and another antidote to "golden ageism". The 1875 timetable from York to London featured only a few trains a day, all taking many hours longer than now.

As we left the museum for Evensong at the Minster and tea at Betty's, I thought I was off duty. But no, a sidesman at the Minster recognised me and we chatted in the choir after the service about his work as a timetable planner for TransPennine Express, the train company which is based at York. Two hours later, after a Radio Five Live interview on the station platform on my mobile as the train drew in, it was on to the 19.36 south to Kings Cross for the final leg of my 2,200 mile journey. Another train on time to the minute although no-one checked our tickets at any point on the journey, so some rather more elementary revenue protection measures than gating York station may be in order as a first step.

I enjoyed my week on the railways so much, and learned so much, that writing on Sunday morning I could easily embark on another week visiting different lines and talking to their passengers and rail staff. But alas, Parliament is back tomorrow, the pile of papers requiring attention is getting out of control, and I need to do something about the many action points noted during the week before they are forgotten. It is one thing to spot a problem; quite another to get it sorted - and now the difficult bit of ministerial life begins.

Thank you to all my readers for your kind comments - and the unkind ones too. I'm told blogging can become an addiction; one it's probably best for me not to acquire while in government, so it's now goodbye from me.

## **Railway Walks**

**by Paul Slater**

An enjoyable series of television programmes during the autumn of 2008 featured walks on long-distance footpaths along the course of former railways, and made me think of some short railway walks which I had done myself in my local area, either alongside lines still in use or following the route of abandoned lines. My retirement from work meant that I had plenty of leisure time, and I decided that on fine afternoons I would try doing some of these railway walks again.

On the first Saturday in November I parked my car in Station Road at Scrooby and walked down the lane to the white gates at Scrooby Crossing. All trace of the station has gone, but the Station House is in use as a private residence. A footpath crosses the main line by means of stiles, and on the far side a grassy track runs parallel to the railway for a few hundred yards to another footpath crossing which I had already found made a good place for watching trains; a new board on one of the gates gives its name, School Lane Crossing. It was a dull, blustery afternoon, the wind carrying away the sound of the trains so that they sped towards me silently until they were very close. I saw a few 91s, a "Pioneer" on a Hull service, and 66125 on a steel train.

On the Thursday, starting from the car-park between Epworth and Belton, I walked a short section of the former Axholme Joint Railway. This was a Lancashire & Yorkshire and North Eastern joint line, later LMS and LNER joint, and ran from Goole to Haxey, with branches from Reedness Junction to Fockerby and from Epworth to Hatfield Moor; it opened in 1905 and closed to passengers in 1933. The northern section had still been in place, although disused, in 1971, when I walked along the rusty track from Crowle to Reedness Junction. Now, a bridleway runs along the section north of Epworth, and the Isle of Axholme Access Project has erected display boards describing features of the landscape and mentioning the railway. It was a very dull, calm day when I did my walk, but mild and walking was not unpleasant. The autumn colours were attractive. A low embankment shows where the goods-only branch to Hatfield Moor diverged, and the first part of this can be walked. Other footpaths cross the bridleway, and one of them passes close to two former windmills on the low hill north of Epworth.

On the Saturday I was back at the main line, parking by Barnby Lane Crossing at Claypole and walking along the path which runs parallel to the railway on its eastern side as far as Oster Fen Crossing. On previous occasions I had found that the two level crossings at Claypole made good locations for watching trains, as did the lineside path, but this time there did not seem to be anything moving, so I gave up while it was still daylight and drove to Collingham

station; I saw two "Super Sprinters" calling on the Lincoln-Leicester service, one in each direction, as well as an "Adelante", passing through without stopping. Later, I learned that the main line between Grantham and Newark was closed for the weekend because of engineering work. I had more success next time I was at the main line. It was a bright mild day, and I really enjoyed being out in the country watching h-dins. I parked at the end of a cul-de-sac near the site of Tuxford station, and followed a path which runs alongside the railway on its western side; at first the path is below the line, at the base of an embankment, but then it rises and runs slightly above the railway at the side of a very shallow cutting. I had found on previous visits that the best places to watch the trains were where the path is level with the track at each end of the cutting. Views from the path include the Trent valley, Cottam power station and the village of East Markham as well as an attractive stretch of undulating countryside. The bushes and hedges alongside the path were covered with autumn foliage and berries; in late spring, hawthorn blossom has provided me with a foreground for photos of trains at this location. On this Wednesday in November, I saw several 91s, a Grand Central HST, two other HST's, a "Pioneer" and 60022 on a train of Cemex wagons.

For my next walk, I parked at Edwinstowe and on a pleasant Saturday afternoon followed the path which runs on the south side of the railway. The line here is the surviving section of the old Lancashire Derbyshire & East Coast Railway, which once extended from Chesterfield to Lincoln. The passenger service between Lincoln and Langwith Junction, also known as Shirebrook North, was withdrawn in 1955. The path passes right beside Thoresby Colliery signalbox, and a full set of semaphores is still in place. The path climbs a slight hill before descending again to the outskirts of Ollerton, and there are rood views of Thoresby colliery, one of the last deep mines still working in Nottinghamshire. As I began my walk alongside the railway, 66554 passed with a Freightliner Heavy Haul coal train; a GBRf coal wagon was parked in the sidings by the signalbox, and as I returned towards Edwinstowe 66711 arrived with a train of empties. The line appears to be disused east of Thoresby Colliery signalbox, as the rails are rusty and there are stop boards on the tracks. Four days later, on a windy afternoon, I walked the first mile or so of the Southwell Trail. This is a bridleway which runs along the course of old railways from Bilsthorpe to Farnsfield, Kirklington and Southwell. I had already walked short stretches at Kirklington and Southwell and from Farnsfield part of the way to Bilsthorpe. From the car-park at Bilsthorpe the path winds among trees and shrubs, then runs fairly straight, at first on a low embankment, with views of the countryside, and then through a cutting. I turned back when I knew I had reached the section I had already walked from Farnsfield; I rested on a seat for a little while, and then returned to Bilsthorpe as the afternoon began to grow darker and colder. Between Bilsthorpe and Farnsfield the path is on the course of the Mid-Notts Joint Railway, a goods-only line built by the LMS and LNT and opened in 1930; it connected the former Lancashire Derbyshire & East Coast line at Ollerton with the former Midland route from Mansfield to Rolleston. From Farnsfield to Southwell the bridleway follows the course of the Mansfield-Rolleston line, and a display board at Bilsthorpe gives some details of the railway.

The following week, on the first mild day after a spell of cold weather, I walked on a tarmac path along the course of an old railway near Thurcroft. This was another goods only line; it was opened in 1909, and for a time was owned jointly by the Midland, the Great Central and the Hull & Barnsley. It formed part of the Midland and Great Central Joint~ one of the lines I described in a series of articles, titled "Know your Midland", which I wrote for the Midland Railway Trust's magazine "The Wyvern". The Midland and Great Central Joint linked the Sheffield-Doncaster line at Thrybergh with the Sheffield-Worksop route at Brancliffe, and connected with the South Yorkshire Joint. The section near Thurcroft is mainly in a shallow cutting, with many trees and bushes; it is crossed by three overbridges, one of which has recently been rebuilt. A large seat has been placed on a mound beside the path at a location which gives a good view of the hilltop church at Laughton-en-le-Morthen, with its tall spire a notable landmark. The southern end of the former Midland and Great Central Joint remains in use, as does the former South Yorkshire Joint, and as I began my walk I saw in the distance a EWS coal train.

It was the end of November. During the month I had enjoyed a variety of railway walks, and I had seen expresses and goods trains as well as the cuttings and embankments of abandoned lines. I looked forward to doing further walks.

## **Pennine Observer Notes**

### **Eastern Region**

Recent sightings on the Gainsborough - Barnetby line have been:

Mar 7 37605+37059 with inspection car 66035,66090,66133,66148,66170,66197 and 66713 on coal trains.

66014+66105+66114+ 66115+66116+66206 and 66020+66138 light engines

Mar 8 66124 on p.w. train 66148, 66151, 66168 and 66170 on coal trains, 66115+66181 light engine

Mar 10 66082 on coal train, 66088 light engine

Mar 11 66039 and 66066 on coal trains  
Mar 19 66023 and 66151 on coal trains  
Mar 20 66133 and 66168 on coal trains  
Mar 21 66023, 66082, 66143 and 66168 on coal trains  
Mar 23 66154 and 66173 on coal trains  
Mar 26 66056 on oil train 66154 coal train  
Mar 27 66724 light engine  
Mar 28 66140 and 66173 on coal trains  
Mar 31 66041, 66133, 66140 and 66168 on coal trains  
Apr 3 66041, 66051, 66140 and 66185 on coal trains  
Apr 4 66041, 66125, 66140 and 66159 on coal trains  
Apr 6 66082, 66125 and 66166 on coal trains 66112 light engine  
Apr 7 66166 on coal train 66047 light engine  
Apr 8 66041, 66166 and 66167 on coal trains  
Apr 9 66166 on coal train  
Apr 10 66140, 66143 and 66166 on coal trains  
Apr 11 66039 and 66197 on coal trains  
Apr 13 66039, 66126, 66197, 66204 and 66238 on coal trains,  
Apr 14 66039, 66099, 66143, 66197 and 66204 on coal trains  
Apr 15 66133 and 66238 on coal trains  
Apr 16 66197 on coal train 66091 and 66133 light engine  
Apr 17 66133 and 66197 on coal trains 66086 light engine  
Apr 18 66076, 66082 and 66197 on coal trains  
Apr 20 66060, 66076 and 66714 on coal trains 66043 light engine  
Apr 21 66133, 66167 and 66199 on coal trains 66132 light engine  
Apr 23 66199 on coal train 66117 light engine  
Apr 24 66140, 66182 and 6623 8 on coal trains 66110 light engine  
Apr 25 66151, 66197 and 66199 on coal trains  
Apr 27 66004, 66197 and 66199 on coal trains  
Apr 28 66140, 66163, 66175 and 66198 on coal trains 66040 and 66189 light engine  
Apr 29 66125 and 66199 on coal trains 66014 and 66126 light engine  
Apr 30 66125 and 66163 on coal trains 66189 and 66198 light engine  
May 1 66125, 66163, 66187 and 66199 on coal trains  
May 2 66117, 66187, 66707 on coal trains

Other recent sightings have been:

Mar 2 60068 at Lincoln  
Mar 5 67005 and 67006 on royal train duty at Hull  
Mar 7 60091 and 66605 on oil trains at Barnetby  
Mar 10 66728 at Langworth  
Mar 12 66710 at Lincoln  
Mar 13 66725 at Grantham  
Mar 19 66726 at Newark  
Mar 26 66059 and 66080 at Langworth  
Apr 1 66620 on oil train at Nottingham  
Apr 18 66501 on container train and 66560 + 66564 light engine at Eaton Lane Crossing  
Apr 23 66050 at Newark

Locos noted at Peterborough on 18 April were 66727, 66714, 66724, 66717, 66728, 66710, 66729, 66721, 66716, 66709, 66712, 66014, 66063, 66097, 66171, 66206 and 66720.

Apr 30 66238 at Lincoln

## **Midland Region**

Locos seen at Carlisle on 25 March were 66609, 66599, 37069, 66524, 57303, 66709 and 66717.

## **Scottish Region**

Locos seen in Scotland on 3 April were 67027 and 90028 at Edinburgh Waverley, 08472 and 57005 at Craightenny, 57311 in the Glasgow area and 67003 on the Fife Circle working.

## **Railtours and Charter Trains**

Locos seen on charters and railtours have been:

Mar 25 (Edinburgh to Newcastle football charter) 67025 (the charter was for Scottish fans travelling to Holland via the Newcastle to Rotterdam ferry)

April 4 (Kings Cross to Barrow Hill) 67001 and 67028

April 18 (York to Kings Cross) 60163 "Tornado"

April 25 (Kings Cross to Lincoln) 57601 and 47786

May 4 (Hull to Carlisle) 47804 and 47851

## **Preserved Railways**

Locos working at the Nene Valley Railway Diesel Gala on 7 March were 37518, 66732, D306, 47270, 37667, 31271, D9516, D9520 and 27056.

Locos used at the Mid Norfolk Diesel gala on 28 March were 37425, 56040, 66144, 67008, 60059, 20069 and 50019. 73210 and 31438 had worked on the previous day.

Locos working at the Barrow Hill Steam Gala on 5 April were 62005 "Lord of the Isles", 2000, 60007 "Sir Nigel. Gresley", 60009 "Union of South Africa", 60163 "Tornado and 69621.

Locos used at the Great Central Railway "Small Tank Weekend" on 11 April were 41241, 69621 and 414 1. Locos working at the Battlefield Line Spring Diesel Gala on 25 April were D5217, 33019, 47640, 37905, 31130, 56098, 73114, 31101, 37227, 04110 and 03170.

Locos used at the Midland Railway Butterley Diesel Gala on 26 April were 20189,47401, D182, D2138, 45133, 20227, 31108, 45041, 08331, 08590 and 9 (Dutch shunter).

Locos working at the Cleethorpes Coast Light Railway Spring Steam Gala on 2 May were 2 "Sutton Flyer", 24, 111 "Yvette" 6284, "Effie" and RHDR 7 "Typhoon".

Locos used at the North Yorkshire Moors Steam Gala on 9 May were 75029, 60163, 45407, 60007 and 49395 on freight.

Locos working at the Great Central Railway (Nottingham) Diesel Gala on 16 May were 08114, 20007, 47292, 56097, 66731, 37248, 20154, D7629.

## **HST Summer 2009**

**A list of scheduled HST workings this summer supplied by Andy Barclay**

### **Arriva Cross Country**

#### **Monday to Friday**

0600 Leeds to Plymouth /1221 Plymouth to Glasgow Central

0632 York to Plymouth /1321 Plymouth to Edinburgh

0608 Edinburgh to Plymouth /1521 Plymouth to Leeds

0632 Dundee to Plymouth /1721 Plymouth to Leeds

Friday's only 22nd May to 4th September

1308 Edinburgh to Plymouth

#### **Saturday 23rd May to 5th September**

0600 Leeds to Plymouth / 1221 Plymouth to Glasgow Central

0630 Plymouth to Newquay / 0930 Newquay to Dundee

0700 Glasgow Central to Newquay / 1958 Newquay to Plymouth

0800 Man Picc to Paignton / 1347 Paignton to Man Picc  
0645 Newcastle to Penzance /1625 Penzance to Leeds  
0700 Man Picc to Newquay / 1530 Newquay to Man Picc (National Express HST set hired in)

### **Sunday 17th May to 6th September**

0905 Plymouth to Newquay / 1130 Newquay to Edinburgh  
0809 Leeds to Plymouth /1421 Plymouth to Edinburgh  
0900 Leeds to Plymouth /1521 Plymouth to York  
0850 Edinburgh to Plymouth / 1821 Plymouth to Leeds  
0900 Leeds to Plymouth (will depart Leeds 0830 from 19th July)

### **National Express East Coast**

#### **Monday to Friday**

0700 Hull to KX /1200 KX to Inverness  
0655 Skipton to KX / 1030 KX to Aberdeen / 1816 Aberdeen to Edinburgh  
0728 Harrogate to KX /1130 KX to Newcastle / 1555 KX to Newcastle / 2100 KX to Newcastle  
0710 Leeds to Aberdeen / 1449 Aberdeen to KX / 2330 KX to Leeds  
0752 Newcastle to KX / 1230 KX to Newcastle / 1655 Newcastle to KX / 2200 KX to York  
0700 Edinburgh to KX / 1400 KX to Aberdeen  
0930 Edinburgh to KX /1510 KX to Leeds 1805 Leeds to KX /2130 KX to Leeds  
0752 Aberdeen to KX / 1600 KX to Aberdeen  
0952 Aberdeen to KX / 1803 KX to Skipton  
0755 Inverness to KX /1719 KX to Hull  
0835 Neville Hill to KX / 1530 KX to Edinburgh

#### **Saturday**

0650 Hull to KX / 1030 KX to Aberdeen  
0655 Skipton to KX / 1040 KX to Newcastle  
0710 Leeds to Aberdeen /1449 Aberdeen to KX  
0744 Harrogate to KX /1130 KX to Edinburgh  
0635 Newcastle to KX /1200 KX to Inverness  
0700 Edinburgh to KX /1400 KX to Aberdeen  
0752 Aberdeen to KX / 2030 KX to Newcastle  
0952 Aberdeen to KX / 1840 KX to Hull  
0755 Inverness to KX / 1730 KX to Skipton

#### **Sunday**

1100 KX to Aberdeen  
0825 Leeds to KX /1230 KX to Inverness  
1353 Neville Hill to Hull ecs via Wakefield and Askern/  
1730 Hull to KX / 2130 KX to Leeds  
0800 Newcastle to KX / 1400 KX to Aberdeen  
0930 Newcastle to KX /1530 KX to Newcastle  
0910 Edinburgh to Aberdeen /1350 Aberdeen to KX  
22 10 KX to Leeds  
1000 Edinburgh to KX /1600 KX to Edinburgh  
0948 Aberdeen to KX / 1830 KX to Edinburgh  
1147 Aberdeen to KX / 2003 KX to Leeds  
093 8 Inverness to KX /1910 KX to Hull

#### **17th May to 12th July**

1220 Neville Hill to Newcastle via Micklefield / 1712 Newcastle to KX /2200 KX to York 19th July onwards  
1204 Neville Hill to Newcastle via Castleford / 1712 Newcastle to KX /2200 KX to York

### **East Midlands Trains**

#### **Monday to Friday**

0527 Sheffield to St Pancras

0556 Sheffield to St Pancras  
0525 Leeds to St Pancras  
0632 Leeds to St Pancras via Nottingham  
0741 Sheffield to St Pancras  
0928 then hourly to 1928 Nottingham to St Pancras  
2043 Corby to St Pancras  
0700 St Pancras to Nottingham  
0815 then hourly to 1715 St Pancras to Nottingham  
1625 St Pancras to Derby  
1745 St Pancras to Derby via Nottingham  
1815 St Pancras to Leeds via Nottingham  
1825 St Pancras to Derby then goes ecs Derby to Neville Hill  
1900 St Pancras to Corby  
1915 St Pancras to Nottingham  
1930 St Pancras to Leeds via Nottingham  
1955 St Pancras to Leeds via Derby  
2125 St Pancras to Nottingham  
2130 St Pancras to Derby  
2200 St Pancras to Nottingham  
2225 St Pancras to Sheffield

### **Saturday**

0628 and 0728 Nottingham to St Pancras  
0634 and 0734 Leeds to St Pancras via Nottingham  
1028 then hourly 1928 Nottingham to St Pancras  
2027 Sheffield to Leicester  
2320 Sheffield to Derby  
0700 St Pancras to Nottingham  
0815 then hourly to 1715 St Pancras to Nottingham  
1815 St Pancras to Leeds via Nottingham  
1915 St Pancras to Nottingham  
1955 St Pancras to Leeds via Derby  
2015 and 2200 St Pancras to Nottingham  
2100 and 2225 St Pancras to Derby

### **18th July to 5th September**

0811 Nottingham to Skegness  
1406 Nottingham to Skegness  
1124 Skegness to Nottingham  
1708 Skegness to Nottingham

### **Sunday till 12th July**

0650 Derby to St Pancras  
0915/1015/1215 Nottingham to St Pancras  
0944 Leeds to St Pancras via Nottingham  
1020 Leeds to St Pancras via Derby  
1315 Nottingham to St Pancras  
1405 Leeds to St Pancras (Note Chesterfield to East Midlands Parkway via Erewash Valley)  
1629/1729 Sheffield to St Pancras  
1734 Nottingham to St Pancras  
1931/2003 Sheffield to St Pancras  
2213 Sheffield to Derby  
0900/1000 St Pancras to Nottingham  
1230/1330 St Pancras to Sheffield  
1430 St Pancras to Leeds  
1500 St Pancras to Nottingham  
1530 St Pancras to Sheffield  
1625 St Pancras to Sheffield  
1825/1925 St Pancras to Sheffield



1955 St Pancras to Nottingham

2030 St Pancras to Leeds

### **Sunday 19th July to 6th September**

0554 Derby to St Pancras

0902/1009 Nottingham to St Pancras

0915 Leeds to St Pancras, via Nottingham

0954 Leeds to St Pancras via Derby

1210/1303 Nottingham to St Pancras

1405 Leeds to St Pancras (Note Chesterfield to East Midland Parkway via Erewash Valley) 1629/1729 Sheffield to St Pancras

1734 Nottingham to St Pancras

1931/2003 Sheffield to St Pancras

2223 Sheffield to Derby

0900/1000 St Pancras to Nottingham

1230/1330 St Pancras to Sheffield

1430 St Pancras to Leeds

1500 St Pancras to Nottingham

1530/1625 St Pancras to Sheffield

1825 St Pancras to Leeds

1925 St Pancras to Sheffield

1955 St Pancras to Nottingham

2030 St Pancras to Leeds

### **First Great Western**

Operate HST 7 days a week from Paddington to Bristol TM, Oxford, Great Malvern, Hereford Cardiff, Swansea, Weston Super Mare, Plymouth, Penzance, also operate HST down some branch lines listed below.

### **Monday to Friday**

0730 Carmarthen to Paddington 1745 Paddington to Carmarthen

0706 Newton Abbot to Paignton 0738 Paignton to Paddington

1000 Paddington to Paignton / 14 15 Paignton to Paddington

1733 Paddington to Paignton / 2131 Paignton to Newton Abbot

The following runs Monday to Friday 29th June to 4th September

0906 Paddington to Newquay / 1500 Newquay to Paddington

### **Saturday till 5th September**

0724 Swansea to Pembroke Docks / 1002 Pembroke Docks to Paddington

0845 Paddington Pembroke Docks/ 1455 Pembroke Docks to Paddington

0945 Carmarthen Paddington / 1745 Paddington to Carmarthen

0858 Plymouth to Newquay / 1122 Newquay to Paddington

0736 Paddington to Newquay / 1314 Newquay to Paddington

1135 Paddington to Newquay /1718 Newquay to Paddington

0835/1035/1235 Paddington to Paignton 0920/1307/1430/1703 Paignton to Paddington

### **Sunday till 6th September**

1037/1237/1437 Paddington to Carmarthen

1609/1805/1909 Carmarthen to Paddington

0957 Paddington to Newquay /1615 Newquay to Paddington

1127 Paddington to Paignton /1545 Paignton to Paddington

### **Pennine Quiz No. 136**

**by Ian Shenton**

1. How many hotels did the Great Northern Railway operate, and where were they?
2. How many locos operated the internal railway at the Lancashire & Yorkshire Horwich works?

3. In which colour were the Brecon & Merthyr Railway painted previous to the First World War?
4. What happened to the Stanier Black 5 No 45212 at the Keighley and Worth Valley Railway in 1969?
5. What was the name and LNER No. of the last A3 Pacific to be built?
6. How many lives were lost building the Forth Rail Bridge?
7. What was the No. and name of the first Western Class diesel built at Crewe?
8. Which is the longest tunnel in Scotland, and how long is it?
9. Which loco was involved in the derailment of the St. Pancras - Edinburgh sleeper in September 1964?
10. What is the name of the railway detective created by Andrew Martin, and which railway company did he eventually work for?
11. Between which stations did the "Highlandman" run?
12. What was the total cost of building the class 44 Peaks D1-D10?
13. What nickname was given to the Lancashire & Yorkshire Aspinall 4-4-2 locos?
14. What was the date of the reopening of Rotherham Central station?
15. What was the original name of Wyke station?
16. The Midland Railway had only two named locos, what were their numbers and names?
17. How high above sea level, (in feet) is KWVR Oxenhope station?
18. Where did the East Lancashire preserved railway first try to open a railway?
19. Which depot has the shed code TI?
20. Which preserved steam loco carries the Kenneth Aldcroft?
21. What is the new name and number of ex BR Class 56 No 56124?
22. Which was the first coal fired power station to be modified for MGR discharge?
23. In which city is Blackboy Tunnel?
24. Which class of locos are nicknamed "Dysons"?
25. Which was the 1000th Diesel Railcar built at Derby works?

### **Pennine Quiz No. 135**

#### **The Answers**

1. North of York on the East Coast Main Line, it was originally built by the Great North of England Railway
2. The Leeds Northern (Built as the Leeds and Thirsk Railway)
3. Leeds

4. The Quayside branch in Newcastle
5. Sir Ralph Wedgwood. No 4469
6. William Hedley
7. Trains could run straight through the station, without having to reverse direction, as had previously been the case.
8. Butlins Holiday Camp at Filey
9. Bramhope tunnel
10. Joseph Locke
11. The Middleton Railway
12. The Royal Border Bridge at Berwick upon Tweed
13. Kingston upon Hull and Ripon
14. The (first and second) Dukes of Cleveland
15. Scarborough
16. In the North of England museum at Beamish
17. The Sealink Humber ferry from New Holland.
18. The North Eastern and the Midland
19. Huddersfield
20. The North Midland
21. The Newcastle and North Shields
22. Chaldron or chauldron, 2t 13cwt is one imperial chaldron, and chaldron wagons were designed to carry that weight of coal.
23. They were Ford petrol railbuses
24. The Harrogate Pullman
25. The Newcastle and Carlisle Railway
26. The total eclipse of the Sun
27. Gilesgate
28. Rapid
29. S & D trains ran on the left hand line of double track, the Clarence on the right.
30. Holbeck, Leeds.
31. Rail chairs to hold the track in place on the sleepers
32. Halifax

33. Selby - the swing bridge was lifted to let a hay barge through.

34. Sail power. Two small wagons were fitted with sails and used to transport passengers.

35. Morpeth

Questions 1 to 19 were graded as relatively straightforward

Questions 20 to 30 were graded as medium to difficult

Questions 31 to 35 were graded as difficult

### **Pennine Quiz No. 135**

#### **The Winners**

1st Ken King

2nd Ian Shenton

3rd John Dewing

Congratulations to all the winners.

### **Pennine Meetings 2009**

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

Wednesday 17th June 2009                      Martin Fisher "Tosca's Travels - The Slide Show"

Wednesday 1st July 2009                      Chris Theaker

Wednesday 15th July 2009                      John Law

Wednesday 5th August 2009                      Trevor Evans

Wednesday 19th August 2009                      Robin Skinner

Wednesday 2nd September 2009                      Robin Havenhand

Wednesday 16th September 2009                      Robin Patrick                      "Recent Photography"

Wednesday 7th October 2009                      Les Nixon

### **Acknowledgements**

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### **Next Issue**

The Autumn 2009 Issue of Trans Pennine is due for publication on 16th September would contributors please let the coordinator have their information (including any "TORNADO" photos) by Wednesday 19th August

### **THANK YOU.**

Remember you can email your contributions to [david@whitlam45.freemove.co.uk](mailto:david@whitlam45.freemove.co.uk)