

# **TRANS PENNINE**

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



**No.150 - Winter 2009**

## **Photos**

### **Front Cover**

The photo, taken by Chris Nicholson, came first in the Pennine Shield Competition held on 4th November 2009. It shows Irish Class 201 loco 228 at Kildare on 6 September 2008 on the 17.00 Dublin Heuston to Cork service which was terminating at Thurles.

### **Calendar**

The photo, taken by Glyn Gossan, came third in the Pennine Slide Competition. It shows a Class 158 passing Crowle eastbound on 12 February 2008.

### **Committee Briefs**

### **Celebrations**

We are pleased to celebrate publication of magazine No 150 on the 35th anniversary of the Pennine Railway Society. A remarkable longevity for any society, we believe. We celebrate this with you, our members, without whom we could not have reached this achievement.

### **Season's Greetings**

The Committee of the Pennine Railway Society join together in wishing all our members, their families and their friends a very Happy Christmas and Prosperous New Year. We thank you for your support and friendship during 2009.

### **Membership Fee**

With this magazine you will find a renewal of membership form and we are pleased to announce that we are able to maintain the membership fee of £6 for another year. We hope you feel this continues to be excellent value for money and look forward to you rejoining your Society for 2010.

### **Pocket Diaries**

The Committee believe that in the technological age we are now in, many of you will no longer require use of a pocket diary, and we have agreed that rather than pay a substantial amount for a block order of printed diaries (144 minimum order) club fund could be better used elsewhere. However, we understand that some of you will still value a pocket diary, and these will be sent to anyone, free of charge, who indicates they wish to receive one on the membership renewal form. Each will have an insert giving details of committee officials.

### **Annual General Meeting**

You are invited to attend the Society's Annual General Meeting, which will be held at 12 noon on Sunday 10th January 2010 at The Salutation. 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 2010. It will also provide a chance to socialise with friends you may not have seen for a while. Any member who wishes to raise an issue is welcome to advise this to our chairman, Robin Skinner, or to 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 early 20 10 program is shown elsewhere in this organ. Entertainment begins at 20.00 in our private, well appointed function room. Members are welcome to bring non-members to meetings.

## **Calendar**

Included with this magazine is a 2010 calendar, showing the dates of the AGM (printed in blue) and the social evenings (printed in red). Thanks to Robin Havenhand for suggesting this new feature; we hope you find it useful.

## **Bus News**

Pennine correspondent Gerry Collins of Lincoln tells us he understands the new Routemasters will not be on the streets of London until at least late 2011, although, happily, there is now a process of ridding the streets of the controversial bendy buses, thought by many to be a fire hazard and danger to cyclists. Sports car manufacturer Aston Martin and architect Foster & Partners joined forces to win the contract to design the new vehicle.

## **Brighton Belle Restored**

The Brighton Belle which ran between the south coast and London from 1933 until 1972 may be back on the rails by 2012. The 5 BEL Trust aims to restore 5 of the original 15 carriages to run again on the main line. Some other carriages went into service on the Venice Simplon Orient Express and one runs on the Bluebell Railway.

## **Brake on Bullet Train**

SouthEastern's 29 Class 395 trains running on HS1 from London to Kent will be timetabled to run at 125mph, not at its top speed of 140mph. However when late, drivers will be allowed to reach 140mph (which should ensure targets are met for trains arriving on time).

## **Euston Arch to Rise from Depths**

The Euston Arch, 70ft high, demolished during the rebuilding of Euston Station and dumped in the Prescott Channel is to be salvaged and rebuilt. The new arch will feature a nightclub and banquet hall. As Euston Station stands on the site of the original arch, a new location on Euston Road has been suggested.

## **Glasgow Airport Rail Link Scrapped**

The Scottish Government has scrapped the £120m Glasgow Airport Rail Link project as a result of cuts in public spending. The link was due to open in time for the 2014 Commonwealth Games.

## **Greyhounds on UK Roads**

Our USA correspondent, Armytage Shanks, tells us that Greyhound buses are now running on UK roads. Now owned by First Group non stop services are running hourly between London Victoria bus station and Portsmouth and also to Southampton.

## **Eurostar's 100 Millionth Passenger**

If in a quiz you are asked who was Eurostar's 100 Millionth passenger, it was David Kemp (35) from Highgate, London who travelled on the 09.00 St Pancras - Paris service on 28 August 2009. He wins unlimited travel on Eurostar for 1 year.

## **HS2 Gets Go Ahead (Subject to Government Approval)**

Network Rail has put forward plans for a second high speed railway line linking Scotland and London. The line will go via Birmingham and Manchester getting passengers from Glasgow to London in 2hrs 16mins. It will also serve Liverpool.

New stations will need construction throughout, in London, Birmingham, Manchester, Glasgow and Edinburgh close to existing city centre stations. There will be much debate as to whether Heathrow Airport should be included in the plans. **However, don't hold your breath.** It is unlikely that trains will run before 2030 (the year!). Network Rail's preferred route is from central London to Manchester with spur lines to Birmingham / Warrington and Liverpool, then from Preston, north to Scotland, where the route would split into two through to Edinburgh and Glasgow. The route would allow 16 trains per hour from and to London, at 100mph running with a fleet of 53 x 10 carriage trains and 20 x 5 carriage units.

### **Chiltern to Take Over Running of W & S**

From the New Year open access operator Wrexham and Shropshire is to be run by Chiltern Railways but will retain its branding and Shrewsbury-based open-access business unit status. W & S was launched 2 years ago and runs 4 services per day from Wrexham General to Marylebone via Shrewsbury and the West Midlands. Chiltern plans to pick up at Banbury on services to London and serve additional stations such as Leamington Spa.

### **Waterloo International Mothballed for Five Years**

The former 5 Eurostar platforms at Waterloo will be out of use until 2014. South West Trains will not be able to use those platforms until work has been carried out to give greater track flexibility on the station 'throat'. Platform 20 had been the main candidate for short term use.

### **Arriva Applies to Run Aberystwyth - London Services**

Arriva Trains Wales has applied for the go-ahead to run direct services between Aberystwyth and London, a link withdrawn by BR in 1991. This, however, would be subject to completion of a new train control system (ERTMS) on the Cambrian line, currently being trialled.

ATW says the service would use 2 car Class 158s running Aberystwyth - Birmingham, strengthening to 4 cars from Birmingham. Frequency would be 2 early morning trains from Aberystwyth to London, returning at 13.15 and 15.15. Our thanks to Pennine's Wales correspondent, Rhys Jones, for the above information.

### **ECML Nationalised**

13 November 2009 saw the nationalisation of the ECML, with National Express handing back to Whitehall its franchise to operate services between Kings Cross and Edinburgh.

The Dept of Transport has set up a holding company called Directly Operated Railways to oversee the publicly owned East Coast Main Line Company Ltd, operating as East Coast.

All traces of National Express will be erased and replaced with the state approved name, logo, train liveries, uniforms and station signs.

### **First £1000 Rail Ticket**

The first £1000 fare in the history of Britain's railway is a 1st class open return Newquay - Kyle of Lochalsh, at £1002 if bought on the day of travel (saver return £561). This compares unfavourably with Air New Zealand's £758 round the world ticket (London - Los Angeles - Auckland - Hong Kong - London).

### **Pennine Slide Competition**

The Pennine Slide Competition, held at The Salutation on 4 November, was this year judged by Neil Taylor (last year's winner). A total of 45 high quality slides were entered and the result was as follows.

1st Chris Nicholson Irish Class 201 loco 228 at Kildare on 6 September 2008 on the 17.00 Dublin Heuston to Cork service which was terminating at Thurles.

2nd Andrew Barclay Hudswell Clarke 0-6-OST No.31 climbing the 1 in 13 gradient to Somersham station on 3 June 2007 on the private Fawley Hill Railway.

3rd Glyn Gossan Class 158 passing Crowle eastbound on 12 February 2008

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

## Sheffield Railwayana Auctions

At the Sheffield Railwayana Auction held at the Derbyshire County Cricket Club's Gateway Centre on 12 September 2009 the following locomotive nameplates all sold for £6,000 or more:

LNER BRASS LOCOMOTIVE NAMEPLATE: 'HERTFORDSHIRE' as carried by the LNER D49/1 'Shire' class 4-4-0 loco No256 built at Darlington in December 1927. Renumbered 2703 from January 1947 and became BR 62703 in April 1949 - £8,000.

NAMEPLATE: "CHAMOSSAIRE" from the LNER 4-6-2 Pacific "A2/3" class loco numbered 514 when built at Doncaster in September 1946. Renumbered 60514 by BR in March 1948 - £12,500

LOCOMOTIVE NAMEPLATE: "WESTERN CRUSADER" and CABSIDE NUMBER PLATE D1004, as carried by the BR C-C 2,700HP type 4 diesel hydraulic "Western" Class 52, built at Swindon Works in May 1962 and named from new - £ 10,500.

"LOCOMOTIVE NAMEPLATE: 'INVINCIBLE' being the left hand plate carried by the LMS 4-6-0 "Jubilee" class 5XP later 6P loco No 5715 and named "INVINCIBLE" from new. Invincible was built at Crewe Works entering service in July 1936 - £10,200.

BRASS LOCOMOTIVE NAMEPLATE: "GAINSBOROUGH" as carried by the LNER 4-6-2 Pacific A3 class loco No 2597 built at Doncaster in April 1930. Renumbered 86 in October 1946 and BR 60086 in September 1948 - £10,000.

GWR LOCOMOTIVE NAMEPLATE: "STANFORD COURT" as carried by the GWR 2900 "Saint" class 4-6-0 loco No 2949 built at Swindon in May 1912 £8,100.

"LOCOMOTIVE NAMEPLATE: "YARMOUTH" as carried by the LB&SCR 0-4-4T E1 class loco No B152 "HUNGARY" built at Nine Elms in October 1880. Transferred to the Isle of Wight in July 1932 becoming W2 - £7,000.

GWR LOCOMOTIVE NAMEPLATE: "CAMPION HALL" being the left hand plate as carried by the GWR 4900 "Hall", class 4-6-0 loco 5941 built at Swindon in February 1935 - £6,100.

## Adelante

### Paul Slater

On a showery Thursday in June 1 set off for my first ride in an Adelante. As I parked in a lane near Retford station, 66593 passed with a container train, and 31459 "Cerberus" was stabled in a siding. I bought my ticket, a 91 sped through with a southbound express, another one rushed past with a northbound train, and then the 11.48 Kings Cross Hull was approaching. I took a seat in the well-filled second carriage, and soon we were away.

The sun shone during the ride through familiar countryside to Doncaster. We overtook 66025 on a coal train, and stabled near the station were 47145 and 67024. As we departed from Doncaster, I noted 08754, 08762 and 08871. During the ride across the flat country to the north, I looked out for my regular train-watching places on this stretch of main line: Marsh Lane Crossing, Massarella's Crossing, Joan Croft Crossing, Dormer Green Crossing, Moss and Fenwick. The train slowed for Temple Hirst Junction, where a raised bank beside a minor road is another of my favourite photographic locations. The main line to York swung away, and we were now on the old main line via Selby. We passed the former Temple Hirst station, and a few miles further on, I saw the first traditional signal box on this journey, Henwick Hall.

The train slowed for the Selby stop, the line from Leeds coming in on the left. I had travelled as far as this on previous occasions, when the Hull Trains services were operated by Turbostars and Pioneers. The Adelante departed over the swing bridge across the Ouse; I looked at the disused wharves, and remembered when the Selby waterfront used to be busy with barges and small ships. The line passed extensive mills; I noticed a loop and a small signal box at Barlby. The course of the old main line to York diverged, now a road.

East of Selby the line to Hull runs dead straight for several miles. We passed the closed station at Hemingbrough and the still open one at Wressle. I noted the remains of a castle at Wressle, and on the other side of the line was something new - two tall wind turbines. Howden station has staggered platforms and an

old North Eastern Railway trespass notice. This was as far as I had travelled on previous excursions using Hull Trains services from Retford, but today I was staying on the Adelante to the end of the line. The next three stations were passed without stopping Eastrington, Gilberdyke and Broomfleet. At Gilberdyke Junction the line from Doncaster via Goole swung in, and from here as far as Melton, beyond Brough, the Hull line is manually signalled with semaphores and signal boxes. The Yorkshire Wolds rose in front, and on the other side of the train could be seen the low hills of North Lincolnshire; on the horizon were the steelworks at Scunthorpe and more wind turbines. The last stop before Hull was Brough, although there were two more stations which the Adelante passed, Ferriby and Hessle. For a short stretch the line ran right beside the Humber shore, with fine views across the estuary; the Humber Bridge dominated the landscape, and soon the train was passing under the end of the huge structure and running alongside a main road into the outskirts of Hull. There were disused sidings, a line running into the docks, and junctions; before long the train was coming to a halt under the impressive overall roof of Hull station. I had about fifty minutes before the Adelante departed as the 15.18 Hull - Kings Cross, time for a snack lunch in one of the station's three cafes and for a walk through the nearby streets as Queen Victoria Square. I admired a war memorial, some statues and the facade of Hull Maritime Museum, and then it was time to make my way back to the station. On the nameboards it is simply Hull, but a sign for the transport interchange uses the station's old name, Paragon. I had done a little filming and photographing upon arrival, and now I meant to try some more viewpoints in the station; but I had run out of time, so I took a seat in the Adelante, which was quickly away on its journey to London. Rain was threatening, with black clouds to the north, but the sun continued to shine. I enjoyed the views across the water when the train ran by the Humber. On the return journey the train stopped at Brough, Howden, Selby and Doncaster. I kept an eye out for the signal boxes and semaphores between Welton and Gilberdyke Junction, and remembered photographic sessions I'd had along this stretch of line. Chris and I had been invited into Cave signalbox the day after we'd announced our engagement, I'd been with a friend to Crabley Creek, I'd waited at Gilberdyke to see a triple-headed special, and I'd also included the boxes at Broomfleet and Oxmaradyke in photos; perhaps I'd come back to this line again to take more pictures. At Doncaster I saw 66075, 66714 and 66731, and after I'd alighted at Retford and was filming the Adelante departing for Grantham, Stevenage and Kings Cross, 66572 ran through with a container train. I went to my car for the drive back to Gainsborough, and was already planning other rides on Hull trains.

## **A Christmas Ghost Story** **by Chris Tyas**

It was Christmas Eve and Joe Barker was on the back shift spare driver at the shed. He arrived early so he could wish his workmates who might be around the mess room a merry Christmas, only to be met by Dave Davis the timekeeper with a job. All he had to do was move a couple of the shed's 350s over to the fuel road and fill them up ready for use after Christmas. By the time he had got them rounded up and coupled together and moved to the fuel point it had already started to get dark, the fuel point was located on the far side of the yard and was well away from any of the shed buildings and Joe always found it very eerie at this time of year. Joe was just filling the last of the shunters when he heard something moving in the bushes; he froze with a start but turned round to see Mando the shed cat coming out of the bushes with a mouse in his mouth. Christmas dinner for the shed cat sorted. Joe cleaned up and moved the 350s back over to the shed reception road, then went back to the warmth of the mess room and see who was about to wish seasons greetings to.

But yet again Dave Davis was waiting for him with the news that the driver of 1A36 had been taken ill and that he was to get a lift in the van up to the station and take over. Joe was not impressed as he was hoping to get away early so he could have a couple of pints on the way home in the railway club. On arrival at the station 40123 was at the helm of 1A36 and the station gaffer was pacing up and down the platform. Joe was unimpressed with his charge as he was expecting a nice shiny Deltic not one of these slow freight engines on a fast express to London. The only good news was that he would be getting relief at Peterborough so he could get the last train back home before everything stopped for the Christmas holidays. He got the tip from the station staff and was soon on the way, slowly building up speed managing to finally get her up to 90 by Bawtry, only to have to shut off power for the speed restriction on the viaduct. After that he would have the chance to see what the old freighter was made of as they were booked none stop to Peterborough.

Things seemed to be running smoothly keeping up a steady 90 most of the way apart from having to slow down for the bridge north of Newark. Then just after they had passed through Grantham alarm bells started ringing and the engine shut itself down, at least they had managed to get over the top at Stoke so could coast for a while to the next signal. After stopping and reporting to the signalman he climbed back on board to see if he could fix the problem, then something told him to look at the fuel gauge on the fuel tank where he was met with the needle reading zero. At least it would be a straight forward job to open the reserve header tank then rack up the fuel pumps and attempt to restart the engine. Joe climbed back on board and headed off into the engine room, squeezing past the radiators he thought he had seen someone in the engine room he called out but there was no reply only the silence of the shut down engine and the tick, tick, tick of the air leak off valve. He managed to get to the cubicle door where the valve was located and unwound the valve and was relieved to hear the sound of diesel running to the main fuel tank. Joe was just about to make his way back to the cab when he again saw a ghostly shape at the other end of engine room. Then there followed a loud hissing and whoosh outside. Joe hurriedly looked through the engine room window in time to see what he thought was a large blue steam engine with a short rake of stock heading past on the adjacent slow line. Joe racked up the fuel pumps and dashed back to his cab not seeing any more ghostly beings on the way, and pressed the engine start button and with great relief the engine burst back into life. Joe went back to the signal phone and asked the signalman if he would be getting a fast run to Peterborough where he would need a fresh engine as this one was running on empty and would not make it to London, or would he have to follow the steam special that had just passed him on the slow line. The signalman said that he must be dreaming as one, there was no steam special and that two, the slow line had been shut for the last hour due to a points failure. Joe climbed back on board and got 1A36 back under way for the last few miles to Peterborough taking it steady so as not to run out of fuel again before reaching Peterborough.

On arrival a relief was waiting complete with a fresh engine, and also the shed driver was waiting to take 40123 off to the shed. Joe just had a few minutes to dash over the bridge and get his ride back home on the cushions. Joe sat back in his nice comfy seat and started to doze as he looked out of the window then as the train passed the signal that he had failed at, which was in fact at Little Bytham, then it occurred to him that maybe the ghostly figure he had seen in the engine room might have been the ghost of Joe Duddington wishing him well back on his way safely, and the train he thought he had seen was the ghost of Mallard on its way into the record books. One thing was for certain though was that he would never tell a soul what he had seen on that Christmas Eve night.

## **Holding Back the Years** **by Glyn Gossan**

I have often wondered that if I was able to put together a slide show to music, what the most suitable "title track" would be. After due consideration, I have taken into account my love of the South West, and many, many happy memories, like many of us have, of enjoyable days of sun, sea, and loco hauled trains in the West Country during the 1980s. These were happy days indeed, and very difficult to believe that August 1984 is now 25 years ago, and as such my choice of title would be "Holding Back the Years". The availability of a time machine would undoubtedly take me back to these most happy times.

August 30<sup>th</sup> 1984 was one of many occasions when I left Chesterfield on the overnight 22.38 Bradford - Paignton, which on this occasion was hauled by 45013. Invariably, I would be able to obtain a "compo" to myself, usually at least as far as Bristol, and this occasion did not have that luxury. So it was lights dimmed, blinds down, and shut eye for as long as possible. Waking bleary eyed always took place at Bristol, where there was an engine change on this service, and on this occasion the replacement loco was 47549. To be fair, any loco could be used and 45's, 47's, 50's, including 50021 (beast!!) were used over a period of time. I was always amazed how many bashers were evident on the platform ends at four in the morning at Temple Meads, something impossible to think of now! On this occasion, I took 47549 as far as Torquay, baled, and promptly took the 08.55 Paignton - Paddington as far as Newton Abbot with 50039. It is my own personal belief that of all the stations that are no longer what they once were, "Newton Abbot" has been more or less destroyed. On this occasion though, 45014 followed on the 09.10 Paignton - Newcastle, with 45013, obviously attached at Bristol, seen on the 23.25 Glasgow - Paignton. The loco off the overnight Bradford - Paignton then worked the 09.24 Paignton - B'ham and 13.44 return, so we know what 47549 was going to do for the rest of the day! Several hours were spent on this particular day at Aller Junction, yet another location that is not quite what it once was, and I photographed or observed many trains, including 50011 on

the 09.45 Paignton - Paddington, 50008 on the 07.00 Paddington - Paignton, 50024 on the 07.40 Penzance - Glasgow, 47244 on the 10.20 Paignton - Glasgow, 50022 on the 08.55 Newquay -Manchester, 33008 on the 08.36 Swansea Paignton, 45107 on the 09.10 Penzance - Leeds, 47422 on the 09.32 Penzance - Paddington., 47501 on the 09.15 Paddington - Paignton, 50009 on the 09.40 Paddington. - Penzance, 50027 on the 09.45 Paddington. - Newquay, 45010 on the 10.04 Newquay - Newcastle, 45022 on the 10.35 Penzance - Leeds, 50028 on the 10.18 Paddington - Paignton, 50037 on a Penzance - Paddington additional, 50050 on the 11.25 Penzance - Manchester, 47374 on the 09.11 Manchester - Newquay, 50017 on the 09.30 Liverpool - Penzance and 47307 on the 08.21 Bradford - Paignton. It is hard to believe that there was basically an hourly Paddington. - Paignton Saturday service, all loco hauled, as well as all the other services. Not a Sprinter, Voyager, Pacer, or God forbid, class 153 to be seen!!

I had decided to take 33008 back to Exeter on the 14.10 Paignton - Swansea, for 50029 as far as Bristol, on the 15.35 Paignton - Oxford. This was a regular move for me when I was heading home from the South West, as I would then catch the 16.08 Paignton - Liverpool, on this day with 47322 which I required, as far as Birmingham. A further change would lead me onto the 16.45 Paignton - Leeds, behind 45119, for the rest of the journey to Chesterfield. All too quickly, the end of another most enjoyable trip to the South West had come to an end.

The South West as an area has never lost its appeal for me, although the region's railways, like everything else, have changed. I hesitate to say not for the better, as there are many that remember the hydraulic era, when "Westerns" and "Warships" ruled the rails, and looking even further back, when there were no diesels at all, and "Castles", "Kings" and "Halls" powered all the trains. Time stands still for no man, someone once said, and I fully appreciate that, but I remember with huge enjoyment, my halcyon days when rail travel was affordable without a second mortgage, trains had more than 2 or 4 coaches, had a loco on the front, and the liveries of the trains didn't look like a 3-year old had been let loose with some crayons. Yes, I know, I'll be going on "grumpy old men" very soon, but a procession of Class 50s at Aller Junction, even with Class 47s interspersed, on a sunny Summer Saturday, was absolute heaven to me.

Now come on Mick Hucknall, how does that song go again?

## **Pennine Observer Notes**

### **Eastern Region**

Recent sightings at Doncaster have been:

Aug 27

67021 thunderbird, 66003/019/048/238/508/512/515/522/523/546/551/585/601/704 all on coal, 66569/572/577/589 freightliners, 66506/547 binliners, 60013 light engine, 66186 engineers, 37401/690 RHTT, 66724 gypsum, 66100/230/709 inter modal, 66198/232 sand, 66075/248 enterprise, 66107 steel, 66120 stone,

Oct 1

66114/227/709 Intermodal, 66501/567/569 Freightliners, 66001/090 Engineers, 66132/716 Gypsum, 66061/523/708/952 Coal, 66158/301/67019 Light engines, 60049 Limestone.

Oct 8

67019 Thunderbird, 66193, 66094, 66711 Intermodal, 66956, 66558, 66536 Freightliners, 67001 66618, 66185, 66091 Light engines, 66544/722/617/514/509/561 Coal, 66132,66129 Gypsum, 66624 Limestone, 66114 Sand, 66027, 08428 Engineers

Oct 15 31233 T.M.T., 08428 Crane, 66117, 66121, 66709 Intermodal, 60077 Tanks, 66110, 66172 Light engines, 66577, 66579, 66592 Freightliners, 66605 Limestone, 66013 Gypsum, 66030 Engineers, 66301/508/526/546/550/564/711/952 Coal

Oct 22 66056 Sand, 31190, 66027, 66614, 66727 Light engines, 66516, 66541, 66569 Freightliners, 67019 Thunderbird, 66060, 66110 Engineers, 60021 Stalybridge Tanks, 66722 Gypsum, 66177, 66708 Intermodal, 66624 Limestone, 66165/523/528-29/5-54/564-65/709/721 Coal

Oct 29 67020 Thunderbird, 37602, 37607 Track recording train, 66027, 66727 Gypsum, 66535, 66540, 66558 Freightliners, 47727, 60021, 66957, 66619 Light engines, 60045 Engineers, 66012, 66724 Intermodal, 66133, 66181 RHTT, 66117 Steel, 66529, 66553, 66557, 66581, 66710 Coal,

Nov 5 67019 Thunderbird, 66197, 66614, 66951 Light engines, 66012, 66086, 66199 R.H.T.T., 37602, 37607 Track recording train, 66535, 66540, 66558 Freightliners, 66089 Engineers, 66141, 66721



Intermodal, 66005 Gypsum, 66040 Sand, 66601 Limestone, 66030 Stone, 66512/547/550/554/557/707/716/952 Coal, Nov 12 67020 Thunderbird, 20189 Stabled at back of station, 66724 Gypsum, 66207, 66711 Intermodal, 66065, 66181 Engineers, 66505, 66525, 66557, 66612 Light engines, 67003, 66070, 66133 RHTT, 66569, 66576 Freightliners, 66011 Sand, 66090, 66606 Limestone, 66511, 66544, 66546, 66548 Coal Nov 19 67020 Thunderbird, 66015, 66213, 97301 Light engines, 66044 RHTT, 66511, 66520, 66544, 66710 Coal, 66606, 66090 Limestone, 66003, 66731 Gypsum, 66069, 66141 Sand, 66530, 66571 Freightliners, 66001 Engineers, 66713 Intermodal

Other recent sightings have been:

Sep 12 66020+66192 on p.w. train and 66563 on coal train at Wrawby Junction

Sep 22 66724 at Selby (Potter's)

Sep 23 66707 at Selby (Potter's)

Sep 24 66048, 66068, 66528 and 66599 on coal trains and 66059 on stone train at Temple Hirst Junction

Sep 26 66048 and 66068 on coal trains at Dormer Green Crossing

Sep 29 66731 at Harringay

Sep 30 66169 on mineral train and 66576 and 66577 on container trains at Retford, 60010 on oil train and 31190 stabled at Grantham, 60091, 66715, 66724, 66729 and 66732 at Peterborough, 66140 on goods train at Biggleswade, 59202 on stone train on sidings outside St Pancras, Eurostars 3005, 3006, 3011, 3012, 3020, 3021, 3022, 3105, 3202, 3216, 3220 and 3231 on international services, 395006, 395010+395015 and 395016 on South Eastern High Speed preview services at Ebbsfleet,

Oct 4 66011 and 66230 in sidings at Hessle, 66114 on engineering work near Hull

Oct 15 66183 and 66548 on coal trains at Fenwick, 66717 on coal train at Haxey

Oct 17 6221, 66230 and 66589 on coal trains on Gainsborough / Barnetby line

Nov 4 90021 on 08.50 Birmingham New Street – Euston

Locos noted at Felixstowe Beach (old) station in the period 12-18 September were

66002/012/019/043/153/174/501/503/517/535/537/539/540/566/571/576/577/579/587/593 and 66720/731.

Seen at Ipswich in 3 hours on 17 September were 153306/309/322/335, 156407/409/419, 170201/202/204-207, 321341, 66574/535/568/591/593/594/575/503/705/725, 86501 and 90002-004/006/008/009/013/014/016/026/042/045.

Locos noted at Peterborough on 29 September were 66707, 66709, 66724, 66120, 66423, 66727, 66712 and 66133.

Locos seen at Peterborough on 4 October were 92012, 66076, 66140, 66181, 66709, 66722, 66732, 66712, 66708, 66729 and 66725.

## **Midland Region**

Locos noted at Derby Research Centre on 19 September were 37609, 37059, 37259, 37423, 31601, 31602, 08417, 31465 and 56303.

Locos seen at Crewe on 4 November were 90049, 66621, 66616, 66608, 66611, 66540, 66591, 90042, 86607, 86612, 86632, 86638, 66560, 92036, 47802, 47831 and 37602.

## **Southern Region**

Locos seen at Tonbridge on 22 October were 56312, 66401, 66427, 66720, 73141 Charlotte, 73201 and 73213.

## **Railtours and Charter Trains**

Locos seen on railtours and charters have been:

Aug 26 ("Scarborough Spa Express") 70013

Sep 26 Cathedrals Express") 60163 "Tornado"  
Nov 7 ("The Pegswood Stage") 90019, 66094 and 66153  
Nov 14 ("The Boot and Hoot") 66139 and 31190

## Preserved Railways

Locos used at the Elsecar Diesel Gala on 31 August were 31162, D9524 plus industrial shunters 2150, 2895, 72229 and 6950.

Locos working at the NYMR Diesel Gala on 18 September were D7628, 47580, D2207, 08556, 50027, 26007, 55022, D1023, D6700 and steam 60007.

Used at the Great Central Railway Mixed Traffic Weekend Gala were locos 63601, 42085 and 33116 and DW 51427/50321.

Locos working at the Middleton Railway Gala on 19 September were D2999, 7051 "John Alcock" and steam locomotives 67 and "Sir Berkeley".

Locos used at the Peak Rail Diesel Shunter Gala on 26 September were D2953, D2199, D2854, PWM654, 03091, D2587, D2139, 06003 and 08016.

Locos working at the Nene Valley Diesel Gala on 4 October were 31108, 31271 and 66711.

Locos used at the Severn Valley Diesel Gala on 5 October were D3932, D1013, 73006, 50026, 50135, 47580, 50044, 37906, 20059, 20188, D1062, 37264, D821, D3022 and 12099.

Locos working at the Peak Rail Mixed Traffic Weekend on 10 October were D8, 37152, 48624 and WD150.

Locos used at the Great Central Railway steam gala on 10 October were 30777 "Sir Lamiel", 42085, 48305, 63601, 70013 "Oliver Cromwell", 90733 and 92203 "Black Prince".

Locos seen at the Bluebell Railway on 24 October were:

Working - 672 Fenchurch, 9017 Earl of Berkeley, 31638, 34059 Sir Archibald Sinclair and 80151

Display - 75029, 31065, 92240, 592, 30541, 34023, 488, WD1959, 30096, 30928, 55 31618, 80100 (under tarpaulin), 80064, 58850 (27505) and 4 Sharpthorn

In Works - 263, 32473, 30847, 73082, 32424 and 323

Locos noted at the Spa Valley Railway on 25 October were:

Working - 47493, 7715 and 15224 (shunting stock)

Static - 37254, 33063, 33065 and E6047

Undergoing Overhaul - 32650 and 68077

## Pennine Quiz No. 138

### Ken King

1. Between which two stations was the only tunnel on the Whitehaven & Furness Jcn. Railway?
2. What was the length of Wath Road Tunnel?
3. How many different classes (passenger & freight) were used in the 1948 locomotive exchanges?
4. In 1894 which British Railway Company were the first to introduce 4-6-0 locomotives?
5. Complete the station name ----- and Timberland.
6. In which year did electric haulage of coal trains between Wath and Dunford Bridge begin?
7. Near which town was Myrtle Hill Junction?
8. How many platforms were there at Nottingham Victoria Station?
9. How many water troughs were there on the Great Western main line between London and Plymouth?
10. On which date did British Railways go decimal?
11. Which steam Motive Power Depot had an entrance on Middle Furlong Road?
12. Which L.N.E.R. locomotive did the Bristol - Taunton - Plymouth run in the locomotive exchange trials of 1948?
13. How many "Jones Goods" locomotives were built?
14. Which two LMS. Jubilees were rebuilt with 2A boilers in 1942?
15. Which current depot can be reached via Headlands Lane and Spawd Bone Lane?
16. Which locomotive was involved in the accident at Balby Bridge on the 16th March 1951?
17. How many platforms were there at Leeds Central Station?
18. Which District Superintendent of the LNWR. invented the water trough?

19. Which two West Coast Main Line stations featured in the making of the 1946 film "Brief Encounter"?
20. Which London Underground station was named Gillespie Road from opening in 1906 until 1932?
21. Which DMU carries the name "Ian Dewhurst"?
22. Which "Britannia" was on show at the Festival of Britain in 1951?
23. What was the cost of the first second class "7 day All-line Railover" which came out in 1959?
24. Whom did Dr. Richard Beeching succeed as Chairman of the BTC.?
25. Which locomotive carries the name "Driver Robin Prince MBE"?
26. How many arches are there on the 720 yard RoyalBorder Bridge?
27. Which was the last steam locomotive to be overhauled at Doncaster Plant Works and return to service?
28. To which depot were all six members of class S1 allocated in 1953?
29. What was the original name carried by 'Patriot' No.5524?
30. Which was the first pit to have a fully automatic weighing and filling plant for loading trains of MGR wagons?

### **Pennine Quiz No. 137**

#### **The Answers**

1. 1942
2. 419
3. 424
4. 1102
5. 91
6. 431
7. 548
8. 990
9. 897
10. 125
11. 410
12. 409
13. 315
14. 867
15. 115
16. 142
17. 144
18. 512
19. 543
20. 1213
21. 954
22. 1631
23. 959
24. 415
25. 276
26. 262
27. 224
28. 150
29. 528
30. 1152

### **Pennine Quiz No. 137**

#### **The Winners**

- 1st - Ian Shenton  
1st - Ken King  
3rd - John Dewing

Congratulations to all the winners.

### **Pennine Meetings 2010**

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

<b>Wednesday 6th January 2010</b>	Glyn Gossan	
<b>Sunday 10th January 2010</b>	<b>ANNUAL GENERAL MEETING 12noon SALUTATION INN</b>	
<b>Wednesday 20th January 2010</b>	Paul Micklethwaite	
<b>Wednesday 3rd February 2010</b>	Ken Grainger	'The Master Cutler'
<b>Wednesday 17th February 2010</b>	Mick Hayes	'Steam Around Sheffield'
<b>Wednesday 3rd March 2010</b>	<b>THE ANDY DALBY MEMORIAL SLIDE COMPETITION</b>	
<b>Wednesday 17th March 2010</b>	Allan Dawson	'Normanton Shed 55E 1962-1968'
<b>Wednesday 7th April 2010</b>	John Foreman	'Railways of Humberside'
<b>Wednesday 21st April 2010</b>	Andy Barclay	

### **Acknowledgements**

I would like to thank the following for their generous contributions to this issue: Chris Tyas, John Dewing, Glyn Gossan, Ken King, John Reader, John Sanderson, Robin Skinner and Paul Slater.

### **Next Issue**

The Spring 2010 Issue of Trans Pennine is due for publication on 17th March would contributors please let the coordinator have their information by Wednesday 17th February - THANK YOU. Remember you can email your contributions to [david@whitlam145.freerve.co.uk](mailto:david@whitlam145.freerve.co.uk).

### **Magazine Editors**

Without our Magazine Editors we would (obviously) not have any magazine, and, in all likelihood, no Society to celebrate. So it is with our thanks that we name all those who have given their time, commitment and expertise as Magazine Editors of Trans Pennine, the magazine of the Pennine Railway Society.  
Thank you;

The late Neil Webster	Jon Davis	Tony Caddick	David Bladen
Glyn Gossan	Tony Booth	David Whitlam	

### **News from Earlier Editions**

#### **Magazine 10 - September 1976**

The opening of the Society's London Branch was announced, led by London Branch Secretary, Steve Barnes, and supported by Eddie Plenty. On the Committee front, Terry Spriggs stepped down as Membership Secretary, and the wedding of Geoff Bambrough to Lynne Pickup was announced, to take place on 30 October 1976.

Trips to Carlisle Kingmoor, London Depots, Doncaster Shed and Works, Derby Works and Crewe Works were advertised. On the loco front, the first of the Romanian batch of Class 56s arrived at Tinsley, having been dragged from Harwich. The first of the Doncaster built batch were taking shape. On the service front, Matlock-Derby services were extended to Sinfin Central, with intermediate stations at Peartree and Sinfin North. Sinfin is adjacent to the Rolls Royce factory. It was also announced that the Orient Express, running from Paris to Istanbul, would be withdrawn from May 1977.

### **Magazine 20 - April 1978**

A number of trips were now being run in conjunction with BR excursion trains. On the bookings front, "Star Outings" were introduced, handled by Robin Skinner. Ordinary Outings continued to be dealt with by Tom Helliwell. Those booking on Star Outings received an agenda 14 days in advance of the day of travel. Trips advertised included South Wales (Newport Ebbw Jcn, Cardiff Canton and Woodham Bros, Barry), Crewe Works, London Depots (Star Outing), Doncaster Works and Shed, North Yorkshire Moors Railway (Star Outing), weekend visit to Fort William (Star Outing), Humberside by rail and sea (Hull Botanic Gardens, Immingham and Frodingham) (Star Outing), Derby Works, and Birmingham area (Bescot, Saltley and Tyseley) (Star Outing).

The Society's London Branch advertised social evenings at the Cock Tavern, Phoenix Road, Euston. In South Yorkshire there was a record attendance at a social evening, at the Masons Arms, Doncaster, to see Robin Rowland. present British Transport Films.

On the locomotive front, HST power car 43081 left BRE's Crewe Works, the 8000th locomotive built there. On the River Humber, the Lincoln Castle was permanently withdrawn from the Hull Corporation Pier - New Holland Pier service. The service in future would be operated by a single vessel, DEPV Farringford. A proposed weekend visit to Amsterdam was advertised (22-24 September). Sadly, this visit did not take place.

### **Magazine 30 - February 1980**

The Society announced a stall at the Tinsley Open Day on 15 June, an event jointly organised by BR and ASLEF to mark the centenary of ASLEF of which Tinsley is No. 1 Branch.

Future trips included Eastleigh Works (it had not been possible to secure a permit for the Shed) and Rainhill Trials. Member, Trevor Dean, wrote an article on his purchase of Jinty steam locomotive, 3F, 47279.

Proposals were announced to include in the magazine a Good Grub Guide, establishments in easy reach of stations with reasonable prices. The first entry, from Barry Marshall (surprise, surprise!) is the Espresso Bar Restaurant, High Street, Swansea.

### **Magazine 40 - June 1982**

Stalls were announced for Derby Works and Barrow Hill. The Society would also have a stall at Carlisle Upperby weekend event, but dependant on sufficient member interest.

Society social evenings continued to flourish at the Corporation Brewery Taps, Doncaster.

Sadly, the Society lost one of its longest serving members, Derek Needham from Conisbrough, who recently passed away.

On the rolling stock front, the withdrawal of the BedPans, the Class 127 DMU's on the St Pancras - Bedford service was delayed owing to union blacking of the new Class 317 EMU's due to the proposal for driver-only working. The DPS announced purchase of 55009 and 55019, bound for NYMR from Doncaster Works. The Pennine United quiz team lost against "The Station", with a team of Tony Booth (captain), Mike Tyas, David Bladen, Robin Skinner, Geoff Bambrough, Roger Butcher, Tony Needham and Tony Caddick. Good luck to David Bladen, Sales Officer, due to fly to Ascension Islands on 10 June for a 3 month tour of duty with the RAF.

The South Yorkshire Railway Photographic Society (organised by Jack Davis) celebrated 10 years of meetings at the Grapes Hotel, Sheffield.

There was a report on sightings from the Society's visit to South Wales depots at Newport Ebbw Jen, Radyr, Margam, Swansea East Dock and Landore.

### **Magazine 50 - December 1984**

This issue celebrated the 10th Anniversary of the Pennine Railway Society. The highlight of this edition was an article by Paul Sutton "Sutton's Wessex Week", an account of his experiences during a family holiday on a caravan site between Poole and Wareham. Pete Barsby also provided an update on the condition of locomotives on the NYMR.

Robin Skinner was interviewed on BBC Radio Sheffield about his work at Sheffield Station and let slip his nickname of "Duracell", the one with the copper top (or the one who goes on, and on, and on).

Trips announced included 2 to Doncaster Works (ref PR4 - 85/1 and PR4 - 85/3), Derby Works (PR4 - 85/2), Crewe Works (PR4 - 85/4) and London Depots by a vehicle supplied by Vintage Bus Co (PR4 - 85/5).

Bookings on trips were simplified in terms of Ordinary Outings by use of a Provisional Booking Form PR(A) to be completed and sent by members on booking. A PR(B) will be sent to members in return as confirmation of booking. For Star Outings, again a PR(A) should be sent by members wishing to make a booking, but they would receive a Form PR(C) in return, which would be accompanied by full details of the visit.

The Society also asked members to complete an Activity Questionnaire, to enable the needs of members to be catered for more fully. There were, no doubt, some interesting responses.

### **Magazine 60 - June 1987**

This edition opened with Editor's Notes "welcoming~' the introduction of Sprinters to Trans Pennine services.

The highlight of the issue was a superb article by Zdenek on "Three To The Sea", a report on the visit by members to Brighton from Sheffield on board the Class 20 excursion, triple headed by green liveried 20064 and 20030 and Railfreight liveried 20118. Owing to a late ruling by BR the train was prevented from going "Old Road" to Chesterfield, unbeknown to member Pete Wesley who waited in vain, in the snow and rain, at Beighton, to photo the train.

Visits to London Depots by tube and rail (Capitalcard available), Crewe Works Open Day, Tyseley Open Day and Didcot Diesel Gala were advertised by Fixtures Secretary, David Whitlam.

### **Magazine 70 - December 1989**

This edition announces the January 1990 AGM, preceded by the popular visit to Doncaster Works. There are comments that Magazine Editor, Glyn Gossan, is suppressing information about Class 50s (although we smuggle in gen that 50040 had been withdrawn, only the next day to be re-instated to a stored unserviceable status).

The use of Class 56s and 20s on scheduled services over the Settle and Carlisle during Saturdays in November was a success and will be repeated again in February. However, despite load 12 there had been overcrowding, with one train leaving Carlisle behind the 20s with over 900 on board.

Member Tony Needham is a key member of the Mexborough Concertina Band Club quiz team which has reached the semi-final of a regional competition broadcast on BBC local radio.

Another visit to London Depots is advertised (ref PR4-90/2).

### **Magazine 80 - June 1992**

Plenty in this edition.

Jim and Pat Dolan retire from the Corporation Brewery Taps, Doncaster, venue of our social evenings. Class 153s are launched in Lincolnshire and a picture is shown on a demonstration trip of Lincoln Station Manager, Robin Skinner, with North Kesteven District Councillor, Margorie Proctor from North Hykeham and Councillor Jean Johnson of Lincolnshire County Council. A menage a trois made in heaven.

The Pennine Shield was found in the Conductors Locker of preserved bus Doncaster 33 (433 MDT), a Leyland Tiger Cub based at Sandtoft Transport Centre, having been missing for several months. Member Barry Marshall, a specialist in scrap dealing, was a key suspect.

We had a picture of member Andrew Watts getting married to Helen, both fully fitted for the event.

Doncaster became the first open and closed station - closed (barrier fitted) for those leaving the station (courtesy Regional Railways) and open for those entering the station (courtesy InterCity).

Pennine member and ex-Committee Linda Bladen was to visit Royal Ascot in style aboard a special from Doncaster using the Manchester Pullman stock.

Another excellent article from Zdenek, this time announcing the final demise of the Derby Heavyweight Class 114 DMU's with the withdrawal of power car 53019. Also superb articles from Paul Slater, one on Exmouth Jcn Shed and one on a steam ride to Basingstoke. Paul has written so many wonderful articles for the magazine over the years.

An evening tour of the KWVR was advertised, using a specially hired train for the Society (ref PR4 - 92/1) with travel to Haworth by preserved bus supplied by FAST (Felix & Sheffield Transport) Tours.

And - congratulations to Robin Skinner who was promoted to Retail Passenger Manager with BR.

### **Magazine 90 - December 1994**

The prestigious Pennine Slide Competition is won by Chris Theaker, judged by Robin Havenhand.

A strange turn of events in the Pennine Shield. Our lads frightened off the opposition at the Brewery Taps, so much so that neither the Dore Loco Group nor the SY Railway Photographic Circle turned up. Both teams apologised and the round was re-staged.

Views were sought from members regarding future arrangements for social evenings after a forced move to Wednesday nights had resulted in a fall in attendances.

An exciting article featured a list of parcel trains due through Doncaster, supplied by Andy Barclay.

Trips advertised in Doncaster local papers included a Eurotunnel day trip with coach to Ashford, return journey on Le Shuttle and a visit to a hypermarket in Calais. Fixtures Secretary, David Whitlam, offered to make a block booking for Pennine members.

Seven pages were devoted to an article from Peter Hall (Biggs) on Western and Scottish Region Class 37 passenger workings through Dore. Tony Caddick also gave us an article on SY Supertram developments.

### **Magazine 100 - June 1997**

This magazine gets the Geoffrey Boycott Award, reaching 100 not out. Our special cover photo sees electric 76054 passing Huddersfield Jcn. on the Woodhead line at Penistone with 8M22 Tinsley - Dewsnap freight. On a cricketing theme, 43043 was named "Leicestershire County Cricket Club" marking the club's success in winning the County Championship. Fixtures Secretary David Whitlam suggests that Derbyshire County Cricket Club's next County Championship success will be marked by the naming of the first manned spaceship to Mars.

An excellent article from Johnny Foreigner "Riding the Eurostar" is printed. Steve Payne sends us details of sightings at Nottingham Victoria in 1964. Paul Slater sets the magazine quiz.

Rail Ale features appear through David Bladen's "Anglian Interlude" and Ian Shenton recommending station pubs, including the Head of Steam at Huddersfield, Dirty Dick's at Liverpool Street, the Prince Arthur at Euston and the Head of Steam 11, also at Euston.

Steve Payne advertises a brake-van trip around BSC's Scunthorpe Works.

### **Magazine 110 - December 1999**

This edition marks the Silver Jubilee of the Society and features a special cover showing the GNER's advertisement of the Silver Jubilee, Britain's first streamline train, running between Kings Cross and Newcastle in 4 hours at an average speed throughout of 67.08mph.

The Silver Jubilee of the Society had been marked by a celebration on-train lunch at the Midland Railway Centre, Butterley, attended by 50 members, family and friends, a Society display at Doncaster Central Library and production of 25th Anniversary mugs.

More Rail Ale with an article from David Bladen on Dublin and the DART.

### **Magazine 120 - June 2002**

Chris Tyas arranges a visit to the Severn Valley Railway and a guided tour of Bridgnorth depot, the same CT described in local publicity as CAMRA's Brewery Liaison Officer for local brewery Concertina and who

appeared at Doncaster Beerex 2002 alongside BBC Weatherman Paul Hudson, advertising a special beer "Paul Hudson's Nithering Northerlies".

And talking of Donny Drinkers, Pennine member and girl about town, Alison Wilson (nee Gravell) was reported as monitoring at first hand developments in Doncaster's local real ale scene for CAMRA's Donny Drinker (apart from those pubs she had been barred from).

A special article from Tony Caddick titled "TC's Date with a Green Goddess", relating to the celebrating of his 50th birthday with an Ultimate Driving Experience" at Crich Tramway Village (the Green Goddess being Liverpool Streamliner 869 of 1936).

### **Magazine 130 - December 2004**

This edition also marks the Society's 30th Anniversary Year and we now have colour photos on the covers of magazines.

We now also get regular bus reports from Gerry Collins of Lincoln. In this issue he tells us of Black Friday in London when 100 Routernasters were culled, taken off routes 9, 73 and 390.

The magazine also shows a recently discovered photograph of Robin Skinner which appeared in the World's Press. It had been taken in April 1989, as Lincoln Station Manager, with Area Manager Richard Parkins and Bishop Robert Hardy, the Bishop having been given an exciting tour around the computerised and updated travel centre at Lincoln.

A further picture in this issue showed Magazine Coordinator David Whitlam. in front of 67014 having enjoyed a day out and two great meals on the Northern Belle to Edinburgh on 25 August.

### **Magazine 140 - June 2007**

A superb cover photo showing Robert Hay's winning slide in the Members' Slide Competition of 37197 (+ 37261 dead on rear) at Loch Eil on the Royal Scotsman (11196 08.05 Spean Bridge - Taynult) on 31 July 2005.

Trips to Barrow Hill and the Appleby Frodingham Railway Preservation Society's site at Corus, Scunthorpe, were advertised.

An excellent article from Paul Slater entitled "Off the Beaten Track in Flanders" appeared. And in a sign of the times we give a list of railway websites - a long way removed from when we issued Magazine No. 1 in 1974.

### **Magazine 150 - December 2009**

Well - here we are. We congratulate ourselves. We hope you have enjoyed reading our magazines over the years, maybe learned some things, and maybe laughed at some things. Thank you for staying with us.

### **Riding the Eurostar by John Foreigner**

#### **Au Revoir**

Saturday 5 April 1997 I visit Aintree for the first time in my life, courtesy of a free ticket won in a competition by Geoff Bambrough, to watch the Grand National. To my horror - the announcement "Operation Aintree All Areas", a complete evacuation of the course due to terrorist bomb threats, and the meeting was postponed. Luckily I travelled by rail and was able to leave the area, unlike thousands of motorists and coach passengers who were unable to join their vehicles and were forced to stay overnight in the area. Thanks, Geoff.!!

As I have a very small ownership in a runner in the National, (Evangelica, trained by Martin Pipe), I return to watch the race on the Monday. The bomb warnings this time were ignored with the agreement of the Police and the then Home Secretary and the race went ahead. Evangelica negotiated the course successfully and came 17th, last of the finishers, but she got round and was the youngest horse in the race.

I am worried, however, as I have booked a trip to Paris. At the time, IRA bomb threats were almost daily,



often causing chaos to road and rail links. Would I be affected?

Tuesday 15 April, at 04.45 my taxi arrives to take me to Sheffield Station where I board the 05.24 service to Doncaster (Class 156 52486/57486). Arrival at Doncaster is on time. Relief to find no disruption on ECML services.

Taking advantage of the £30 Euro Apex return ticket to London International I board the 06.22 service to Kings Cross, hauled by un-named 91022, with new livery GNER stock. We leave Doncaster, passing 47725 "The Railway Mission" on standby duties - memories of the A3 Pacific's languishing here. Arrival at Kings Cross is spot on at 08.10. I quickly take the Piccadilly Line to Leicester Square, changing to the Northern Line to Waterloo, arriving at 08.35. Luckily I had pre-booked the Eurostar ticket since the computers were down, simply reading "no bookings can be processed".

The Eurostar terminal at Waterloo is indeed impressive. I board the 09.53 non-stop service to Paris Nord, hauled by 3011 and 3012. Ashford International is passed at 10.53 and the Channel Tunnel is entered at 11.05. Due to repairs in the Tunnel owing to the fire damage passengers are warned the train may come to a stand (there is wrong-line working in a section of the tunnel for trains from the Continent to England). Luckily we go through without delay, although speed in the Tunnel is restricted to 60mph for the duration of the work. We exit the Tunnel at 11.40. I am disappointed that you never see the English Channel.

It's thirsty work - the Club Car beckons and chilled Carlsberg. Just like the old days, stood up, enjoying the view. French Railways would fit the Car with bar stools, but these are banned in England due to Health & Safety reasons. In fact some of our track is so rough, passengers might fall off - not so in France. It is not long before we are told that we are travelling at 186.4niph, our maximum CRUISING speed; (yes, they can go faster). Lille flashes by at 12.08 (GMT) and we arrive at Paris Nord at 13. 10 (GMT), on time and not one signal check from leaving Waterloo.

I recommend Hotel Terminus Nord, straight across from the station. Public transport in Paris is efficient and cheap; a single journey anywhere on the Metro costing 8 francs, less than £1. I visit the sights, Eiffel Tower, Notre Dame, Champs Elysses, a boat trip on the Seine, and, of course, numerous bars. The bier is not cheap, but it's enjoyable. What I can't cope with is having to be served at a table and not being able to pay until you leave. Don't they get a lot of runner's?

I stay two nights, returning on Thursday 17 April. The return Eurostar is equally impressive, departing 12.13 local time, passing Lille at 13.11, Calais Frethin 13.35, Ashford 14.21 (French time) and arriving Waterloo 15.19, 6 minutes late due to wrong line working in the Tunnel and running on yellows at Catford., approaching London. But no stops.

After passing Customs Control the Balcony Bar at Waterloo signals my return to these shores, before tubing it to Kings Cross for the 17.35 Yorkshire Pullman, hauled by new livened 91001. I was allowed on board despite not owning a seemingly compulsory eeevil mobile phone.

The first stop light is encountered; not outside Doncaster as you might expect, but just north of Potters Bar. We run on yellows to Stevenage following a local. Arrival at Doncaster is 19.20, some 10 minutes late. A trip I enjoyed and can recommend. Travel and accommodation were organised superbly by Great Rail Journeys of York. It was so good that I am going back in July, by Eurostar of course.

NB - Friday 18 April saw trains on the ECML again disrupted by bomb threats.

Bonjour

**This article first appeared in Issue 100 of Trans Pennine.**