

# **TRANS PENNINE**

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



**No.152 - Summer 2010**

## **Photos**

### **Front Cover**

The photo, taken by Glynn Gossan, was the winner of the Andy Dalby Memorial Slide Competition held on 3rd March 2010. It shows Prairie 5526 approaching Pooleys Bridge on a Buckfastleigh - Totnes service in March 2009.

### **Rear Pages**

These photos were second and third in the Andy Dalby Memorial Slide Competition. Second, taken by Glynn Gossan, shows Prairie 5526 approaching Staverton on a Totnes - Buckfastleigh service in March 2009 and third, taken by Tony Caddick shows Blackpool Standard Tram 147 near The Foxhall, Hotel on Sunday 8th November 2009, the last day of operation of the Blackpool Tramway in 2009.

## **Committee Briefs**

### **Newton Heath**

There is much publicity at the moment surrounding ownership of Manchester Utd FC and reference to Newton Heath, the name of the club formed in 1878 from which the modern United was to grow. The full and proper title of this club was 'Newton Heath Lancashire and Yorkshire Railways Football Club'.

### **IEP on Hold**

The Intercity Express programme, the project to replace HST's, is on hold until after the General Election. This places a question mark over how much longer the current fleet will now be expected to continue.

### **SVR Success**

The Severn Valley Railway carried 248,798 passengers in 2009, the second highest in its history. The 16-mile line celebrates its 40th anniversary this year.

It has also secured a deal to build a locomotive boiler from scratch for the first time for Dolgoch on the Tallylyn Railway. The boiler shop at Bridgnorth opened in 1990 mainly to repair locos on its line but does carry out work for other railways.

The line between Kidderminster and Bridgnorth fully reopened in Easter 2008 after flood damage in 2007 when the track was washed away in 45 places.

### **"HS2" Announced**

The government is recommending a new high speed route out of London. It is proposed that the line will run from Euston to Birmingham (Curzon Street) with interchange stations with Crossrail west of Paddington and near Birmingham airport.

The preferred route will run out through north-west London, skirting to the south-west of Aylesbury, then to the west of Buckingham and the east of Brackley and Banbury before passing between Leamington Spa and Coventry and running into the eastern side of Birmingham.

A future extension is being considered to Liverpool Manchester and to Sheffield/ Leeds. Work on the initial line to Birmingham will not start until at least 2017.

### **Birmingham Gateway**

Birmingham New Street station will be replaced with a new, Birmingham Gateway station, to be opened in 2015. The concourse will be 3 times the size of the present one but the station's confined space means that the area occupied by the platforms below cannot be enlarged significantly.

## **Hope for Waverley Route**

Prospects are good for the rebuilding of the Borders Railway to restore passenger trains on the northern part of the Waverley Route between Edinburgh, Galashiels and Tweedbank. The whole route between Edinburgh and Carlisle via Galashiels and Hawick closed in 1969. Completion of the Borders Railway is set for 2014.

## **Light Railway News**

Initial funding approval has been granted for Midland Metro to extend its Wolverhampton - Birmingham Snow Hill line through Birmingham city centre to Birmingham New St.

Trolleybuses will return to the streets of Britain for the first time since 1972, in Leeds. This system, expected to open in 2016 ends the dream of trams in the city.

The Edinburgh tram scheme is beleaguered, with disputes between the development company and its contractor and rising costs. Although the first trams will arrive shortly, services are unlikely to start until early 2014, nearly 4 years later than the original launch date.

Further extensions to Manchester Metrolink are likely, from Droylsden to Ashton-under Lyne and from Chorlton to East Didsbury.

Work on four other extensions is already under way, to serve Media City UK at Salford Quays, Chorlton, Droylsden and the former heavy rail line through Oldham Mumps to Rochdale.

## **Welsh News**

Incidentally, should you wonder why you have never seen our Welsh correspondent, Rhys Jones, in Hereford on a Sunday, this may well be because according to ancient statute it is legal to shoot the Welsh all day provided it takes place with longbows. A similar ancient statute says it is legal to murder a Scotsman within the ancient city walls of York but only by bow and arrow and it is not on a Sunday!

## **Dore and Tetley Station Improvements**

A second platform, and footbridge is to be built at Dore and Totley Station to meet passenger and freight demand on the Hope Valley line. Extra track will be laid at Dore Station Junction and up to Dore West Junction and passing loops will be introduced at Grindleford and Hope. Work is likely to start in 2014. SYPTC has also bought out Godley Gardens, the garden centre adjacent to the station and this will be converted into a 100-space car park. Unfortunately these improvements will not allow for trains to / from Chesterfield to call at the station.

## **Three-Car Trains on DLR**

Docklands Light Railway is seeing its first 3-car trains, with a view to the need for extra capacity during the 2012 Olympic Games. The longer trains will run initially between Bank, Greenwich and Lewisham, but extended to other sections next year.

## **Andy Dalby Memorial Slide Competition**

The Andy Dalby Memorial Slide Competition was held on 3rd March 2010 with a total of 30 slides entered. The result was as follows:

- 1st Glynn Gossan - Prairie 5526 approaches Pooleys Bridge on a Buckfastleigh - Totnes service in March 2009 (see front cover)
- 2nd Glynn Gossan -Prairie 5526 approaches Staverton on a Totnes - Buckfastleigh service in March 2009 (see last pages)
- 3<sup>rd</sup> Tony Caddick Blackpool Standard Tram 147 near The Foxhall Hotel on Sunday 8th November 2009, the last day of operation of the Blackpool Tramway in 2009 (see last pages)

Congratulations to the winners, and thanks to Nick Dalby who presented the prizes.

## Sheffield Railwayana Auctions

At the Sheffield Railwayana Auction held at the Derbyshire County Cricket Club's Gateway Centre on 13 March 2010 the following locomotive nameplates and worksplate all sold for £6,000 or more:

- \* LOCOMOTIVE NAMEPLATE: "STURDEE" as carried by Stanier "Jubilee" Class 4-6-0 built Crewe 1935 numbered LMS No. 5647 and renumbered 45647 by BR in August 1949. The loco was named "STURDEE" in April 1936 without ceremony - £8,400
- \* LOCOMOTIVE NAMEPLATE: "YES TOR" as carried by the SR "West Country" class 4-6-2 Pacific loco built at Brighton and entered service in March 1946 numbered 21C126. It became 34026 under British Railways and was rebuilt in February 1958 - £14,000
- \* LOCOMOTIVE NAMEPLATE: "CICERO" as carried by LNER A3 class 4-6-2 Pacific loco built Doncaster No. 1742 in 1930. Originally LNER 2797 and then 101 becoming BR 60101 - £10,800
- \* LOCOMOTIVE NAMEPLATE: "SAINT BERNARD" from the Churchward "Saint" Class 4-6-0 built Swindon in August 1907 and numbered 2917. It was an early casualty of the class and was withdrawn from Cardiff Canton shed in October 1934 - £11,000
- \* LOCOMOTIVE NAMEPLATE: "MILES MACINNES". In keeping with standard LNWR practice, the legend "L&NWR. - Crewe Works" and the build date "Octr.1910" are also shown. The plate was carried by the LNWR "Queen Mary" Class 4-4-0 No. 4988 (later 2507) built at Crewe in October 1910 and converted to a "George the Fifth" class in January 1914. Became LMS 5335 and withdrawn from service in November 1935 - £9,200
- \* LOCOMOTIVE NAMEPLATE: "BODINNICK HALL" as carried by Collett "Hall" Class 4-6-0 No 5978 built at Swindon in September 1938. First shed allocation was Old Oak Common. In August 1950 it was transferred to Weymouth and in March 1959 went to Swindon. Its last shed allocation was Bristol St. Philips Marsh from where it was withdrawn in October 1963. Complete with the matching brass CABSIDE NUMBERPLATE 5978 - £7,000
- \* LOCOMOTIVE NAMEPLATE: "STEINBOK" as carried by the Thompson B1 class 4-6-0 built at Darlington in 1947 as LNER No. 1032 and then BR 61032. Named after a small antelope native to Southern and Eastern Africa, having a brownish coat and short pointed horns in the male, and living chiefly in dry grasslands. Withdrawn from Hull Dairycoates in November 1966 and scrapped at Drapers, Hull, in February 1967 - £6,500
- \* LOCOMOTIVE NAMEPLATE: "HIND FORD GRANGE" from the GWR 4-6-0 "Grange" class loco built at Swindon in April 1939 and numbered 6875. It was at first allocated to Pontypool but by August 1950 it was based at Taunton and by March 1959 it had moved to Penzance before going to St Blazey. Its last shed allocation was Bristol, St. Philip's Marsh, from where it was withdrawn in March 1964 being scrapped the following July at Bird's at Bridgend - £8,500
- \* LOCOMOTIVE NAMEPLATE: "BENGAL" as carried by the LMS "Jubilee" class 4-6-0 loco built by the North British Loco Co. works No. 24135 in 1934 and numbered 5577. Named on 30th March 1937. Renumbered 45577 by BR in April 1948. First shedded at Crewe North and then Carlisle Upperby, Carlisle Kingmoor, Bristol and finally Shrewsbury. Withdrawn in September 1964 and scrapped by Birds at Morriston - £9,000
- \* LNER FULLY ENGRAVED WORKSPLATE: "LONDON NORTH EASTERN RAILWAY Co No. 1791 DONCASTER 1934" as carried by Gresley A3 4-6-2 Pacific No. 2501 named "COLOMBO" ex works in July 1934. It was renumbered LNER 36 and finally BR 60036. During its career it was shedded variously at Gateshead, York, Heaton, King s Cross, Neville Hill, Copley Hill, Ardsley and Darlington. Withdrawn from Darlington in November 1964 and cut up the following January by Draper's at Hull. The race horse "Colombo was owned by Lord Glanely and was the winner of the 1934 2000 Guineas. - £6,000

## Blackpool Tramway News

2010 looks like being a year of massive change on the Blackpool Tramway. The new Flexity 2 supertrams are due to start running at Easter 2012 so the next 2 years will be a swansong for most of the old traditional fleet. Because the new system will utilise a transponder to operate traffic signals etc., as on Metrolink and Sheffield Supertram, this equipment will need fitting to all trams due to operate past the first such signals at

Little Bispham. Also the transponder equipment can only be fitted to cars that have been rebuilt and fitted with an Inverter to operate Halogen Headlights etc.

The cars fitted with Inverters are Boat 600 (being fitted during current overhaul), Brush Railcoaches 626, 630, 631, Centenary Cars 641 - 648, Twin-Cars 671/672, 673/683, 674/684, 675/685 (only sets 2 and 5 expected to run this year), Balloon Double Deckers 700, 707, 709, 711, 713, 717, 718, 719, 720, 723, 724, Jubilee Double Deckers 761, 762, Standard Car 147 and Illuminated Trams 733/734, 736, 737.

Apart from the above list the only other cars expected to run this year (Pleasure Beach/Bispham section only) are Bolton 66, Boat Cars 602, 604, Brush Car 632, Balloon 715. Effectively this has made much of the "heritage" fleet redundant and all such cars are technically up for sale to anyone with a large back garden? The following trams have already been sold: Boat car 605 to the Lancastrian Transport Trust (LTT) Boat car 607 to the National Tramway Museum (NTM) at Crich, Railcoach 623 to Heaton Park, Manchester Railcoach 632 to the LTT, Railcoach 634 to the Rushden Transport Museum, Balloon 702 to Heaton Park, Balloon 703 to the LTT (Just repainted by BTS in Sunderland livery - to be loaned to Beamish Museum as a replica of a Sunderland tram and renumbered as 101. Balloon 712 to NTM (At Crich now displayed in the Exhibition Hall repainted by BTS in 1930s livery with its original no. of 249) Balloon 715 to LTT.

Of these 623, 632, 634, 702 and 712 have already left for their new homes. Of the rest it is believed all have found new homes but all is subject to the rumour mill and confirmation. Anyone wanting to savour the old fleet is strongly advised that as 2010 is the 125th anniversary of the tramway, to attend the events planned for this September which will include a depot open day at Rigby Road and a procession on anniversary day itself - Wednesday 29th. All details are on the website [www.blackpooltramevents.co.uk](http://www.blackpooltramevents.co.uk)

## **High Speed to Ebbsfleet by Paul Slater**

From the pavement outside Kings Cross, St. Pancras looked the same as always, but as soon as I had crossed the road and gone up the steps to the entrance, I began to see the changes. The metalwork of the great arched roof had been painted light blue, Eurostars stood at the platforms instead of Midland Mainline HST's and there was a huge sculpture of a man and woman embracing.

It was the last day of September 2009, and I had come up to London to see St. Pancras in its new guise and have a ride on the high speed "preview" service to Ebbsfleet. A whole new extension has been built on to St. Pancras at its northern end, wider than the old part of the station, the western part of this extension is used by East Midlands Trains, the central part is a continuation of the Eurostar terminal and the eastern part is for the new high speed services to Kent. On the lower floor of St. Pancras there are many shops and restaurants, and the ticket offices are also located there; I bought a return to Ebbsfleet and then followed the directions for South Eastern services. I photographed 395025, my first sight of the new 140 mph units which will operate the 'Javelin!' service.

The South Eastern platforms at St Pancras extend well beyond the overall roof of the new part of the station, and afford a good view of all trains entering or leaving the terminus. Soon another of the new units, 395006, arrived; this would form the 15.07 to Ebbsfleet, and would give me my first ride on the Channel Tunnel Rail Link or High Speed 1. The train was almost empty, the only other passengers I saw, appearing to be railway enthusiasts like myself.

The curving exit from St. Pancras was taken slowly. I saw several junctions, a canal basin with narrow boats, a large building site, and then trains waiting to enter Kings Cross. My train ran into a tunnel, and rapidly increased speed.

After a few minutes we passed Stratford International - bare platforms in a sheer-sided concrete canyon - then plunged into another tunnel. This was a long one, under east London, and when we emerged we were travelling very fast. Parts of High Speed 1 are screened, presumably to reduce the noise from trains, but there were stretches where I could enjoy views of a part of the country unfamiliar to me. On my left the Fenchurch Street - Tilbury line ran parallel to High Speed 1, and on my right were Rainham Marshes nature reserve, various industrial sites, and the river, with, two big ships moored. In the distance were built-up areas and low hills. I saw container depots, the A13 main road, the M25 motorway crossing the Thames on a high bridge, and then my train was descending into a tunnel under the river. Beyond the tunnel, the train slowed down, the Ebbsfleet stop was announced, and then we had arrived.

Ebbsfleet: station has four platforms, the outer two being used by Eurostars and the centre island being for the Kent services; there are also lines at each side for trams passing through without stopping.

395006 departed as the 15.35 to St. Pancras, a Eurostar bound for Paris called at the outer platform, and another one, heading for London, hurtled past on the through line. In the distance I could see trains on the Charing Cross Gravesend line, and there is a connection to this line from High Speed 1 just to the west of Ebbsfleet station. I went up on the escalator to the concourse above the platforms. There was a buffet, which I patronised, as well as a shop; I looked at a mock-up of a South Eastern High Speed unit and a display of archaeological finds from the construction of High Speed 1.

I went for a short walk down a nearby road which gave me a different view of the station. 395010 stood at the island platform, and a Eurostar outward bound from London sped past. In the distance were the outskirts of Gravesend and some tall factory chimneys.

I intended to catch the 18.30 from Kings Cross, and I wanted to allow myself time for a photographic session on the end of the platform at St. Pancras, so I got on the 16.35 from Ebbsfleet, this was 395015, with 395010 coupled behind, and I had it almost to myself. I enjoyed the very fast run back to St. Pancras; during the dash between the tunnel under the Thames and the one under east London I looked out at the marshes and the river and railway yards and sidings, where I glimpsed a 66 and two 47s. I filmed and photographed Eurostars, East Midlands HSTs and Meridians and South Eastern High Speed units entering and leaving the terminus; I noticed that there were more passengers for the Kent trains now that the evening rush hour was beginning. I went down the escalator to the lower floor to have a meal and buy a souvenir of my trip to London, and then it was time to have a last look at St. Pancras and go over the road to Kings Cross.

## **Tosca's Travels (Beer and Bashing Abroad)**

### **Part 12**

In March 1994 I flew with the then girlfriend to visit my parents in Torrevieja, Spain. Although not a bashing trip we did have one trip out.

#### **Tuesday 8th March 1994**

Coach Torrevieja - Cartagena

RENFE 352001 Cartagena - Murcia del Carmen

RENFE DMU 593012 Murcia del Carmen - Alicante Termina

Coach Alicante - Torrevieja

We had a look round both Cartagena and Murcia. Cartagena was like Grimsby with sun. A dirty old docks and little else. Murcia however was quite nice and had a pleasant old town centre.

In June 1994 we went for a fortnight's holiday to St Constantine in Bulgaria. Again this wasn't a bashing trip but I had one morning out and did the following move.

#### **Tuesday 14th June 1994**

BDZ 42046 Varna - Gira Beloslav

BDZ 44058 Gira Beloslav - Povelianovo

BDZ 07074 Povelianovo - Gira Beloslav

BDZ 44139 Gira Beloslav - Varna

The 42 and 44s were electric locos built by Roda, very similar to the Czech class 242 locos. The 07 however was the beast as these are the same as the Gerinan 232 diesels. This is the only time so far that I have been to Bulgaria. At some time in the future I plan to go back, the only thing that puts me off is that they use the Cyrillic alphabet on station signs and in timetables. This means Varna reads as BAPHA and Burgas reads as byprac. So it's not easy but at least the loco numbers read the same.

## **Tosca's Travels (Beer and Bashing Abroad)**

### **Part 13**

The 1994/5 football season brought me up the opportunity to do one of the things I had always wanted to do

- watch the Blades in a competitive match abroad. Admittedly it was only the Anglo/Italian Cup and for those Wednesday fans that went to Kaiserslautern or Luxembourg in the UEFA Cup, I take my hat off to you. But so far United have only played 2 competitive, i.e. not friendly, games abroad. The first was against Piacenza and due to work I couldn't get to it. However the 2nd was at Cesena and it was bang in the middle of my leave. I persuaded the girlfriend that it would be a worthwhile trip so off we went.

### **Sunday 13th November 1994**

43104 & 43105 Doncaster - Kings Cross

EMU 1570 Victoria - Ramsgate via Ashford

Ferry Prinz Albert Ramsgate - Oostende

Arrived at Oostende quite late so phoned the beer guide pub which does excellent accommodation as well as beer. It is called Botteltje (the bottle). Had an excellent bottle of Boon Pertotale Faro followed by a Timmermans Bourgogne des Flandres.

### **Monday 14th November 1994**

SNCB 2110 Oostende - Bruxelles Nord via Kortrijk and Zottegem.

Once in Bruxelles we headed to the Atomium, a giant metal atom structure that is now a museum. We spent a couple of hours there before heading back into Bruxelles.

SNCB 2107 Bruxelles Nord - Bruxelles Central

We then visited a couple of the bars in the Belgium good beer guide. First we called in TOONE, a bar that houses a puppet theatre and gives performances in the unusual language of Brusseloise, which 99% of Belgians don't understand so there is no hope for us Brits. Had a bottle of Rodenbach in the Toone then went to CIRIO and had a meal of Stew washed down with a bottle of Orval. Then it was off for the overnight.

SNCB EMU 653 Bruxelles Central - Bruxelles Nord

SNCB 2003 Bruxelles Nord - Luxembourg

SNCF 15027 Luxembourg - Basel

### **Tuesday 15th November 1994**

By the time we reached Basel it was the early hours of the morning. I was gutted when I saw the engine that dropped on as it was the only one of its type I had already had.

SBB 11609 Basel - Chiasso

FS 656463 Chiasso - Milano Centrale

Had breakfast in Milan then caught the train south.

FS 632049 Milano Centrale - Bologna Centrale

FS 632032 Bologna Centrale - Cesena

Found a hotel near to the station and checked in. Then, with both the girlfriend and me wearing Blades shirts we went off to find the ground. Once the ground was located we had a couple of hours to kill. The bar opposite the ground seemed to be busy so over we went. There were about 20 Blades already in there socializing with the locals and we had a cracking time, although the beer was only Peroni it went down well. After just short of two hours we all traipsed over to the ground and for the equivalent of a fiver got into the seats. Overall 54 Blades fans, not counting players and club officials, were there. We were rewarded with a 4-1 win and to celebrate the then chairman, Reg Brierley invited us all back to the team hotel for a few beers. We left that hotel very late and very drunk to get to our own hotel.

### **Wednesday 16th November 1994**

Having had breakfast we headed back to the station to start to head north.

FS 656183 Cesena - Forli

FS 444063 Forli - Milano Centrale

FS 656203 Milano Centrale - Dormodossola

It was on this train we had a small problem. The train we had caught through Switzerland earlier came via the Gotthard route. The train we were on heading back went via the Lotschberg route and unfortunately I hadn't thought to order my free passes for the BLS. We were therefore instructed to change at Brig and travel the long way to Basel.

SBB 460009 Dormodossola - Brig

SBB 11348 Brig - Delemont

SBB 11267 Delemont - Basel  
SB 26139 Basel - Strasbourg  
SB 15033 Strasbourg - Mulhouse

#### **Thursday 17th November 1994**

SB 15005 Mulhouse - Luxembourg

SNCB 2009 Luxembourg - Bruxelles Nord

SNCB EMU 684 Bruxelles Nord - Mechelen

After catching the overnight through France and Luxembourg to Bruxelles we went to do the Dendermonde to Leuven from Mechelen. For some odd reason, even though this service ran entirely under the wires, it was booked a class 51 diesel loco.

SNCB 5108 Mechelen - Leuven SNCB EMU 912 Leuven - Antwerpen Central

We checked into the Hotel Florida opposite Antwerpen Central station and then did the following beer and train moves.

SNCB 6297 Antwerpen Central - Berchem

Walked down the pedestrianised main street to the CAMARGUE bar. I had a nice Westinalle Dubbel followed by a superb De Troch Kriek.

SNCB 6317 Berchem - Antwerpen Central

SNCB 6317 Antwerpen Central - Herentals

SNCB EMU 778 Herentals - Turnhout

Found the beer guide listed SPYTIGHEN DUVEL (Spiteful Devil) and had a Dutch beer, the excellent T'J Struis.

SNCB EMU 751 Turnhout - Lier

SNCB EMU 723 Lier - Antwerpen Central

SNCB 2505 Antwerpen Central - Berchem

SNCB EMU 917 Berchem - Antwerpen Central

We then had an evening round the bars in Antwerpen. We ate in the QUINTEN MATSUS, I had a Corsendonk Agnus beer. We then went to the PATERS VAETJE, where I had Deleirium Tremens, which comes in a glass with pink elephants on it. Next was the weird ELFDE GEBOD or twelfth commandment a bar that has more religious statues, paintings and artefacts than York Minster. A palm special was had here. Lastly we went to the tiny Herk where I had a Witkap Stimulo. An excellent way to finish the day.

#### **Friday 18th November 1994**

I got up early, and left the girlfriend in bed, to get some of the early commuter turns in.

SNCB 2502 Antwerpen Central - Berchem

SNCB 2506 Berchem - Antwerpen Central

SNCB EMU 664 Antwerpen Central - Berchem

SNCB 2507 Berchem - Antwerpen Central

Went back for breakfast and to wake the girlfriend up and then the plan was to do the line to De Panne followed by the touristy thing in Bruges.

SNCB 1211 Antwerpen Central - Gent St Pieters

SNCB 1205 Gent St Pieters - Gent Dampoort

SNCB 6264 Gent Dampoort - Gent St Pieters

SNCB 6207 Gent St Pieters - Veurne

So much for the plan.

The above train terminated at Veurne due to Electrification work taking place. It meant a bus to De Panne for the Tram to Oostende. Also the beer guide pub in De Panne turned out to be a pile of rubble as it had been demolished.

SNCB 2701 Oostende - Bruges

Spent the evening in Bruges having a look around this wonderful town. Visited the Straffe Hendrik Brouwerij and sampled their beer before going to the HOEFIJERTE and having a roast rabbit in pear sauce washed down with a Rodenbach Grand Cru.

SNCB 1601 Bruges - Gent St Pieters

SNCB EMU 801 Gent St Pieters - Antwerpen Central.



## **Saturday 19th November 1994**

Still can't believe I did so little this day, just made our way back.

SNCB EMU 837 Antwerpen Central - Oostende

Jetfoil Oostende - Ramsgate

EMU 1556 Ramsgate - Victoria via Gillingham

86235 Liverpool St - Norwich

Stayed at the girlfriend's parents as the next day was her mum's birthday.

So overall a nice trip doing some tourist things as well as bashing. Although a lot of that was down to the girlfriend. Watching the Blades win in a foreign country was special. The beer moves were also becoming a big part of these trips and have remained so over the years. And that was it for 1994, but 1995 brought in a big change as the Channel Tunnel was open and with it came Eurostar services.

## **Pennine Observer**

### **Notes**

### **Eastern Region**

Recent sightings at Doncaster have been:

Feb 25

67003 Thunderbird

66081 Engineers

66402, 66609, 66545, 66519, 66599, 66726,

66612, 66142 Coal

66146, 66199, 66715, Intermodal

66577, 66536, 66591 Freightliners

66126, 66601 Light engines

66078 Stone

Mar 4

67027 Thunderbird

66086, 66706, 66034 Intermodal

66137, 66711, 66703, 66510, 66512 Coal

66198, 66011, 66601 Light engines

66956, 66536 Freightliners

66716 Gypsum

66199 Tanks

66186 Stone

66606 Limestone

66230 Auto ballasters

Mar 11

67002 Thunderbird

67014 Wrexham. & Shropshire stock

66034, 66090, 66726 Intermodal

66532, 66563 Freightliners

66086 Rails Apr22

66561, 66525, 66601, 66523 Light engines

66713 Gypsum

66088, 66722, 66523, 66046, 66506, 66518,

66157, 66704, 66156, 66548 Coal

66168 Cartics

66024 Stone

66615 Limestone

66175 on Sand

Mar 18

67002 Thunderbird  
66157, 66131, 60074, 66519, 66118, 66607 Light engines  
66723 Gypsum  
60046, 66548, 66556, 66514, 66721, Coal  
66037, 66090, 66707, 66030 Intermodal  
66572, 66532 Freightliners  
66230 Stone  
66019 Engineers  
66604 Limestone

April 1

67026 Thunderbird  
66079, 66200, 66727 Intermodal  
66607, 66163, 66595, 66953 Coal  
66705, 66086 Gypsum  
66530, 66565 Freightliners  
66108, 66601 Light engines  
66622 Limestone  
66170 Sand

Apr 8

66111, 66168, 66620 Light engines  
66185, 66129, 66709 Intermodal  
66086, 66088, 66525, 66555, 66051 Coal  
66715 Gypsum  
66503, 66563 Freightliners  
66020 Auto Ballasters  
66100 Sand  
66177 Stone  
67026 Thunderbird  
66134 Cartics

Apr 15

67021 Thunderbird  
60011, 66250, 66119, 66200 Light engines  
66116 Rails  
66039, 66025, 66711 Intermodal  
66184, 66044, 66550, 66528, 66712, 66184, 66508, 66713 Coal  
66709, 66100 Gypsum  
66558, 66570 Freightliners  
37510/67667 Double headed on scrap  
66130 Sand  
66622 Limestone  
66189 Stone

Apr 21

66238, 66084, 66020, 66726 Intermodal.  
67019 Thunderbird  
66611 Limestone  
66721, 66179 Gypsum  
66716, 66556 Coal  
66570, 66572 Freightliners  
66141 Flats

Apr 22

67019 Thunderbird  
66172, 66009, 66726 Intermodal  
66116, 66238 Rails  
66721, 66178 Gypsum  
66405 Light engine  
66184, 66181, 66716, 66617, 66522 Coal  
37608, 37610 Track measurement train  
66954, 66531 Freightliners  
66200 Sand  
66142 Stone  
60011 side tipplers  
67027 dragging East Coast Express

Apr 24

66169, 66430, 66726, 67021 Light engines May 13  
66009, 66238 Intermodal  
66044 Coal  
67005 Northern Belle  
66014, 66118, 60011 Engineers  
67026 dragging empty stock  
66623 Binliner  
66569, 66953, 66564, 66538 Freightliners  
43013, 43062 Track measurement train

Apr 29

67026 Thunderbird  
66015 Rails  
47727 Stabled  
66143, 66165, 66715 Intermodal  
66546, 66713, 66522, 66197, 66068, 66952 Coal  
66726, 66708, 66238 Gypsum  
66565, 66566 Freightliners  
66189 Stone  
66147 Sand  
66046 Tippers

May 1

66046, 66074, 66111, 66143, 66157, 66425,  
66431 Intermodal  
66529, 66082, 66041 Coal  
66715, 66719, 66165, 66044 Light engines  
66031, 66143 Engineers  
66199 Self discharge train  
66541, 66532, 66564 Freightliners  
66221 Steel  
66207, 66136, 66014, 66061, 66116 convoy from Immingham

May 6

67026 Thunderbird  
66085, 66185, 66715 Intermodal  
66020 Rails  
66706, 66526, 66096, 66201, 66596, 66514 Coal  
66612, 66714 Light engines

66068 Gypsum  
66006 Stone  
66173 Sand  
66731 dragging EMU 313206  
66502, 66543 Freightliners

May 8

66020, 66085, 66133, 66009, 66067, 66207, 66166, 66154, 66182, 66169, 66080, 66200 Engineers trains to and from Holbeck Junction and Bradford Mill Lane  
67003, 66715, 66138, 66716, 66703, 66116, 66077 Light engines  
66135, 66143, 66069 Intermodal  
66070, 66162, 66119 Coal  
66612, 66953, 66597 convoy Midland Road to Whitemoor  
67026 Thunderbird  
66529 Bins  
66590, 66530 Freightliners  
66056 Breeze blocks  
66074, 66136 Tanks  
60163 Tornado

May 13

67026 Thunderbird  
66133, 66066, 66724 Intermodal  
66020, 60026, 31190, 66090 Light engines  
66561, 66514, 66131, 66545, 66549 Coal  
37608, 37610 Track recording train  
60054, 66158 Engineers  
66716 Gypsum  
66562, 66570, 66566 Freightliners  
66610 Limestone  
66025 Sand

Recent sightings on the Gainsborough - Barnetby line have been:

Feb 28 66002 and 66175 on coal trains  
66012 and 66024 on goods trains  
Mar 1 66043 and 66221 on coal trains  
Mar 3 66703 on coal train 66723 light engine  
Mar 10 66101 on goods train 66183 on coal train  
Mar 11 66088 and 66157 on coal trains  
Mar 26 66091 and 66193 on coal trains  
Mar 29 66060 on coal train  
Apr 5 66046, 66162 and 66716 on coal trains  
Apr 9 66132 on coal train  
Apr 15 66175 on coal train  
Apr 19 66110 on coal train  
Apr 21 66082 on coal train  
Apr 22 66078 and 66184 on coal trains  
Apr 26 66719 on coal train

Other recent sightings have been:

Feb 25 66086 and 66519 on coal trains at Pontefract Monkhill  
Mar 13 60051, 66094 and 66129 on oil trains, 66046 and 66552 on coal trains and 66092 on steel train at Melton Ross  
Mar 24 66009, 66540 and 66724 on container trains, 66710+66721+66725 and 66703+66722 light engine at School Lane Crossing

66185 and 66572 on container trains at School Lane Crossing

Apr 10 66016+66163 on coal train and 66148 on Plasmor train at Dormer Green Crossing 66545 on coal train at Fenwick 60054 on steel train and 66095 on oil train at Melton Ross

Apr 28 66143, 66562 and 66706 on container trains at School Lane Crossing

Locos noted on the Retford - Wakefield drags were:

Apr 24/25 67002, 67016, 67027

May 1/2 67005, 67026, 67027

May 9 67003, 67023, 67026

May 16 67016, 67026, 67027

## **Scottish Region**

Locos seen working the ScotRail turns have been:

06.32 Edinburgh File Circle - 67025 (May 17), 67008 (May 18)

07.29 Glenrothes - Edinburgh - 67007 (May 17), 67025 (May 18)

17.08 Edinburgh Fife Circle 67018 (May 7), 67025 (May 17 and 18),

17.21 Edinburgh - Cardenden - 67004 (May 7), 67008 (May 17 and 18)

Locos noted at Edinburgh Waverley on 7 May were 90020 and 67020.

Locos seen at Waverley on 17 May were 67020 and 90039.

Locos noted at Waverley on 18 May were 67020 and 90019.

On the same day 90036 worked the Sleeper ECS to Polmadie and the 23.40 Edinburgh - Euston Sleeper portion to Carstairs.

Also viewed on Princes Street was new Edinburgh Tram 252. The impressive looking 7 section beast, the first of 27, was delivered in April by manufacturer CAF and has 78 seats with room for 170 standing. The new depot at Gogar to house the fleet is still under construction so 252, which is open for inspection by the general public, will reside at what will be the Princes Street tram stop until it can be moved.

## **Midland Region**

Locos seen on the Maryport to Workington shuttle have been:

Feb 16 47790 / 57012

Apr 17 47501 / 57003

Two football specials were seen heading south at Tamworth on 22 May for Blackpool FC's epic play-off victory over Cardiff City at Wembley - "Royal" 67006 top/tail with 67004 on Cargo-D stock and 90020 on ex-Virgin mk2's.

## **Southern Region**

Noted at Petersfield in Hampshire in a 5 day period were 444002-004/009/012/013/015/018/020-022/024-027/029-038/043/044,

450004/009/013/015/017/019/021/022/024/033/035/037/072/075/078/080/081/083/087/090/094-096/099/103/104/106/115/118/120/122/124/566 and 66008 on an engineers train.

Seen at Guildford in a 2 hour period were

5701/5709/5714/5715/5723/5737/5740/5854/5859/5866/5868/5901/5905/5917, 8021, 165133/135 and 166211/212/216/221.

Noted at Havant in a 1½ hour period were 377106/304/319/324/434/442/455/462/469/474, 158958 and 67025 on Northern Belle stock.

## **Railtours and Charter Trains**

Locos seen on railtours and charters have been:

Feb 19 ("Locomotion & Weardale Railway Excursion") 67002 and 67029

Feb 27 ("WhiteRose") 37038, 37607 and 47826

Mar 5/6 ("The Winter West Highlander") 47804 and 47826

Mar 13 ("Lincolnshire Coast Express") 70013 "Oliver Cromwell"  
Mar 20 ("Cumbrian Crusader IF") 57002, 20304, 20301, 66843, 66432, 37601 and 37608  
Apr 17 ("The Yorkshire Dalesman") 66154 and 70003, ("The Bronte Explorer") 67029 and 67025  
Apr 24 ("The Broadman") 37059, 20305 and 3742  
May 7 (Northern Belle) 67006 and 67025  
May 8 ("The Great Western Express") 67010 and 67021

## **Preserved Railways**

Locos used at the Keighley & Worth Valley Railway Steam Gala on 13 February were 1744, 90733, 957, 41241, 80002, 1704 and 47279.

Locos working at the Nene Valley Diesel Gala on 6 March were 20048, D9516, D306, 66720, 31108, 31128, 46045 and D9523.

Locos used at the Kirklees Light Railway Gala on 13 March were Jay (diesel), Fox, Owl and Badger (all steam).

Locos working at the Great Central 1960's Gala on 25-28 March were (steam) 5690, 80072, 47406, 60163 and 44767, (diesel) D 123, D540 1, D5185 and D8098.

Locos used at the Elsecar Heritage Railway Diesel Gala on 3 May were 5580, 14901 and 72229.

Locos working at the Didcot GWR Steam Weekend on 8 May were 5521, 5029, 5322, 1450, 9466, 3717 and 7827.

Locos used at the DPS Finsbury Park Diesel Dawn, at Barrow Hill, on 9 May were D9009, 55019 and 31128.

Locos working at the Battlefield Diesel Gala on 15 May were 33019, 56040, 56086, 56098, 31130, 25067, 73114, 47640, 03170, 04110 and D2867.

## **Trips to London**

The following were seen on a trip to London on 25 March:

Doncaster 66193/606/709/711

Peterborough 66531/592, 20142/189, 153310, 365529

Hitchin 33188

Ferne Park 66404

St. Pancras Thameslink 319217/363/368/376/423/426/446/447/456

West Hampstead T.L 222006/008/021, 319004/005/380/434/436/450/451/453/455, 43043/60, 377507/508/523

West Hampstead N.L.L 378006/017/019, 66003/404

Brondesbury 66569

Brondesbury Park 378010

Willesden Depot 378007/009/015/022, 87002

Willesden High Level 378003/008/012/014/020, 59101

Willesden (Passing) 66424/710, 90028, 377206/207, 350111/231/244/252/267

Camden Carriage Sidings 350121/234/235/239/246/247/251/253/264

Euston 350101/122/245/248/256

Kensington Olympia 66039

Clapham Jcn.(14.35 - 15.08) 37516, 450546/547/550/553/555/559/568/570, 444045

Clapham Jct Carriage Sidings 444013/037, 450093/098/099/104/114/122/124

East Croydon (15.20 - 16.00) DR73918, 319218/364/371/372/433/452, 460003/004/007, 171722/803/804/805, 2403/24,

377105/122/136/149/152/158/163/208/313/323/402/403/407/409/413/418/420-

422/431/432/436/444/449/452/455/464/467/468/470/504/506/508/512/517/521

Selhurst 171728

London Bridge 319012, 377125, 375807/823

Blackfriars 319379/459

Farringdon 377502/511

St Pancras Thameslink 377505/509/518/522, 319002/006/010/011,/216-218/364/366/371/374/375/383

/385/428/430/433/435/452/456

St. Pancras International - Eurostars 3007/08, 3205-08/13/14/16-20/31/32, 3999

Javelins

395001 16.58 to Faversham

395006/014 17.10 to Dover/Margate

395028 17.14 to Rochester

395002/008 17.18 to Ebbsfleet

395024/025 17.25 to Broadstairs

395023/018 17.40 to Dover/Margate

395016 17.44 to Faversham

395003 17.48 to Ebbsfleet

395019/021 17.58 to Broadstairs

395013/015 18.10 to Dover/Margate

395020 18.14 to Faversham

395007 18.18 to Ebbsfleet

395002/008 18.25 to Broadstairs

395009/029 18.40 to Dover/Margate

395003 18.48 to Ebbsfleet

395026 18.55 to Faversham

395022 19.12 to Dover.

395027 19.25 to Faversham

395004 19.42 to Margate

EMUs seen with names were:

319364 Transforming Blackfriars

319374 Bedford Cauldwell TW

319425 Transforming Travel

319435 Adrian Jackson-Robbins

319446 St. Pancras International

The following were seen on a trip to London on 20 May:

South Elmsall 66125

Bentley 66706

Doncaster 47739, 66194, 67027

Retford 47760/37516 charter KX. - Carlisle

Peterborough 66403/505/535/019/119/122/701/709/718/719/727

Ferne Park 66711/730/732

London Area 313018/040/057/060/062, 317338, 365504/506/523/530/536/538

Blackfriars 319439

London Bridge area 375615/912, 376016/024, 377129/456/508/509, 465157/178/184/916, 466016

New Cross Gate 378137/145/151/152/154

Norwood Junction 377152/214

Selhurst 171804, 377123

East Croydon (12.35 to 13.45) 171801/02, 465003, DR73937, 66186, 319220/365/368/422/440/428,

377502/505/506/510/511/512/513/514/515/518/519/522, 460002/05/06/07 2406/13/17/19 Gatwick

Expresses,

377108/111/119/122/129/123/127/148/201/206/210/309/318/401/402/406/408/411/413/415/416/421/422/42

3/424/425/433/439/440/442/445/446/448/450/452/460/463/464/469/472/473

Clapham Carriage Sidings 444001/014/022/025, 450009/021/034/037/097/104/117/126/549

Clapham Junction (1400 to 14.35) 73212/213 track recording train, 378004/024,

377104/122/123/129/130/136/157/164/404/435/459,

444007/018/024/025/038/042, 450001/003/017/036/072/104/123/543/544/546/549/550/552/555/568,

456001/11

Willesden Depot 378005/07/10/13/15/21/22

Willesden High Level 378003/06/09/12/19/20/23, 66074/198/501/511/562/90016

Willesden passing 350101/104/113/117/125/127/130/239/246/247/250/263, 377202/207/215

Kensal Rise 3780011  
West Hampstead N.L.L. 319379  
Kentish Town 319008/009  
St. Pancras Thameslink  
319003/004/008/009/012/013/361/366/367/371/373/380/381/383/426/430/434/443/445/448/455/456,  
377501/503/512/515/516/517/520/521  
St. Pancras M.M.L. 43074/82/64/66/75/55/60/50  
St. Pancras International 3003/4/7/8/13/14/19/20 3201/2/13/14/23/24/29/30  
Javelins 395010 16.42 to Margate  
395021 16.58 to Faversham  
395001/018 17.10 to Dover/Margate  
395026 17.25 to Broadstairs  
395020/024 17.40 to Dover/Margate  
395017 17.44 to Faversham  
395019 17.48 to Ebbsfleet  
395009 17.58 to Broadstairs  
395008/014 18.10 to Dover/Margate  
395002 18.14 to Faversham,  
395023 18.18 to Ebbsfleet  
395007 18.25 to Broadstairs  
395012/025 18.40 to Dover/Margate  
395019 18.48 to Ebbsfleet  
395029 18.55 to Faversham  
395027 19.12 to Dover  
395004 19.25 to Faversham  
395006 19.42 to Margate  
Kings Cross 365518/521/523/532/536, 317345  
Bounds Green/Hornsey 313024/028/040  
Peterborough 365503/505/509/511/513/517

## Germany

As part of the celebrations to mark 175 years of German railways an open day was held at the DB museum at Koblenz Lutzel on Sunday 4th April 2010.

Many Pennine members were in attendance and were able to inspect the former freight depot and a variety of locomotives

**Electric** E60-10, E69-03, 181-001, 182001, 118-003, E44002, E1603, 103-233, 141-055, 140-118, 110121, 110-239, 244-108, 181-206, E50091, E18047, 185-142, 110348, 211-001, 113-311, 155-001, E41001, 184-003, 141-366, 103113, E93-07 and 111 - 111

**Diesel** 218-217, 333-068, 323-852, 130101, 217-014 and 216-xxx

**Steam** 4701 and 99-7462

During the event two excursions ran from the open day hauled by vintage electric locomotives. E69.03 worked circular tours from Koblenz Lutzel via Neuwied and Koblenz HU at 10.08, 12.08, 14.08 and 16.08. E40-128 worked an excursion to Brohl departing at 11.50 returning at 13.40. Both tours consisted of two historic Reisewagen and were assisted to and from the non-electrified platform at the depot by diesels 333-068 and in the case of the return train from Brohl 218-217. Also out on the main line during the event were 103-235 on 06.02 Dortmund -Trier and 17.09 return sonderzug in connection with the Plandampfund and 218480 on a Koblenz - Oberhausen sonderzug in connection with a football fixture in the Ruhr.

## Pennine Quiz No. 140

### Locoshed Quiz by Roger Griffiths (Supplied by Tony Booth)

All the answers to these cryptic clues are the names of locosheds (past and present).



1. Studying in this university town.
2. Regal entrance?
3. A sharp point before 1, 2 and 25 letters will find you here!
4. Sounds like William's hideaway!
5. Keep on teasing!
6. Aged? Yes - and wooden and un-refined!
7. Will you find an amphibian on grassland here?
8. Civil War battle? Yes but that was in another county!
9. Could not be further down - frequently!
10. Cool off ? No, the opposite!
11. He put a stop to Macbeth!
12. Went ahead regardless - or sounds like it!
13. Five hundred and above for this seaport!
14. A Welsh city with old Chinas!
15. Would you find a halo over there?
16. A Lancashire town, a heavy weight and a large bird all come together!
17. Where you'll find a French life - and more!
18. Simon & Garfunkel sang a fair song about this place!
19. A city north of Birmingham? Yes and on the route to SC.
20. Where you'll find a Scottish church, adjacent to Steve.
21. Take the genus *Taxus* back to the old cake-hole!
22. Presumably he would go through this to get at the ewes?
23. Second class missile
24. Zero bar!
25. Marshal Dillon's lame deputy.

### **Pennine Quiz No. 139**

#### **The Answers**

- 1 May 1876
- 2 73 miles
- 3 307
- 4 Ais Gill
- 5 1169ft
- 6 19
- 7 Scotby, Curnwhinton, Cotehill, Armathwaite, Lazonby, Little Salked, Langwathby, Culgaith, New Biggin, Long Marton, Appleby, Ormside, Crosby Garrett, Kirkby Stephen, Garsdale, Dent, Ribblehead, Horton in Ribblesdale, Settle
- 8 Culgaith
- 9 Scotby
- 10 1942
- 11 10
- 12 Armathwaite, Lazonby, Langwathby, Appleby, Kirkby Stephen, Garsdale, Dent, Ribblehead, Horton in Ribblesdale, Settle
- 13 2
- 14 Culgaith, Low House
- 15 14
- 16 Taitlands/Stainforth 120yds, Blea Moor 2629yds, Rise Hill 1213yds, Moorcock 98yds, Shotlock 106yds, Birkett 424yds, Crosby Garrett 181yds, Helm 571yds, Culgaith 661yds, Wastebank 164yds, Lazonby 99yds, Baron Wood No 1 207yds, Baron Wood No2 25 yds, Armathwaite 325yds
- 17 7049 yards
- 18 19
- 19 Settle/Kirkgate 3 arches, Marshfield 7 arches, Ribblehead 24 arches, Dent Head 10 arches, Arten Gill 11 arches, Dandry Mire 12 arches, Lunds 5 arches, Ais Gill 4 arches, Smardale 12 arches, Crosby Garrett 6

arches, Griseburn 7 arches, Ormside 10 arches, Long Marton 5 arches, Crowdundle 4 arches, Little Salkeld 7 arches, Long Meg 7 arches, Armathwaite 9 arches, Dry Beck 7 arches, Cotehill/High Stand Gill/Knot Hill 4 arches  
20 Eric Treacy  
21 13 May 1978  
22 Appleby  
23 BR Standard 9F 92220 Evening Star  
24 Langwathby  
25 John Mayblin of Carlisle

### **Sources of Information**

www.visitcumbria.com  
Railways Across The Pennines - Stanley Jenkins  
Iron Roads North of Leeds - Michael Pearson  
On The Settle & Carlisle Route - T.G. Flinders  
The Settle & Carlisle Railway A Guide - Northern Spirit  
Diesel Enthusiasts Guide Northern England – Bradford Barton

### **Pennine Quiz No. 139**

#### **The Winners**

1st Malcolm Bell  
2nd John Dewing  
3rd= Stuart Earl  
3rd= Ken King

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 16th June 2010</b>	Phil Lewis / Geoff Bambrough	
<b>Wednesday 7th July 2010</b>	Derek Porter	
<b>Wednesday 21st July 2010</b>	Paul Micklethwaite	
<b>Wednesday 4th August 2010</b>	John Law	'My life on the Railway'
<b>Wednesday 18th August 2010</b>	Ken Grainger	'The Master Cutler'
<b>Wednesday 1st September 2010</b>	Keith Glossop	
<b>Wednesday 15th September 2010</b>	Chris Theaker	
<b>Wednesday 6th October 2010</b>	Les Nixon	'Railways Round Scotland'
<b>Wednesday 20th October 2010</b>	Tony Smith	

### **Acknowledgements**

I would like to thank the following for their generous contributions to this issue: Tony Booth, Tony Caddick,

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## **Next Issue**

The Autumn 2010 Issue of Trans Pennine is due for publication on 15th September would contributors please let the coordinator have their information by Tuesday 17th August - THANK YOU. Remember you can email your contributions to david@whitlam145.freemove.co.uk.

## **Rails and Reels**

### **Gemma Sneyd, National Railway Museum**

Over a hundred years ago, the first ever film featuring a train was screened at the Empire Music Hall in Leicester Square accompanied by an orchestra of 35 players. The percussionist decided to release a cylinder of compressed air to replicate the sound of a steam engine, not realising the effect this would have on the audience. As the train pulled into shot, and the percussionist released the compressed air, the people in the front row leapt back in their seats in fear of being mown down by the steam train appearing in front of them. This film triggered a phenomenon that would see trains and railways stealing the show of blockbuster after blockbuster over the course of the next century. When cinematography was invented, the railways were at their peak. Victorians had overcome their initial fears and were now truly fascinated by the speed and excitement of the railways, so it's no surprise that cinematography and railways soon came into contact. The very first 'talkie' to hit cinema screens was British International Pictures' *The Flying Scotsman*, which featured American heartthrob, Ray Milland and the iconic locomotive itself. The technology needed to add sound to a film was only perfected in 1929, half way through the process of making *The Flying Scotsman*. When complete, the first thirty minutes were silent and then all of a sudden the cast started talking! An unusual situation, but nevertheless, a milestone in filmmaking had been reached.

The plot centres around a young fireman on the locomotive who falls in love with a beautiful young woman who, unbeknownst to him is the daughter of the man he replaced who was fired for drinking on the job and has vowed to get his revenge on the railroad for firing him. There are some great moving scenes of the train, some with the girl walking along on the outside running board of the carriages. However, Nigel Gresley - the locomotive's designer - was so concerned at the unsafe practices shown in the film he insisted that a disclaimer was placed in the opening credits explaining that such things would not happen on the LNER! One film forever associated with railways and romance is the 1945 classic tearjerker, *Brief Encounter*. Starring Celia Johnson and Trevor Howard, *Brief Encounter* was set around the fictional Milford railway station and tells the tale of a married woman who embarks on a doomed relationship with a doctor. Much of the film was shot in early 1945 at Carnforth railway station, in Lancashire, located far enough away from London to avoid the wartime blackouts. Director David Lean found the shadowy subway passages and platforms lit by sudden burst of harsh light from passing trains were the perfect setting to convey the drama of the illicit liaison. Carnforth Station still retains many of the period features present at the time of filming and remains a place of pilgrimage for fans of the film.

The 1959 American suspense film, *North by Northwest* - with a strong contingent of British actors in Cary Grant, James Mason and Leo G. Carroll - is another example of using a train journey to maximise a romantic scene. A journey from New York to Chicago on the famous and luxurious Twentieth Century plays a significant part in Alfred Hitchcock classic. Characters Roger Thornhill and Eve Kendall strike up an instant rapport in the plush dining car of the train.

Looking back at some of the greatest dramatic film moments of the past century, it's easy to see why filmmakers are in love with the drama that can be created on a train. The compact space of train carriages, particularly those from the days of the individual compartments, creates dramatic tension that cannot be matched elsewhere. Train carriages create a sense of isolation and claustrophobia resulting in the audience being able to absorb the tension of the characters' inability to escape. One memorable moment of rail claustrophobia was the classic train fight between James Bond and Red Grant in *From Russia With Love*. The fact that there is nowhere for the characters escape to makes the fight all the more brutal.

The sheer size, speed and power of locomotives, make them the ideal stunt location for filmmakers wanting to shock and excite their audiences. While the majority of stunts used in films these days either feature a

stunt double or cleverly executed computer generated imagery (CGI), no such luxuries existed in the early days of film. Leading ladies were often expected to jump from trains, be tied to tracks and leap from carriage roof to carriage roof, up until the coming of the 'talkies', at which point actors became too valuable to risk. However, even after the introduction of stunt doubles, many actors liked to 'live on the edge' and attempt the stunts themselves.

Sean Connery chose to take the risk in his 1979 film *The First Great Train Robbery*. He leaped across carriage roofs in his character's quest to steal a shipment of gold being shipped to the British Army during the Crimean War from a moving train en route from London to Folkestone.

The prominence of railways in film doesn't stop at trains - many a memorable scene has taken place within a railway station. Usually a place of bustling crowds and the mundane commute to work, somehow train stations become transformed in films to be the centre of all the action. It's this juxtaposition between the mundane of everyday life, and the excitement of a dramatic scene that really makes a railway station an ideal filming location.

A memorable example of this merge between the ordinary and the obscure is a scene from 2007's *The Bourne Ultimatum* in which Jason Bourne arranges to meet a security correspondent from *The Guardian* in Waterloo Station. Here unfolds a gripping scene involving a failed attempt by the correspondent at avoiding the CIA. This dramatic scene takes place surrounded by commuters carrying on their everyday business - most unaware of the scene unfolding around them.

Using stations as filming locations isn't restricted to feature films. T Mobile recently used Liverpool Street Station to film their recent flash mob advert. Inspired by a sequence in the Terry Gilliam's *Fisher King* where travellers waltz in Grand Central Station, New York, T Mobile shocked commuters as dancers carried out complex choreography in front of hidden cameras around the station. Stations have become such a significant part of filmmaking, that Network Rail has recently launched a website dedicated to film makers and their quest for the perfect setting.

For most of us, trains and railway stations represent our everyday journey to work, our business trips and the occasional outing across the country. Thoughts probably spring to mind of bustling crowds, our morning coffee and a crumpled newspaper. Yet on film, trains have a magical ability to transform into the settings of drama, romance, action and excitement that has us all hooked.

It's this magic that has inspired the NRM to host a film season dedicated to the prominence of railways in film. Featuring classics such as *Brief Encounter*, *Ghost Train*, *Lady Killers* and *Murder on the Orient Express*, *Rails and Reels* will serve as an excellent reminder as to why filmmakers and audiences always have, and always will be in awe of trains on film.

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