

Trans Pennine

The Magazine of the Pennine Railway
Society



No. 123 - Spring 2003

Committee Briefs

Renewal of Membership Fees

We would like to thank all those members who have renewed their subscription to the PENNINE RAILWAY SOCIETY for 2003. It is not too late to rejoin. Simply send your cheque for £4.50, payable to the Pennine Railway Society, to Tony Caddick, our Membership Secretary, at the address shown above. By return you will receive a free 2003 PRS Pocket Diary.

For those of you who are not rejoining, this will be the final magazine you will receive. In these circumstances we sincerely thank you for your support and hope that you may reconsider rejoining the society at some future date.

Annual General Meeting

A successful AGM was held on 12 January 2003. We are able to report :-

- No changes to the committee
- We will continue to use the Salutation for all social evenings despite recent problems with the availability of the room. (The Railway, adjacent to Doncaster Station, will be used in emergency.)
- A visit to the Nene Valley Railway in autumn 2003 will be organised by Chris Tyas (see form attached to front of magazine).
- We will raise the profile of the Society at the Doncaster Plant 150 celebrations to be held 26/27 July 2003.

Social Evenings

Robin has produced an excellent programme of social events for 2003. Come and join us at the Salutation, Doncaster, on the 1st and 3rd Wednesdays of every month from 8.00pm. Make it a date – Wednesdays at eight.

Midland Mainline to Manchester

From May 2003, Midland Mainline will be operating services to Manchester from St Pancras. Many services from Euston to Manchester will be disrupted this year due to major engineering work taking place during the WCML upgrade.

The SRA asked Midland Mainline to operate additional services to Manchester to provide passengers travelling from London with a replacement service. Trains will operate between St. Pancras, Leicester, Stockport and Manchester from 18 May 2003.

The Bottom Line

Birmingham's new £17m Airport Rail Shuttle – ARS for short – has been named Skyrail.

Rail Firm Scraps First Class Seating

Chiltern Trains are refurbishing their trains that will be converted to single class to help tackle overcrowding. The company carries 11,000 rush hour passengers in and out of Marylebone. Only about 320 travel first class, while growing numbers of standard fare commuters have to stand.

Channel Tunnel Nightmares

On 7 February 2003 the 17.15 Waterloo – Paris Nord Eurostar suffered a fractured break pipe outside Waterloo, resulting in a 5 hour delay before the train was dragged back into Waterloo. During this period there suffered a complete lack of power in the train. Passengers broke windows and forced open doors to allow air into the coaches.

Our Treasurer is hoping for a smoother journey when he returns to Paris again on 29 April. (How does he afford it?)

The following day, 8 February, 50 people fled their homes after the Channel Tunnel rail link caused a 10 metre deep hole in the ground. The gaping chasm across three gardens left cracks in several houses and other buildings. It was filled with concrete as investigators from the tunnel link tried to find out what had caused it.

The damage in Stratford is directly above a tunnel bored a day and a half before.

Amey Loses £50m Rail Repair Work

Rail maintenance on a key commuter route is to be taken back into public hands. Network Rail, which succeeded Railtrack, will not renew a £50m a year contract with Amey for the Reading area, which includes lines in and out of Paddington. The RMT union believes all maintenance should be in-house and welcomed the move.

Royal Train Saved

It is likely the Royal Train will be saved by the Queen after fears it would be axed in a purge of royal expenses. The train, which costs £703,000 a year to run, could now pay its way by attracting new customers.

The train was heavily used during the Golden Jubilee tour.

Hitting the Buffers

Some £33.5bn allocated a year ago for improvements over 10 years has already been all but exhausted. Many schemes may have to be abandoned.

Some of the major projects hit by soaring costs and dwindling funds include:

- WCML – services limited to 125mph instead of travelling at 140mph.
- Train replacements – replacing 1700 Mk 1 slam-door trains on commuter routes around London delayed because there is not enough power in the track to run new 12-carriage trains.
- Thameslink 2000 – project to ease congestion between Brighton and Bedford via London Bridge has soared to £2bn from an estimate of £600m.
- Crossrail – the London rail tunnel connecting Paddington to Stratford is under threat as private investors balk at the projected cost of up to £5bn.
- New North-South link – the effect of rising spending elsewhere means plans for a new 225mph London – Scotland link now looks unlikely ever to become reality.

However, approved local transport schemes include a Mersey tram light rail scheme in Liverpool and the Manchester Metrolink third phase – three new lines linking Oldham and Rochdale, Ashton-under-Lyne and Manchester Airport to the City Centre.

Other casualties of cut backs include:

- ECML - £4bn mainline upgrade scaled back to £1bn.
- South West Trains – upgrade of platforms and modified signalling for longer trains deferred.
- London / Stansted – upgrade delayed two years to 2005.
- Felixstowe / Nuneaton - £200m resignalling and upgrade deferred.
- Trans-Pennine / South Humberside – freight upgrade deferred 18 months.

Connex Bailed Out

One of the worst performing train companies has been given a £58m bail-out by the Government's Strategic Rail Authority. French owned Connex also had its 15 year franchise cut by 5 years to the end of 2006.

Edinburgh to get Trams

It has just been announced that approval has been given for Edinburgh to build a tramway system. It should be completed by 2009.

Pendolino Debut

The 06.58 Manchester – Euston service on 27 January 2003 saw the debut fare-paying run of a Virgin Pendolino train. The journey took 2hrs 27 minutes. Initially only one service will run per week until more drivers are trained and more new trains arrive.

SRA Axes Trains

Rail users face further travel misery under sweeping cuts in services. The Strategic Rail Authority, the government body which oversees the railways, claims that cutting services is the key to bringing faster journey times and improved punctuality.

104 services a day will be axed from May, and a further 81 trains each weekday, and 120 on Saturdays, are to be scrapped.

Services affected are:

May

Central Trains is withdrawing the Crewe – Manchester Airport service from the Nottingham – Crewe trains, as well as the Birmingham extension of some Matlock – Derby services.

First Great Western and Thames Trains are scrapping the experimental Bristol – Oxford hourly service.

Services over the west curve at Didcot will be withdrawn.

South Central – the circuitous route to Bournemouth from Victoria via Hove will be cut back to run between London and Southampton only.

There will be significant changes to Virgin Cross Country services, some of which were introduced in January. Stations including Blackpool North, Paddington, Poole, Portsmouth and beyond Cardiff to Swansea, Didcot Parkway and Solihull will no longer be served by Virgin, neither will

Manchester Airport. Virgin says six HST's will be retained and lengthened to supplement the Voyager fleet.

September

All 17 Virgin trains from Reading to Liverpool will terminate at Manchester. 17 out of 19 Virgin trains will no longer call at Gloucester.

South West Trains off peak services – withdrawal of Guildford – West Croydon, and Guildford – Waterloo via Woking stopping services. Reading – Waterloo service reduced from 4 to 2 per hour. Southampton – Waterloo service reduced from 4 to 3 per hour.

The 'D' Train Farewell

by Chris Theaker



The European timetable change on December 15th 2002 saw the disappearance of two types of train which over the past few years have given British enthusiasts the chance to sample vintage 60's electrics on express passenger trains, in Belgium and Germany.

The 'D' trains ran approximately every two hours from Ostende to Köln via Brussels, Liege and Aachen, hauled by Belgian Class 16 electric locomotives throughout. These locomotives introduced in 1966 can work on four different systems, have three pantographs and for many years worked international trains between France, Belgium and Germany. The introduction of TGV trains has steadily reduced their work and the December timetable change saw the introduction of a TGV/ICE cross border service between Belgium and Germany. The daytime loco hauled services and the last links with the boat trains were as a result destined to end.

Within Germany another network of trains was also scheduled to end in December, the interregional (IR) network of loco hauled trains was to be reduced and absorbed into the intercity network. The nearest parallel in the UK to these trains would be the pre-sprinterised cross country network. In Germany the trains crossed the country with 'fresh air' stock, often compartments, and in some cases hauled by the legendary German electric passenger the Class 103. Introduced in 1969 these 200 Km/h locomotives were at the front line of the German intercity network for more than 30 years and are ending their days filling in for modern traction on passenger services across Germany. One of the last diagrams was the IR service from Munster to Koblenz, where three locomotives worked most days up to the December timetable change.

The IR trains from Koblenz connected with the terminating 'D' trains from Belgium at Köln making this an ideal location to observe the last weeks of these trains.

An opportunity to travel on these trains just weeks before their demise presented itself during November 2002, when my work took me to an exhibition and trade fair in Düsseldorf. Travel outward and back to the Ruhr was to be by GNER, Eurostar, SNCB and DB, and the fair ending on a Friday meant I could travel home on Sunday, and take in some of the threatened trains on the way. The trip also included a chance to travel on the extensive Düsseldorf tram network, rakes of vintage

trams working turn and turn about transporting visitors from the city centre to the Düsseldorf Messe for the exhibition, and also to sample the hospitality of the Rhine cruisers moored in the old harbour which provided additional hotel accommodation for the duration of the fair. The moves are listed below.

20/11/02

90024 Wakefield – King Cross (06.40 Leeds – Kings X)

3022/3021 Waterloo – Brussels Midi (10.27 Waterloo – Midi)

1602 Brussels – Köln (16.48 Koblenz – Munster)

An excellent trip across Europe! The Class 90 was a bonus on one of its regular morning turns off Leeds.

Going forward on an empty Eurostar was an ideal mobile office, and the move worked as 1602 went forward from Brussels Midi, and made the connection into 'winner' 103-237. On alighting at Düsseldorf it was interesting to see the date of 11/03 stencilled on the paintwork of the 103 indicating that it may have another year left in service.

22/11/02

103-113 Düsseldorf – Koblenz (12.28 Munster – Luxemburg)

103-174 Koblenz – Bonn (15.10 Frankfurt – Köln (relief))

101-125 Bonn – Koblenz (16.04 Dortmund – Munich)

Finishing work in the early afternoon a tram to the station put me onto a fast run through the Ruhr and on down the Rhine to Koblenz. Checking into my hotel for the weekend, I returned back to cover the Fridays only relief which produced my second new 103 of the weekend 103-174. Also out and about on the IR trains were 103-220 and 103-245.

23/11/02

141-238 Koblenz – Kobern Gondorf (08.32 Koblenz – Trier)

141-156 Kobern Gondorf – Koblenz (08.10 Saarbrücken – Koblenz)

120-126 Koblenz – Köln (05.23 Munich – Dortmund)

101-045 Köln – Wuppertal (07.25 Passau – Dresden)

218-138 Wuppertal – Langenberg (15.02 Wuppertal – Essen)

218-150 Langenberg – Wuppertal (14.42 Essen – Wuppertal)

101-017 Wuppertal – Köln Deutz (11.40 Kiel – Basel)

218-190 Köln Deutz – Köln (17.13 Deutz – Trier)

120-147 Köln – Bonn (11.33 Leipzig – Frankfurt)

103-245 Bonn – Koblenz (16.28 Munster – Saarbrücken)

A cold and foggy Saturday morning saw the opening two moves being a return trip along the banks of the Moselle with ancient German electric locos of Class 141. Introduced in 1950's this is another class rapidly losing turns to the onset of new EMU's. Viewing the 103 turns on the IR's produced the same engines as the previous day so the move was to go to Bonn on a Class 120, another fine class of German express passenger locomotive, probably destined to be the next 'cult' class for UK bashers. A visit to Wuppertal saw fill in moves on one of the non-electrified branches, with Class 218 diesel hydraulics, before returning to Köln for some 'little' moves across the Rhine Bridge between Köln main station and Köln Deutz station. This move is classic 'bus stop' mileage in the time honoured style of Edinburgh – Haymarket, Reading – Tilehurst, Piccadilly – Oxford Road or Dawlish – Teignmouth! Engines scored for all time included 218-190, 218-251, 110-417, 111-160, 146-009 and 146-022. The day finished with another new 120 to Bonn, for a final blast on 103-245, with a Koblenz man 'going home' ensuring a storm down the main line in the gloom of the November evening.

24/11/02

103-245 Koblenz – Köln (06.12 Saarbrücken – Munster)

1608 Köln – Brussels (11.14 Köln – Ostende)

3211/3212 Brussels Midi – Waterloo (17.01 Brussels – Waterloo)

IC125 Kings Cross – Wakefield (20.10 Kings X – Leeds)

Travelling home on quiet Sunday trains proved enjoyable with both the IR train and 'D' train getting the booked traction. In keeping with the theme of vintage traction 1954 built Belgian Class 22, number 2249 banked the Class 16 out of Liege! Even the train home from London was of interest with 43115 and 43167 taking the 20.10 Kings Cross – Leeds, non-stop to Wakefield past Doncaster in 86 minutes.

At the time of writing in February 2003 the IR's and 'D' trains have gone. Brussels to Köln is now faster, and maybe more comfortable with modern German ICE units, but another part of Europe has severed its links with traditional locomotive hauled trains.

It looks like this business/leisure trip was the 'D' train farewell, and thanks must go to my employer for their environmentally aware policy of not insisting on air travel!

Photo on front cover shows 103-245 arriving at Köln on a Luxemburg - Munster service and the photo on Page 3 shows 1603 standing at Brussels Midi on the 11.14 Köln—Ostende (both shots November 2002).

P.S. Readers wishing to see some photographs of this trip, including the hotel ship M.V. Swiss Crystal, and the Wuppertal overhead tramway, should make a date in May for Chris's Pennine slideshow.

Christmas Market Specials

by Paul Slater

Since the occasion described in my previous article 'Steam Train in the Fog', I have seen several more special trains run in connection with the Christmas Market in Lincoln.

Two years after Chris and I had watched 2-6-0 no. 2968 steaming through the fog, we were at Collingham again to see another of the Severn Valley Railway's steam locomotives running to Lincoln, 4-6-0 no. 45100. It was another cold December day, but instead of fog there was brilliant winter sunshine, and no. 45110 looked magnificent making a great cloud of white steam in the chilly air. As on the previous occasion, we had lunch in Collingham and then went to watch trains

on the East Coast Main Line at Barnby Lane Crossing, just outside Claypole, until it was time to make our way back to Collingham to see the steam special returning. It was not quite dark, and I managed to get another photo of no. 45110 as it sped by on its homeward journey.

The next steam special we saw at Collingham was in October 2000, with 4-6-2 no. 35028 'Clan Line', and there were more extra trains to the Christmas Market one weekend in December that year. On the Saturday a preserved Deltic, D9000 'Royal Scots Grey', headed the 'Lindum Flyer'; and I had an unexpected bonus when it was preceded by 67006 on a Hertfordshire Railtours special composed of green stock. I got my first photograph of a 67, and shortly afterwards I saw my first Deltic at Collingham when D9000 roared through with its rake of brown-and-cream carriages. Next day, the 'Lindum Pullman' was due, hauled by 4-6-2 no. 4472 'Flying Scotsman'. Chris was with me to see it; like no. 45110 two years earlier, 'Flying Scotsman' looked splendid as it approached Collingham, its cloud of steam back-lit by the low winter sun, and again I had a bonus - my first 66 at this location, as 66060 was attached to the rear of the 'Lindum Pullman'. The diesel at the back of the train, and the steam from the Pacific at the front, remained in sight for several minutes as the special went on its way in the sunshine.

During the first weekend of December 2002 I saw more Christmas Market specials. On the Saturday a Pathfinder Tours train from Swindon was advertised, and on the Sunday a Hertfordshire Railtours charter. After going shopping with Chris on the Saturday morning, and then having lunch, I had plenty of time to catch a train into Lincoln. I drove on minor roads to Saxilby and parked by the station there; this would save me from trying to park in Lincoln, and by catching the train at Saxilby rather than Lea Road station at Gainsborough I would enjoy a bit more of a Saturday afternoon drive and would also make my outing seem less like a weekday journey into Lincoln for work or training courses!

It was already half dark when the train arrived at Lincoln. There was no signs of the Pathfinder Tours special, but the empty stock of the Hertfordshire Railtours charter stood in the loop between West Holmes and East Holmes signal boxes, with 67029 at one end and 67027 'Rising Star' at the other. These were the first 67s I had seen in Lincoln, but photography was going to be difficult, as 66606 stood on the other track of the loop with a long train of oil tankers, blocking the view of the special from the roads and paths by the University. I quickly escaped from the crowds at the station and in the High Street, and walked out along the south side of the Brayford Pool. I got a photograph of 66606 and eventually - walking on a lot further through the residential quarters of the University and over a footbridge I hadn't used before - I got one of 67029, but it was impossible to get a good view of 67027. When 66606 eventually moved off, I decided it was too dark to photograph the special, so I enjoyed a little of the atmosphere of the Christmas Market itself - the lights, the crowds and the musicians - before going back to the station as dusk fell. I had never seen Lincoln station so thronged with people, and all local trains departing were full and had passengers standing. From other enthusiasts on the platform I learned that the Pathfinder Tours special had indeed run, but the empty stock had been stabled out at Barnetby; it was expected back shortly ready for the return journey to Swindon. I had two photos left on my film, and - using the flash - I got shots of 37375 and 37248 'Midland Railway Centre' double-heading the special as it awaited departure. From the crowded buffet I saw the stock of the special start to move; I left my hot drink and went out on to the cold platform, but the two 37s had only drawn up as far as the level crossing. Back in the warm, I was chatting to a woman who had travelled in from Leeds and who was concerned that I had missed my train because of my sudden exit. I saw the special depart, and could just hear the sound of the 37s. I caught the next train to Saxilby; the 67s had moved the Hertfordshire Railtours charter up to East Holmes signal box.

From the people on the platform at Lincoln I had learned that another Hertfordshire Railtours charter would run on the Sunday, as advertised, and I had got the times, so next morning I drove off to my usual vantage-point. It was a dull overcast day, and bitterly cold, and I did not linger outdoors at Collingham, preferring to wait in my car. One other enthusiast turned up, and eventually we saw a single red 47, 47739 'Resourceful', heading the green carriages of the charter. I drove back to Gainsborough for lunch, and watching Christmas Market specials was over for another year.

Pennine Observers Notes

Eastern Region

Recent sightings at Lincoln have been:

Jan 2 66045 on coal train

Jan 3 66177 on coal train, 66610 on oil train

Jan 7 66177 on coal train, 66508 and 66607 on oil trains

Jan 9 66084 on coal train

Jan 17 66606 on oil train

Jan 20 66108 on coal train

Jan 27 56060 light engine, 66051 on coal train

Jan 31 66219 light engine, 66602 on oil train

Feb 6 66608 on oil train

Feb 11 56105 light engine, 60029 and 66611 on oil trains Feb 21 66602 on oil train

Other recent sightings in January have been:

66053 mgrs, Ratcliffe PowerStation

66177 coal hopper, Lincoln

66161 coal bogies, Knottingley

60006 in Corus livery, Lincoln

66008 sand train, Retford

56113 light engine, Langworth

66602 blue tanks, Hykeham

The following have been seen working on the Gainsborough – Barnetby line:

Dec 28 66040 and 66217 on coal trains

Jan 19 60014 on steel coil train, 66121 on coal train

Jan 26 60078 on steel coil train, 66030, 66183 and 66528 on coal trains

Feb 2 66557 on coal train

Feb 16 60018 on steel train

Seen at Peterborough depot on 17 December were 66706, 60005, 37051 and 66067.

On the same day 86235, 86217 and 90041 were noted on Liverpool Street / Norwich services and 86615/86620 on a freightliner service.

Noted at Peterborough on 28 December were 56058, 56105, 56119, 66111, 66155, 66102, 66702, 66709, 60082, 60034, 37521 and 37685.

Seen at Worksop on 8 January were 66002, 66017, 66048 and 66073. A week later, 15 January, 66123 and 66198 were at Worksop.

Seen at Doncaster on 12 January, after the AGM, were 66227 and 66559 (coal trains), 56051 (light engine), 91125 (test train) and 47789 (thunderbird).

Also on 15 January, 56071 (goods train), 66168 and 66247 (coal trains) were seen at Chesterfield. Noted at Doncaster on p.w. trains were 56006, 56033, 60076, 66071 and 66121 (11 January), 60021 and 60080 (18 January).

On 18 January, with the ECML closed north of York, 91102, 91108, 91122, 91131, 220028 and 22138 were noted on GNER and Virgin services arriving on terminating services from the south.

Noted at Tyne Yard were 67015, 60092 and 90019 (21 January) and 66045, 66176, 66161 and 37694 (23 January).

Seen at Eaton Lane Crossing on 1 February were 60800 'Green Arrow' on York – King Cross Special, 66008 on goods train, 66503 on freightliner and 90033 light engine.

Noted at Cottingham on ballast trains were 66002 (21 January) and 66016/66006 (8 February). Seen in the Scunthorpe area on 22 February were 60004 on steel train and 66553 on coal train.

Noted at Peterborough on 15 February were 66219, 66701 66705 and 66708.

All the following were seen on 22 February at various locations in East Anglia:

Harwich Parkeston – 66032, 86604, 09009, 66231, 66047 and 66234

Ipswich – 66533, 66535, 66537, 86631, 47730, 900141, 90042 and 90045

Cambridge – 56055

Temple Mills – 37174, 66701, 60071, 6009, 37109, 66704, 66706 and 66054

Western Region

Noted on 23 November were 66117, 66133, 66091, 66136, 66054, 66235, 66185, 66245, 66111, 66053, 60084, 60058, 31602 and 31459 at Westbury, and 66250, 66214, 66106, 66145, 37682 and 60018.

Seen on 3 January were 67011 and 66039 at Bristol Barton Hill, and 09017 and 67019 at Plymouth. 47832 was on the Penzance – Paddington sleepers.

The next day 37174, 66243, 66238 and 66094 were noted at Didcot.

Midland Region

On 13 December, 47734 worked the 17.19 Manchester Picc. / Bangor.

Seen at Bescot on 14 December were 66060, 66210, 66247, 66196, 66520, 66542, 60079, 56071 and 60097. Locos noted on Wolverhampton / Birmingham services to Euston on 3 January were 86229, 86259, 90001, 86245, 90005 and 87024.

On the same day, seen at Rugby, were 66014, 66004, 66028, 66134, 92008, 47150 and 'thunderbird' 47828.

The following were noted working out of Manchester on 25 January:

86246 11.27 Manchester / Euston

87002 12.27 Manchester / Euston

86228 13.27 Manchester / Euston

87029 14.27 Manchester / Euston

90006 15.27 Manchester / Euston

90009 16.27 Manchester / Euston

Noted in the Manchester area on 12 February were 08887, 47701, 57302, 86212 and 90001 at Longsight, 87022 and 90004 at Piccadilly.

The following were noted working in the North West on 21 February:

90027 12.27 Manchester / Euston

90023 14.32 Liverpool / Euston

86233 19.32 Liverpool Euston

90021 21.00 Euston / Inverness sleepers

Noted at Rugby on 22 February were 92003, 92039, 66186, 08709, 66510, 66509 66126, 92010, 92017 and 'thunderbird' 47840.

Railtours and Charter Trains

Locos seen working on recent railtours and charters have been:

Nov 23 ('Spinnin State V') 37710/37890, 67018, 60096, 56081 and 59204/66064 47488 and 47355
Lincoln to Whitby (Rail UK) Dec 7 47488 07.20 York – Kings Cross.

47786 06.10 Norwich – Newcastle (Nenta).

90025 Doncaster – Edinburgh (Rail UK).

Dec 14 ('Merry Widow') 56056, 92025, 37712/37798, 66241 and 60051.

D9016 Ipswich – York.

67008 Kings Cross – Skipton.

Dec 28 ('Scarborough Flyer') D9009.

Dec 30 D9016 Derby – Carlisle.

Jan 4 ('Walsall Concerto') 56104, 37695/37689, 60008 and 66712 Jan 11 ('Mod & Docker') 56072
+ 56051

Feb 8 ('Folly Forrester') 20306, 20312 and 56071.

Feb 15 ('Crown & Sceptre') 47737, 66083 and 90035.

Feb 22 ('Spinning Sparkey') 90039, 73131, 73136, 92031, 86604, 66231 and 90038.

Preserved Railways

Locos working at the Keighley and Worth Valley Railway Steam Gala on 8 February were 45212,
41241, 52044, 51218, 80002, 47279 and 85.

Locos used at the East Lancs Railway Steam Gala 23 February were 5690, 42765, 76079, 34067
and 45407 masquerading as 45147.

Pennine Quiz No. 112

Paul Slater

In which European town or cities are or were the following motive power depots?

1. Botanic Gardens
2. Bricklayers Arms
3. Brunswick
4. Cathays
5. Copley Hill
6. Corkerhill
7. Croes Newydd
8. Dalry Road
9. Danygraig
10. Fratton
11. Inchicore

12. Kinkempois
13. Kittybrewster
14. La Chapelle
15. Longueau
16. Low Moor
17. Merelbeke
18. Monument Lane
19. New England
20. Newton Heath
21. Patricroft
22. Schaarbeek
23. Springs Branch
24. Starbeck
25. Upperby

Pennine Quiz No. 111

The Answers

1. 36A
2. 41G
3. Court House
4. 43112
5. 43045
6. Joseph Locke
7. 1866 (N.B. it was no. 18)
8. No. 500 Edward Thomson
9. 50023
10. R.A. Riddles
11. 3205
12. W.G. Beattie
13. 35 (N.B. only 34 survived the 2nd World War)
14. Three (i.e. nos. 36001 – 36003)
15. No. 2563 which was renamed 'Tagalie'
16. 1472
17. Herbert
18. 61379
19. 43294 to Keighley and Worth Valley Railway
20. June 1962
21. 55015 Tulyar and 55016 Gordon Highlander
22. D5054 and D5207
23. 1955
24. 55010
25. E2920/D572
26. Loch Eil
27. Fort William
28. Brown Boveri
29. 4th September 1967
30. Crewe Works Open Day
31. 50020 Revenge
32. 23rd November 1983
33. Doncaster Works Test Train
34. D1628
35. D6502
36. 50032 Courageous
37. 50th Anniversary of the death of Sir Edward Elgar

38. 56062
39. 1971
40. 37
41. 46009
42. Class 60
43. 1947
44. Ten
45. 89001, 90008 and 91003
46. It was painted in undercoat
47. 27005 Diana
48. D600 and D601
49. 44 tons
50. Charles E. Fairburn

Pennine Quiz No. 111

The Winners

1st John Dewing

2nd Ken King

Joint 3rd Ian Shenton and Malcolm Bell

Congratulations to all the winners.

Pennine Shield

Congratulations go to the South Yorkshire Railway Photographic Society who, by winning the last round at The Railway on 18 December, won the 2002 Pennine Shield. Second were the Dore Loco Group with the Pennine third. The photo on Page 11 shows the winning team (Paul Bates, Roger Butcher and Ian Waller) after receiving the Pennine Shield.

Members Slide Competition

42 slides were entered in the competition that was held on 5 March and the winning slides were:

1st Robert Hay 37401 at Dalrigh, near Tyndrum Lower, on 1H90 14.07 Edinburgh – Taynuilt Royal Scotsman (4 August 2002)

2nd Glenn Williamson 56062 at Mauds Bridge on 6D65 Belmont – Immingham Enterprise (January 2003)

3rd Robert Hay 37517 + 37503 at Sheffield on 6T91 Worksop to Wakefield Westgate water cannon train (19 November 2002)

Pennine Meetings 2003

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

Wednesday 19th March Les Nixon 40 years of railway photography part 2.

Wednesday 2nd April Andy Barclay.

Wednesday 16th April Robert Hay.

| | |
|---------------------|------------------------------------------------|
| Wednesday 7th May | Slide Quiz by Tony Smith. |
| Wednesday 21st May | Chris Theaker Old, new, foreign and blue. |
| Wednesday 4th June | Glenn Williamson. |
| Wednesday 18th June | Andy Dalby. |
| Wednesday 2nd July | Tony Brown. |

Acknowledgements

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Next Issue

The Summer 2003 issue of Trans Pennine is due for publication on 18th June 2003. Would contributors please let the coordinator have their information by Monday 2nd June – THANK YOU. You can now email your contributions to david.whitlam@talk21.com.

PRESERVED RAILWAYS MILES AND CHAINS

Prepared by Chris Tyas & Neil Taylor

AVON VALLEY RAILWAY

| | |
|----------------|-------|
| Bitton | 00.00 |
| Oldland Common | 01.02 |

BATTLEFIELD LINE

| | |
|-----------------|-------|
| Shackerstone | 00.00 |
| Market Bosworth | 02.42 |
| Shenton | 04.67 |

BLUEBELL RAILWAY

| | |
|----------------------|-------|
| Sheffield Park | 00.00 |
| Freshfield | 02.40 |
| Horstead Keynes | 04.37 |
| West Hoathley | 06.63 |
| Newcombe Bridge Halt | |
| Kingscote | 08.52 |
| East Grinstead | 10.66 |

BODMIN STEAM RAILWAY

| | |
|-------------------|-------|
| Bodmin General | 00.00 |
| Colslogate Halt | 02.27 |
| Bodmin Parkway | 03.41 |
| Boscarne Junction | |

BO'NESS & KINNEIL RAILWAY

| | |
|--------------|-------|
| Bo'ness | 00.00 |
| Kinneil Halt | 01.05 |
| Birkhill | 03.40 |
| Maneul Loop | 04.60 |

Bo'ness Jct BR 06.18

CALEDONIAN RAILWAY

Brechin 00.00

Bridge of Dun 04.04

CHINNOR & PRINCESS RISBOROUGH

Chinnor 00.00

Wain Hill 00.63

Princess Risborough 03.48

CHOLSEY & WALLINGFORD

Wallingford 00.00

Limit of Running 00.69

Cholsey 02.29

COLNE VALLEY RAILWAY

Nunnery Loop 00.00

Castle Hedingham 00.19

Drawell Loop 00.60

DEAN FOREST RAILWAY

Lydney S & W Jct 00.00

Lydney Lakeside 00.30

Lydney Town 00.63

Norchard 01.45

Parkend 04.15

EAST LANCASHIRE RAILWAY

Bury Bolton Street 00.00

Summerseat 02.48

Ramsbottom 03.79

Irwell Vale 06.05

Rawtenstall 07.79

EAST SOMERSET RAILWAY

Mendip Hill 00.00

Merryfield Lane 00.69

Cranmore West 01.35

Cranmore 01.65

East Somerset Jct BR 07.38

EMBSAY STEAM RAILWAY

Bow Bridge Loop 00.00

Embsay 00.35

Skibeden Loop 01.25

Holywheel Halt 01.55

Stoneacre Loop 02.20

FOXFIELD RAILWAY

Caverswell Road 00.00

Dilhorn Park 01.75

Foxfield Colliery 02.47

GLOUCESTERSHIRE & WARWICKSHIRE RAILWAY

Toddington 00.00

| | |
|-----------------------|-------|
| Winchcombe | 02.44 |
| Far Stanley Loop | 03.69 |
| Cheltenham Racecourse | 09.29 |

GREAT CENTRAL RAILWAY

| | |
|-------------------|-------|
| Loughborough | 00.00 |
| Quorn & Woodhouse | 02.03 |
| Rothley | 04.67 |
| Leicester North | 07.50 |

GWILI RAILWAY

| | |
|----------------|-------|
| Bronwydd Arms | 00.00 |
| Llwyfan Cerrig | 01.59 |

ISLE OF WIGHT STEAM RAILWAY

| | |
|---------------------|-------|
| Wooton | 00.00 |
| Havenstreet | 01.49 |
| Ashley | 03.15 |
| Smallbrook Junction | 04.56 |

KEIGHLEY & WORTH VALLEY RAILWAY

| | |
|-----------------|-------|
| Keighley | 00.00 |
| Ingrow West | 01.22 |
| Damens | 01.72 |
| Oakworth | 02.58 |
| Haworth | 03.44 |
| Engine Shed Jct | 03.64 |
| Oxenhope | 04.52 |

KENT & EAST SUSSEX RAILWAY

| | |
|-----------------|-------|
| Tenterden | 00.00 |
| Rolvenden | 01.33 |
| Wittersham Road | 04.05 |
| Northiam | 06.40 |
| Bodium | 10.05 |

LAKESIDE & HAVERTHWAITE

| | |
|--------------|-------|
| Lakeside | 00.00 |
| Newby Bridge | 01.20 |
| Haverthwaite | 03.32 |

LLANGOLLEN RAILWAY

| | |
|-----------------|-------|
| Llangollen | 00.00 |
| Engine Shed Jct | 00.32 |
| Berwyn | 01.46 |
| Deesside Halt | 03.22 |
| Glyndyffrdwy | 05.20 |
| Carrog | 07.20 |
| Corwen | 10.00 |

MIDDLETON RAILWAY

| | |
|----------------|-------|
| Moor Road | 00.00 |
| Middleton Park | 00.74 |

MID HANTS RAILWAY

| | |
|-------|-------|
| Alton | 00.00 |
|-------|-------|

| | |
|-----------|-------|
| Medstead | 04.35 |
| Ropley | 07.21 |
| Airesford | 10.11 |

MIDLAND RAILWAY

| | |
|--------------------|-------|
| Hammersmith | 00.00 |
| Butterley | 00.27 |
| Swanwick Jct | 01.01 |
| Ironville Loop | 02.64 |
| Riddings Jct | 03.13 |
| Codnor Park Jct BR | 03.15 |

NENE VALLEY RAILWAY

| | |
|------------------|-------|
| Yarwell Mill | 00.00 |
| Wansford | 01.16 |
| Ferry Meadows | 04.79 |
| Orton Mere | 05.78 |
| Peterborough NVR | 08.67 |
| Peterborough BR | 09.22 |

NORTH YORKSHIRE MOORS RAILWAY

| | |
|-----------------|-------|
| Grosmont | 00.00 |
| Goathland | 03.33 |
| Newtondale Halt | 08.24 |
| Levisham | 11.75 |
| Pickering | 17.72 |

PAIGNTON & DARTMOUTH

| | |
|-------------|-------|
| Paignton | 00.00 |
| Goodrington | 00.60 |
| Churston | 02.73 |
| Kingswear | 06.57 |

PEAK RAIL

| | |
|-------------------|-------|
| Matlock BR | 00.00 |
| Matlock Riverside | 00.30 |
| Darley Dale | 02.00 |
| Northwood | 03.60 |

PONTYPOOL & BLAENAVON

| | |
|-----------------|-------|
| Furnace Sidings | 00.00 |
| Whistle Halt | |

SEVERN VALLEY RAILWAY

| | |
|----------------|-------|
| Bridgenorth | 00.00 |
| Hamapton Loade | 04.41 |
| Alveley | 06.12 |
| Highly | 06.53 |
| Arley | 09.00 |
| Northwood Halt | 10.77 |
| Bewdley | 12.46 |
| Kidderminster | 16.04 |

SOUTH DEVON RAILWAY

| | |
|---------------|-------|
| Buckfastleigh | 00.00 |
| Staverton | 03.52 |

| | |
|------------------|-------|
| Totnes Riverside | 06.55 |
| Totnes BR | 06.74 |

STEPHENSON RAILWAY MUSEUM

| | |
|------------|-------|
| Museum | 00.00 |
| Percy Main | 01.60 |

STRATHSPEY RAILWAY

| | |
|-------------------|-------|
| Aviemore BR | 00.00 |
| Aviemore Speyside | 00.21 |
| Boat of Garten | 05.11 |

SWANAGE RAILWAY

| | |
|---------------|-------|
| Swanage | 00.00 |
| Herston | 00.79 |
| Harmans Cross | 03.02 |
| Corfe Castle | 04.79 |
| Norden | 05.60 |

TANFIELD RAILWAY

| | |
|---------------|-------|
| Sunnyside | 00.00 |
| Andrews House | |
| Causey Arch | |
| East Tanfield | (3) |

WEST SOMERSET RAILWAY

| | |
|----------------------|-------|
| Minehead | 00.00 |
| Dunster | 01.40 |
| Blue Anchor | 03.37 |
| Washford | 05.60 |
| Watchet | 08.07 |
| Williton | 09.65 |
| Stogumber | 13.07 |
| Crowcombe Heathfield | 15.61 |
| Bishops Lydeard | 19.51 |
| Norton Fitzwarren | 22.58 |
| Taunton BR | 24.59 |

MANX ELECTRIC RAILWAY

| | |
|----------------|------|
| Derby Castle | 0.00 |
| Port Jack | 0.27 |
| Onchan Head | 0.46 |
| Harbour Rd LC | 0.51 |
| Majestic | 0.67 |
| Braeside | 1.07 |
| Far End | 1.23 |
| Howstrake | 1.57 |
| Groudle Old Rd | 2.09 |
| Groudle | 2.24 |
| Eskadale | 2.71 |
| Halfway House | 3.46 |
| Ballagawne | 4.72 |
| Ballabeg | 5.31 |
| Fairy Cottage | 5.79 |
| South Cape | 6.24 |
| Laxey | 7.01 |

| | |
|--------------|-------|
| Minorca | 7.60 |
| Dhoon Glen | 10.14 |
| Dhoon Quarry | 10.49 |
| Glen Mona | 11.66 |
| Ballaglass | 12.60 |
| Cornaa | 13.11 |
| Ballajora | 14.65 |
| Dreemskerry | 15.10 |
| Bellevue | 16.46 |
| Ballure | 17.15 |
| Ramsey | 17.67 |

ANSWERS TO A CHRISTMAS ALPHAPUZZLE

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|
| S | Q | S | I | T | P | P | U | L | A | N | H | I | B | P | R | N | I | P | | | | | | | | |
| T | E | N | A | C | I | O | R | S | A | R | O | O | K | L | E | S | T | I | | | | | | | | |
| T | M | F | A | L | E | N | S | R | G | Y | T | A | R | I | N | E | T | I | | | | | | | | |
| A | T | H | A | D | J | E | R | V | I | S | O | Z | A | M | A | R | T | A | | | | | | | | |
| L | R | M | A | D | A | X | E | M | A | T | H | E | S | O | R | T | A | M | | | | | | | | |
| A | W | A | N | A | G | E | S | T | E | N | T | O | R | C | Q | K | U | E | X | P | T | B | Z | O | H | M |
| S | | | | | | | | | | | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| | | | | | | | | | | | | | | G | D | S | L | N | A | W | J | Y | F | V | R | I |
| | | | | | | | | | | | | | | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |