

TRANS PENNINE

The Magazine of the Pennine Railway Society



No.134 - Winter 2005

Committee Briefs

Season's Greetings

The Committee of the Pennine Railway Society join together in wishing all our members, their families and friends a very Happy Christmas and a Prosperous New Year. We thank you for your support and friendship in 2005.

Membership Fee

With the magazine you will find a renewal of membership form. We are pleased to be able to announce that the fee will remain unchanged at £5.

We hope you will rejoin the Society in 2006 by simply completing the renewal of membership form and returning it with a cheque for £5 made payable to the 'Pennine Railway Society', to our Membership Secretary, Tony Caddick, at the address shown on the form.

Free 2006 Diaries

All members rejoining for 2006 will receive a complimentary Pennine Railway Society pocket diary. Yet another good reason for renewing your membership.

Annual General Meeting

You are invited to attend the Society's Annual General Meeting which will be held at 12 noon on Sunday 15th January 2006 at the Salutation Inn, South Parade, Doncaster.

This is the opportunity for you, the members to have a say in how you wish the Society to be run.

It will also be a chance to socialise with friends you may not have seen for some time (e.g. The Treasurer!).

Social Meetings

Members are asked to note the social evenings arranged by Robin Skinner, held on the 1st and 3rd Wednesday of every month at the Salutation Inn, Doncaster.

The spring 2006 programme is shown elsewhere in this magazine. Curtains rise at 20.00 in our private function room. Entertainment guaranteed. Make it a date – Wednesdays at Eight.

Eurostar to St. Pancras 2007 – Update

A new 8-track depot to provide stabling, servicing and maintenance of the Eurostar fleet will be built at Temple Mills, Leyton, to replace the existing North Pole International depot. Tracks from the new depot will join the Channel Tunnel lines via a link emerging at Stratford International station.

At St. Pancras, Eurostar services will use six platforms. The magnificent roof is being fitted with new glass, painted blue, to make the station light and airy.

Work is well advanced at Stratford International; the station originally referred to as Ebbsfleet, in North Kent, will now be known as Dartford International. 17 minutes from St. Pancras, it will be three miles from Dartford station on South East Trains lines and there will be a regular shuttle bus between the two stations.

Eurostar is working on the 2007 timetable is considering stopping patterns involving stops at Stratford, Dartford or Ashford.

Journey times will be cut; London – Paris GDN 2h 15mins; London – Brussels 1h 53mins; London – Lille 1h 20mins.

End of 86s for ‘one’

East Anglian operator ‘one’ has marked the withdrawal of its last Class 86 locos which have hauled trains between London and Norwich since the route was electrified in 1985.

Three return Norwich – London services on 17 September 2005 were hauled by 86235 ‘Crown Point’.

Services are now hauled by Class 90s.

Green Light for Stirling

Reconstruction of the Stirling to Alloa and Kincardine line now has the backing of the Scottish Executive. Hopes are that a passenger service from Alloa to Stirling and Glasgow will start in June 2007. Beyond Alloa the line will principally carry coal to Longannet power stations.

Sheffield Improvements

A new ticket office with 12 counters has been open at Sheffield. The new office is part of a £50m investment in the station and its surroundings.

If any member is at the station when all 12 counters are staffed, please let us know!

Pennine Desiros

The first Pennine Desiro for First Trans- Pennine Express was expected in the UK in November 2005, to be followed by 50 more of the 3-car diesel units which will enter service in spring 2006. They are being built by Siemens and leased from HSBC Rail.

Geoffrey’s Gems

A number of members have been fascinated by the names of some of the LNER A1 Pacific Class locomotives. Our steam expert Geoff Bambrough tells us that 49 Peppercorn A1s were built for BR at Doncaster and Darlington in 1948/49. Peppercorn was the last LNER chief mechanical engineer.

Three names come from the writings of Sir Walter Scott; Meg Merrilies was the Gypsy Queen in the novel Guy Mannering; Hal O’ The Wynd was the blacksmith in The Fair Maid of Perth, and Madge Wildfire was a young woman from The Heart of Midlothian who went mad when her child was murdered.

In addition, Bongrace was a type of bonnet worn by Meg Merrilies. Guy Mannering and Redgauntlet were also named after characters in his books. Scott himself was honoured by the Sir Walter Scott. The last A1, Saint Mungo, was withdrawn in June 1966 and scrapped in September that year.

Thanks to Geoff for this insight into the A1s.

Pennine Slide Competition

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

The event saw 60 slides entered, of an extremely high quality. So much so that all 5 of our Treasurer’s entries (himself a previous multiple trophy winner) were eliminated at the first stage.

This year’s event was judged by Committee member Andy Dalby, the winner of the 2004 competition. We are pleased to announce that the 2005 winner was Committee member Tony Caddick (Membership

Secretary), and, bizarrely, Committee member Robin Skinner (Chairman and Fixtures Secretary) gained a third place prize. Chris Theaker won the second place prize.

Tony will now judge the 2006 competition and fellow Committee members are already eagerly anticipating further “in house” success next year.

Details of the winning slides are given below and copies of all the slides can be found printed in this magazine.

1st Tony Caddick Blackpool Transport ‘Metro-Coastliner’ liveried twin-set 675/685 at Pleasure Beach on May Day Monday 2005 after a heavy shower!

2nd Chris Theaker German Railways Class 139 banking a Munich to Italy freight train through the Brenner Pass in January 2005

3rd Robin Skinner Class 66 on freight heading south between Ferryhill and Ayecliff on 25th August 2005, taken from the cab of 91127 on 1S07 08.00 KGX – Edinburgh.

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

Traffic Returns to Ridham Rock

Trains are again using Ridham Rock, near Swale in Kent, on a line last used by freight in 2002.

Five EWS trains a week loaded with building materials from Germany operate to the dock via the Channel Tunnel.

Members Slide Competition

One of the items to be discussed at the AGM in January is the proposed changes to the rules for the Members Slide Competition, held annually, in March. The proposed changes are:

Increase the number of slides per entrant from 4 to 5

Instead of awarding points to all slides, you will choose, what you consider, to be the five best slides and put them in order

You cannot vote for your own slides

Your first choice will receive 5 points, next 4 points down to 1 point for your fifth choice. All points will then be added to give the overall winners

Railcar 50

Eddie Knorn

It really is 50 years since the first appearance on BR of what is nowadays known as the “first generation DMU”. To commemorate this, a celebration was arranged for 15th - 17th October 2004 at the Severn Valley Railway. My own interest in DMUs goes back to the mid 1970s, helped by the fact that I had such trains passing the bottom of my garden. In recent years, I have joined a model railway group who are building a layout set in that sort of era, and they need plenty of DMUs in their model fleet. This all fitted together well when I suggested that some of my model railway friends ought to join me at the Severn Valley for the “Railcar 50” event with the aim of doing some serious research.

I was able to set out early from home on the Friday morning and the drive across to the West Midlands went well. Having deposited my luggage at the Bed and Breakfast in Bewdley, I wandered across to the station and obtained my rover ticket.

The format of the event was to be 100% DMU operation on the Friday, a fairly intensive DMU service amongst the steam on the Saturday, something special on the Saturday night then more steam than DMU on the Sunday.

There was a shuttle service from Bewdley to Kidderminster in amongst the regular service, with a varied timetable of trains running through to Bridgnorth mixed with others turning back short of there. I could only stay until the Saturday evening, as I was committed to taking a preserved bus to an event in Kent on the Sunday. My model railway friends would join me on the Friday evening and stay around until close of play on Sunday. The organisers, The Railcar Association, had gathered together a diverse selection of DMU vehicles from railways around the country. Lottery funding had helped with this, so in return there was an element of educating people about DMUs.

The back platform at Bewdley held a selection of vehicles forming an educational display. The surviving "yellow diamond" Derby Lightweight twin was a real lesson in what could be achieved; the driving trailer was an empty body shell while its partner, the motor brake coach was near enough complete and as good as new, if not better. It was even possible to hear the engines running. The centre trailer composite from the early Swindon Inter-City (class 126) unit was also near the end of its "good as new" restoration. A Bedford - St Pancras motor brake (class 127) served to illustrate a "tapered" restoration, with one end in faded as-acquired paint, the other end in top coat, with intermediate stages in between. Further educational items were the various parts of DMUs on display in an old parcels carriage further down the platform.

Most entertainment was to be had by riding on the various DMUs in traffic. There were a variety of units in operation and highlights included the Class 122 Gloucester single car vehicle in lined green that had actually operated on the Severn Valley in service, the former Lincoln class 114 driving trailer in original green and a recently withdrawn class 101 power twin in various shades of blue. This was set 101 692 that received the pseudo-Caledonian colours while in service in the Glasgow area. It was still very much in "as bought from the scrap man" condition, but it made a few trips over the weekend, in spite of more and more mechanical difficulties developing over time.

One of my real favourites, however, was another class 101 Metro Cammell unit that had obviously been the recipient of a lot of love and care. The motor brake coach had been almost entirely back-dated to the mid 1970s. A 2 digit train describer panel had been reinstated on the cab front while the saloon lighting was restored back to light bulbs with round glass shades (remember them?). In its BR Blue livery, it brought the memories back to life. There was still work to do on the bodyside, the interior and the exhaust system, but it was still a real treasure. Its driving trailer was also BR Blue, but was still "as-bought" in terms of physical features. As it had not been through the full refurbishment process, it did have potential for a "proper" restoration.

By a happy coincidence, the motor brake car, E51213, had been one of the vehicles I had seen on a visit to Newcastle Central in 1979, one of my first trips to record DMUs in greater detail than just number spotting. At that time, it was still BR blue and retained the 2-digit train describer as well!

If the BR Blue 101 twin was stunning then the BRCW class 104 power twin was beyond words. This unit was at least as good as new if not better, but then it had undergone a ten year restoration. The lined green paintwork and speed whiskers livery just took you back to the late 1950s. You could gauge the quality of the restoration by the varnished wood interior (with nameplates to tell you what sort of wood it was!) and the way that the slots in the screw heads were all perfectly in line.

The previous weekend I had been at a bus event in Manchester and ridden in vehicles such as GM "Standard" Atlanteans and a "Centreliner" Seddon, which took me back in time to my many visits there. This restored 104 DMU had a similar effect, bringing to life my memories from chasing units around the various platforms at Manchester Victoria.

On the Friday evening, I met up with my colleagues from the model railway club and we attended a social event that included a talk on the history and development of DMUs. Those of you that know the Severn Valley Railway will be familiar with the real ale pubs at Bridgnorth and Kidderminster. We certainly did a lot of business with the latter, that evening. Let's just say that on Saturday morning I was a little fragile and the cooked breakfast was declined.

As Saturday progressed, the colour gradually returned to my face and my friends and I were able to enjoy plenty of DMU rides. The Class 104 power twin was a particular treat on the ears while it tackled the gradients between Bewdley and Kidderminster. We had to break the "DMU only" rule to use a scheduled steam service to get to Bridgnorth, but the reward was the ride back in a combination of the Caledonian Blue 101 power twin and the BR Blue 101, non-stop from Bridgnorth to Kidderminster, apart from a brief pause at Bewdley. Arrival at Kidderminster then positioned us ideally for one of the maddest train journeys I have ever undertaken on a preserved line.

The Severn Valley sometimes run a DMU "Fish and Chip Special" where you join the train at Kidderminster, order your food and then ride the DMU to Bridgnorth, where your fish and chips are waiting. For "Railcar 50" the special train was, shall we say, augmented. The formation was:-

Class 101 power twin – Caledonian blue

Class 101 power trailer – BR blue

Class 122 single car – lined green

Class 108 triple set – lined green (SVR resident)

Class 108 power trailer – lined green (SVR resident)

Class 104 power twin – lined green

Yes, twelve coaches in place of the usual five! Although we were all travelling on third class rover tickets, there was the opportunity to "upgrade" to First Class on certain DMUs by paying a supplement; we opted to do this in the Class 104 for the outward journey, which meant we were at the very rear of the train. Although all of these vehicles were supposed to be operable in multiple with each other, there seemed to be a bit of a time lag between what was happening at the front and our vehicles at the rear. As the SVR is quite twisty and as it was dark by this time, it was bizarre to see the lights of a train of this magnitude stretching into the distance. Upon arrival at Bridgnorth, there was the predictable scramble for fish and chips and then the DMU train had to shunt into the shorter platform to make way for the steam "wine and dine" train. Somewhere amongst the chaos, we found some space in the Class 108 triple set (which has a bar in the middle coach) for the return trip.

Having had to drive home ready for my bus event on the Sunday, I subsequently found out that my friends had enjoyed a good deal of further DMU riding, although there were fewer opportunities due to the busy steam service. All told, the event was a real trip back in time for me, while being a successful research trip for my friends. Roll on "Railcar 60"!

Brake Van Tours

Paul Slater

As well as the normal rail tours around Scunthorpe steelworks operated by the Appleby Frodingham Railway Preservation Society, a few extra tours are run each year using brake vans. I had been on two of these tours with a friend and had found them an interesting experience, and booked a tour for Chris and myself; it would be her first ride in a brake van.

We were at Frodingham platform in plenty of time for the start of the tour, which followed the regular Saturday afternoon tour. It was the last weekend in June, and decidedly chilly, the heat-wave of the previous week having completely broken down. The regular tour was running late, and we saw it arrive back at Frodingham platform - as usual, it consisted of two carriages hauled by USA-style 0-6-0T "Hutnik" and banked up the gradient from Appleby platform and the preservation society's depot and shop by 0-6-0 diesel shunter "Arnold Machin". One brake van was already standing in the loop at Frodingham platform, and after the passengers

from the tour had dispersed, and "Hutnik" and "Arnold Machin" had run back down the gradient with the empty carriages, the motive power for the brake van tour appeared. This was no. 1438, a diminutive green-painted 0-4-0 saddle tank, which made an impressive plume of smoke and steam in the cool air as it brought a second brake van up the gradient against the backdrop of the Appleby blast furnaces.

A few passengers were already on the brake van attached to no. 1438, and others were waiting on the platform with Chris and me. The little engine shunted the two vans together, making clouds of white steam, and backed them into the platform. The rest of us got on board, Chris and I standing on the rear veranda of the first van, and soon we were on our way. The vans were fitted with brake hoses, but were loose-coupled; I commented to Chris that it was unusual for passengers to travel in unbraked vehicles, and the jolting and banging of the vans as no. 1438 negotiated the many points and gradients of the steelworks rail network was a distinctive feature of the afternoon's excursion.

My previous brake van tours of the steelworks were not the first time I had travelled in that type of vehicle, as twice during my time at Cambridge I went on brake van rides with the University Railway Club down goods-only branches: from Holme to Ramsey North in March 1964 and from Downham to Stoke Ferry a year later. Motive power for the Stoke Ferry trip was a 31, but we were hauled to Ramsey by D3449: the train started at Peterborough, reversing on to the branch at Holme, and I am sure it will remain the one and only time I travelled for several miles down the East Coast Main Line behind a 08.

Soon after departing from Frodingham platform, no. 1438 took its two vehicles past the stabling area for the Corus locomotives used for shunting in the steelworks, which has replaced the former engine-shed adjacent to the Appleby Frodingham Railway Preservation Society depot. Among the locomotives visible were Yorkshire Janus 0-6-0 diesel no. 29 and one of the small 0-4-0 diesels used on the high line up to the blast furnaces. Beyond the stabling area, no. 1438 noisily climbed a gradient and crossed a road into an area of sidings outside some large sheds. On last year's brake van tour we had been shunted into one of these sheds, and it had been strange to be riding through the cavernous building with the saddle-tank's steam rising towards the roof high above; now, however, these buildings were disused, and we were shunted back across the road to re-join the track we had been on earlier. The whistling of no. 1438: whenever we crossed a road, and the hiss of steam each time we stopped became as characteristic a sound of our brake van tour as the clanging of the vehicles in which we rode.

Another of the Yorkshire Janus diesels, no. 1, was shunting on an adjacent track as the brake van tour proceeded on its way. Chris was looking forward to a journey up the high line, but was disappointed, as this time it was not included in the tour; on the previous two occasions, the saddle-tank had laboured up the steep gradient, pushing its two vans ahead of it up the narrow metal viaduct past hissing pipes and grotesque industrial apparatus to a place where we could see the small diesel locomotives with their hopper cars which fed the four great blast furnaces. Instead of the high line, our tour this year took in a large area of sidings which I had not visited before and where there were many containers awaiting export as well as blooms and ingots of steel still hot enough to make the air shimmer. Next, we were shunted into the exchange sidings, where we saw French railway wagons loaded with steel; there were no main line locomotives to be seen, except for a 08, and no trains at the nearby coal terminal or passing by on the line to Immingham, a contrast to the activity I had seen here on previous visits.

Our route now took us round the perimeter of the steelworks, under Dawes Lane and the high embankment which carries the branch-line on which iron-ore trains from Immingham reach their terminal. By a control tower was a spread of sidings and several locomotives: Hunslet no. 75, Yorkshire Janus nos. 91, 92 and 93, and nos. 62 and 63 of a different type. No. 62 ran past us, and then followed the brake van train for some

distance before turning off on to a parallel track and overtaking us. We caught up with it further on, where it had stopped at some points near the gigantic buildings of the Anchor steel-making plant.

As no. 1438 took us along the southern edge of the works complex, I pointed out to Chris a grassy bank, planted with trees, which lies outside the perimeter fence next to the A18 main road almost opposite Morrisons superstore. I have found this bank a good viewing-point, and only two weeks earlier, on another chilly Saturday afternoon, I had seen Hunslet diesels working in pairs with the heavy trains of molten iron from the blast furnaces, one locomotive hauling and the other banking on the incline up to the Anchor plant, and had watched

as single engines brought empty torpedo wagons back two at a time. We passed two of the jumbo wagons which had been in use before the torpedoes, and are now preserved; then we halted, and began to back up the line used by the trains of molten iron. One of the Hunslet diesels was visible in sidings on a lower level, and outside the Anchor plant was parked a long line of torpedo wagons.

Our brake van tour was coming to an end. I had shown Chris the bench seats inside the van, in case she got cold or became tired of standing, but she preferred to enjoy the view from the veranda. We saw another of the Hunslet diesels, no. 70, shunting a torpedo wagon near the blast furnaces. The final part of our tour took us under the high line and up the gradient to Frodingham platform, no. 1A38 working strenuously. At last we stepped down, and put a donation into the Appleby Frodingham Railway Preservation Society collecting box: the ride had been free. We had been in the brake vans two hours; our start had been delayed, but we had enjoyed a full tour, and it was now seven o'clock on a chilly, overcast evening. We were both cold from the wind and stiff from standing, but neither of us had missed anything there was to be seen on the tour. There was time for a couple of photographs of no. 1438 standing with its vans at the platform, and then it was home to Gainsborough for tea.

A Pre Christmas Bash 1984

Chris Tyas

Just prior to Christmas 1984 myself and my work colleague Steve decided to take a trip to Holland in search of the EM2 former BR locos which were still in operation on the NS system, but were expected to be withdrawn at any time. We left Doncaster on the afternoon of Friday 21st December having finished our night shift at 6 o'clock that morning. We travelled to Kings X behind 47195 on 1E95 an Edinburgh - Kings X additional, where we took the tube to Liverpool Street, with plenty of time for us to buy a NS day rover from the European travel centre before boarding 1F26 20.00 Liverpool Street - Harwich Parkeston Quay.

We boarded the Princess Beatrix on the night ferry to the Hook of Holland, spending most of the night in the bar. I remember Steve waking me saying do they have streetlights in the sea or are we in Holland. From the Hook of Holland we took 1125 to Utrecht then we had 1658 from Utrecht to Amsterdam, it was at this point that the fun and games started, as Steve could not find his passport. We duly went to the lost property office and luckily we found someone who could speak good English (as most Dutch people do) to report it. The lady suggested we go back on the platform and have a good look around to see if he had dropped it when getting off the train, and she would arrange to have someone to look on the train when it reached its destination. I asked Steve if it might have dropped through the lining of his coat but he replied don't be silly it's a brand new coat. After searching around on the platform (Steve even being desperate enough to look in the fire buckets at the end of the platform) I decided enough was enough and made a grab for his coat frisking the inside of the lining and sure enough there at the bottom was one passport.

Steve was left to go back to the left luggage office by himself to explain. We then had 1202 from Amsterdam to Den Hag HS followed by a short hop with 1643 to Den Hag CS. From here we had 1636 to Delft then 1206 from Delft to Helmond. As yet we had not even seen an EM2 so we decided to go to Eindhoven behind 1643 for the second time of the day (there's nothing like being bowled out on your first trip to a new country), from Eindhoven we had 1636 again (you can see a pattern emerging can't you) back

to Helmond, then 1207 back to Eindhoven. We decided that as a last throw of the dice we should go to Venlo as we had been told that the EM2's often worked the boat train to the Hook so we had 1305 from Eindhoven to Venlo only to find that 1305 would be the engine to work the boat train which we had to take back to the Hook of Holland, it was a most enjoyable day even being bowled out three times.

The St Nicholas was the night ferry back to Harwich and upon arrival we had 47572 on 1C09 07.40 Harwich Parkeston Quay - Liverpool Street, then we went by tube to Waterloo for 33118 on 1V11 11.10 Waterloo - Exeter as far as Sherbourne then we had 33048 on 1O14 12.25 Exeter - Waterloo to Salisbury. Next we had 33040 on 1V27 1315 Portsmouth Harbour - Cardiff as far as Bristol T M, from Bristol we had 50033 on 1M36 11.55 Penzance - Liverpool as far as Birmingham N S. where we had about an hour to wait for 47534 on 1E37 12.45 Penzance - Newcastle to Sheffield.

It was here that I parted company with Steve as he decided he needed a night in his bed but I headed for Leeds with 43092 & 43076. From Leeds I had 45118 on 1V44 21.20 York - Plymouth as far as Exeter where 45118 was replaced by 47471 which I had to Plymouth, from Plymouth I had 43178 & 43131 back to Bristol T M for 50021 to Swindon on 1A32 09.20 Bristol T M - Paddington then 50040 from Swindon to Reading on 1A34 09.10 Cardiff - Paddington. From Reading I caught 1E63 09.40 Poole - Newcastle with 50037 to Birmingham N S then 45136 worked forward, which I had as far as Sheffield for a DMU back to Doncaster a most enjoyable but tiring pre Christmas bash.

Pennine Observer Notes

Eastern Region

Recent sightings at Hykeham have been:

Sep 2 66116 on coal train

66704 on ballast train

Sep 8 66077 on container train

66079, 66236 on 66241 on coal trains

Sep 12 66079 on container train

66221 on coal train

67017 light engine

Sep 13 66029 on coal train

Sep 15 66039 on coal train

Sep 19 66088 and 66244 on coal trains

66703 on ballast train

Sep 20 60053 on oil train

66088 on coal train

Sep 22 66219 on coal train

Oct 3 60075 on oil train

66025 on coal train

Oct 4 66096 on coal train

66145 on container train

Oct 10 66070 on container train

66169 on coal train

Oct 11 66054 and 66211 on coal trains

Oct 13 60001 on coal train

66070 on container train

Recent sightings at Lincoln have been:

Aug 18 60012

Aug 22 66076

Sep 1 60078 on oil train

66203 on coal train

Sep 21 66618 on oil train

67002+67022 on Serco test train

Sep 23 unidentified blue 60 on Serco test train (can anybody tell Steve Payne which one?)

Oct 3 66048+66075 on cement train

Oct 5 66609 on oil train

Oct 20 66161

Oct 25 60061

Other recent sightings have been:

Sep 7 66093 on steel and 66535 on goods at York

Sep 10 66572 on freightliner at Claypole

Sep 22 66516 at Stow Park

Sep 24 60012 on steel train on Doncaster avoider

Sep 27 60005 derailed at Hull Daircoates Tilcon

Sep 28 66527+66558 on p.w. train at Gainsborough

Sep 29 66713 at Grantham

Oct 1 09106 at Goole freight terminal

Oct 12 60012 on Skipton to Hull Tilcon train

Noted in East Anglia on 24 September were 37069, 20315, 84001, 55019, 89001, 45112, D1023, 31452, 86235 and 67020 at "ACoRP Gala" at Norwich; 57006, 57012, 66580, 66538, 66571, 66541, 66503, 66508, 66535, 90041, 90042 and 90047 at Ipswich; 20311 and 20312 at Stowmarket; 90006, 90002, 86218, 86232, 86234, 86260 and 87027 on Norwich Crown Point and 90019, 90013, 90004, 90015 and 90011 on Norwich - Liverpool Street services.

Silverlink County EMU 321407 "Hertfordshire WRVS" has been seen working regularly on the Doncaster - Leeds service.

Railtours and Charter Trains

Locos seen working on railtours and charters have been:

Aug 20 (The Jolly Fisherman) 67014 and 67015

Sep 7 (York – Scarborough steam special) 4472 "Flying Scotsman" Sep 24 (Liverpool Street – Norwich charter) 87009 and 87019 (ACoRP Gala Trains) 33103 and 47832

Sep 25 (ACoRP Gala Trains) 47714 and 20096+20905

Oct 5 (Cathedrals Express) 45231 "The Sherwood Forester" and 33202 Meteor (see page 13) Oct 8 (North Yorkshire Moors Express) 67027 Oct 15 (Alnwick Flyer) 67029

Preserved Railways

Locos working at the Nene Valley Diesel Gala on 17 September were D9516, D9520, 56057, 73206, 73209 D306, 31271 and DMU 51401/59508/51347.

Locos in steam at the Greater Manchester Museum of Science and Industry "Riot of Steam" event on 17 September were replica locos "Novelty", "Planet", "Rocket" and "Sansparail".

Locos used at the "Twilight of Steam" event at Barrow Hill on 8 October were 5199, 8009, 45231 "The Sherwood Forester", 48182, 49395 and 65466.

Locos working at the "Dawn of the Diesels" event at Barrow Hill on 16 October were 20066, D5528, 20096, 47847, 55019, 66717, D8132, 20905, 26011 and 47145.

Foreign (Is this a first?)

Noted, by Steve Payne, on a recent visit to Napoli Centrale station on 14 September were electric locos

E402.111, E402.159, E464.051, E464.097, E464.113, E464.130, E464.224, E655.036, E656.444, E656.457, E656.461, E656.464 and E656.566.

Pennine Meetings 2006

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

Wednesday 4th January 2006	David Bladen
Sunday 15th January 2006	ANNUAL GENERAL MEETING. 12noon SALUTATION INN.
Wednesday 18th January 2006	Steve Philpott '1970s to the Present'
Wednesday 1st February 2006	Mervyn Allcock, Barrow Hill.
Wednesday 15th February 2006	Chris Theaker
Wednesday 1st March 2006	MEMBERS SLIDE COMPETITION
Wednesday 15th March 2006	Peter Marsh
Wednesday 5th April 2006	Graeme Wade '50 Years of Photography'

Pennine Quiz No. 121

The Answers

1. Harwich Parkeston Quay to Birmingham NS / Liverpool Lime Street
2. London Liverpool Street to Norwich
3. Harwich Parkeston Quay to Nottingham
4. Newcastle to Glasgow Central
5. Newcastle to Stranraer Harbour one way only
6. Newcastle to Girvan one way only
7. Girvan to Newcastle one way only
8. Stranraer Harbour to Newcastle one way only
9. Euston to Aberystwyth
10. Euston to Pwllheli Saturdays only
11. Carlisle to Euston
12. Hereford to Paddington
13. Great Malvern to Paddington
14. Paddington to Pembroke Docks Saturdays only
15. Paddington to Penzance Friday only one way only
16. Paddington to Newquay Saturdays only
17. Waterloo to Portsmouth Harbour
18. Waterloo to Portsmouth Harbour
19. Waterloo to Weymouth
20. Edinburgh to Oban / Fort William / Mallaig
21. Inverness to Wick / Thurso
22. Inverness to Kyle of Lochalsh
23. Fort William to Mallaig steam service
24. Paddington to Fishguard Harbour
25. Swansea to Llandrindod Sundays only one way only

Pennine Quiz No. 121

The Winners

1st= John Andrews

1st= John Dewing

3rd=Ken King

Congratulations to all the winners.

CFL Revisited

Andy Dalby

As a present for my birthday this year, Sue dragged me down to travel agents in town to book a break for me in Luxembourg. My plan was to do some travelling on the CFL, Luxembourg's state railway. It had been nine years since my last visit to the CFL and I knew that they had bought some new locos, rolling stock etc so there would be something of interest to spot and travel behind.

The package I booked was for four nights in a hotel in the city itself and return flights with Lux-Air from London City Airport (L.C.A). This meant I could do the Docklands Light Railway to Canning Town or Prince Regent Stations to connect with a bus for the airport. In December of this year (2005) an extension to the D.L.R. should open giving a direct line to the airport.

Saturday 13th of August

Departure day, I had decided to get to London early so I had booked a seat on the first train from Doncaster, this being the 05:05 Leeds to Kings Cross, departing Doncaster at 05:37, travelling to the Cross on Eurostar set 3303/3304. An uneventful ride to KX and an on-time arrival meant I had about two and a half hours to get to L.C.A. to check in. Getting a zone 1 to 3 ticket for London Transport I boarded the Northern line tube from KX to Bank, 51603 being the leading tube car. From Bank station on the D.L.R. I took sets 33 + 37 to Westferry and sets 45 + 16 to Canning Town. It's a bit strange being on a moving train with no driver! From Canning Town it was a Stagecoach decker fleet no. 17817 (missed the Reg. number) to the airport, arriving at about 09:05.

I checked in straight away to be told that my flight would be called at 11:45 for a take off at 12:05. So I had three hours to kill, the time spent watching planes take off and land from the side of the runway.

Back into the airport at 11:30 and in through the passport control, metal detectors etc and through the gate to the plane. My plane for the journey was an Embraer 135 EUROJET Reg. LX-LGL, a 37 seater, the loading passenger wise being about 20.

Take off was to time and the plane flew in the direction of Kings Cross then banked right and headed for the coast and Luxembourg passing Canary Wharf and the bullet shaped building new to the sky- line of London . After a flight of about 50 minutes (plus the one hour for putting watches forward) I arrived in Luxembourg at about 13:55. No problems with Luxembourg customs or passport control and straight onto a bus into the city. (For ref. service 16, cost €1.20, destination railway station). Leaping off one stop before the station I was straight into the hotel, dropped my bags and straight out for my 8 minute walk to the station. I already had two OEKO-CARNET LETZBEURG tickets which cover all trains and buses in Luxembourg from the time validated (at a machine) until 08:00 the following morning, so I validated one and started my moves as shown below.

Code: # CFL, + DB, = SNCF, * SNCB.

Loco from to service

+181 201 Luxembourg(Lux) Wasserbillig IC439 16:23 Lux - Dortmund

+181 211 Wasserbillig Lux IC434 09:54 Norddeich Mole - Lux

3012 Lux Mersch IR120 19:15 Lux - Liers

3015 Mersch Lux IR121 16:54 Liers - Lux

On arrival back in Luxembourg I did a bit more spotting then out for an evening meal then back for a good nights sleep. GOOD NIGHTS SLEEP!!! No chance, the hotel was on the flight-path for Luxembourg airport take off's, B****Y NOISY 747 cargo planes taking off, screaming over the city and MY HOTEL at what seemed all hours.

Sunday 14th August 2005

Woken by the city council's road- sweeper at about 6 am, went down for my buffet style breakfast about 7, the usual ham, cheese, salami, boiled eggs, bread, etc and as much coffee or tea as I could drink, then down to the station in the pouring rain. Managed to stay fairly dry by dodging in and out of shop doorways and bus shelters, must remember to take a brolly next time. Sunday is fairly quiet on the CFL, no early morning commuter services, most trains being covered by the 2000 series EMUs so I bought a SaarLorLux-Ticket. This ticket covers all trains in Luxembourg and all trains from Trier(Germany) to Saarbrücken(Germany), Homburg(Germany) and other stations in the Saarland area including a station called BITCHE through to Metz, Nancy, Epinal, Verdun and other stations in the Lorraine area of France. The cost for this day ticket, valid on a Saturday and Sunday is 18€, about £13.50 depending on the exchange rate. Having bought my ticket the following moves were done.

+181 211 Lux Trier IC 433 08:23 Lux - Norddeich Mole

+143 822 Trier Saarbrücken RE12008 08:22 Koblenz - Saarbrücken

+181 222 Saarbrücken Metz EC 54 10:43 Frankfurt - Paris Est

=115040 Metz Thionville EC 90 10:13 Brig - Brussels

=115001 Thionville Lux EC 306 13:50 Paris Est - Lux

=516708 Lux Thionville 837687 18:56 Lux - Nancy

=115045 Thionville Lux EC 96 13:10 Chur - Brussels

It kept on raining all that morning, while I was in Saarbrücken I brought to the attention of one of the stations "Red Caps" an un-attended bag left on one of the bay platforms at the south end of the station. Given the current situation in the UK security wise, it seemed the right thing to do. Anyway the "Red Cap" and I walked down to the bay platform concerned, he went to the bag whilst I kept a safe distance with my fingers in my ears, well you never know do you. He shook his hands as if to give the all clear so I wandered off and left him to it. About 10 minutes later I saw him and two German Police officers moving the lost (?) bag off the station. I had my lunch then out of the station to photograph two trams on what appears to be a fairly new tram system.

I was surprised at the state of Metz station, a concrete monster of a station, probably built after the war and since then had very little modernization done to the platform area. The booking hall downstairs was presentable but the platforms could be better. Two EC trains and a Metz to Paris service arrived/departed

during my visit, hauled by 115xxx series electric locos plus diesel 461019 + 461015 on freight and 425114 electric loco light engine. It had stopped raining by the time I left Metz.

Outside Metz on the way to Thionville is a large marshalling yard, plenty of locos on show but travelling about 80 mph didn't get many numbers. At Thionville there is also a large yard and loco depot but being a Sunday the depot and some of the yard was obscured by empty coaching stock. There were several locos stabled near/next to the platforms but these were mainly CFL and SNCB electrics.

In the yard north of the station stood a CFL class 1800 diesel loco No. 1816 waiting its next freight turn. With the amount of locos visible on the shed/yard complex Thionville will be interesting Mondays to Fridays.

Did a fill in move with 516708 and back with 115045 then off into the city for dinner and another night of aircraft noise recognition classes!

Monday 15th of August.

Up early, down for breakfast to try and get out for 6 am. Got a strange look from the night porter in the dining room during breakfast but thought no more about it. Down to the station, in the rain again, for about 6:15/6:20 and struck by the lack of normals heading into the city for work. Trains that should have been loco hauled were units, couldn't understand what was happening. I checked the timetable, it read "X Du lundi au samedi sauf les 25 dec; 1 janv; 28 mars; 5, 16 mai; 23 juin; 15 aout; 1 nov." S**T!!! Now I know what the night porter was looking at me for. A case of "Rover Brain" and I've only been here a day and a half. August 15th is a bank holiday in Luxembourg, so all the normal diagrams for locos etc are changed from the normal weekday ones. What to do? Could have had a lie in but I'm out now so make the best of it.

I decided to get some photos at some of the smaller stations in Lux and pick up locos as and when I came across them.

The moves for Monday are shown below.

+181 213 Lux Wasserbillig EC 433 08:23 Lux - Norddeich Mole

+628 505 Wasserbillig Lux RE 5214 08:57 Trier - Lux

#2019 Lux Bettembourg RB 4710 10:20 Lux - Athus

#2018 Bettembourg - Lux RB 4736 10:45 Athus - Lux

#2019 Lux Mersch RB 3112 12:50 Lux - Ettelbruck

#3010 Mersch Lux IR 115 10:54 Liers - Lux

#2105 Lux Kleinbettingen RB 5713 13:51 Lux - Kleinbettingen

#2105 Kleinbettingen Lux RB 5739 14:14 Kleinbettingen - Lux

#2008 Lux Oetrange RB 4915 15:53 Lux - Wasserbillig

#2021 Oetrange Lux RB 4942 16:27 Wasserbillig - Lux

#3019 Lux Mersch IR 118 17:15 Lux - Liers

#3012 Mersch Lux IR 119 14:57 Liers - Lux

I wasn't prepared to sit for two hours + at Wasserbillig for the next loco back so went back to Lux on a DB unit. I had noticed two CFL 500 series shunters no's 501 and 502 at Oetrange, will go back later in the day if it stops raining. Remembering CFL 1001 shunter was in the siding next to Bettembourg station I did a unit to Bettembourg, got my photo then back on another unit to Lux. Had a spot of lunch then did the unit to Mersch so that I could photograph CFL 3015 arriving in Mersch on the 13:15 Luxembourg to Liers service. Back to Lux on the Liers - Lux train then I decided to try the low floor single car DMUs that normally work the Kleinbettingen service. Strange units, the engines are situated under the driving cabs and inside the passenger compartment there is a step up from the low floor section to the seats above the bogies. The driving cabs are separated from this area by a smoked glass door, giving views of the driver driving. Also in the cab is a small TV monitor giving the driver a view down the outside of the train, enabling him to operate the doors when on one man operation.

It had stopped raining sometime earlier and started to brighten up so I went to Oetrange for the two 500 series shunters. On arrival back at Lux it was a quick walk to leap onto the 17:15 Lux to Liers with 3019 to Mersch for a 2 minute connection for

3012 back to Lux. Hung around the station for about 75 minutes, trying to see if I could see anything in the CFL works which is situated right next to the station platforms. There are two clear panes of plain glass in the side of the workshops and I was able to see CFL locos 1818 and "flat iron" 3603 inside.

Nipped out for some dinner then back to see the evening EC trains and the overnight Luxembourg to Nice service. Off back to the hotel for hopefully a better nights sleep, but once again aircraft disturbed me till around midnight but I don't remember anything after that.

Tuesday 16th August 2005.

Up at 6, breakfast then down to the station for about 6:45. Being a normal day there were plenty of commuters in and arriving in the station and several of the new class 4000 series electric locos and double decker stock recently purchased by the CFL. I had decided to head out towards Petange and cover one of the locos that should only work once that day. Whilst waiting to depart on the 07:18 to Petange I notice that the wind had changed direction and aircraft were now coming in to land over the city, making it a lot quieter. I should get a better night's sleep tonight.

Tuesday's moves are as follows

#4013 Lux Bascharage-Sanem RB 7657 07:18 Lux - Petange #3011 Bascharage Sanem Lux RB 7882
07:26 Longwy - Lux #4007 Lux Esch RB 4708 08:20 Lux - Athus #4018 Esch Lux RB 6734 08:51
Rodange - Lux #4017 Lux Bettembourg RB 4710 10:20 Lux - Athus

#2004 Bettembourg Volmerange RB 6116 10:34 Bettembourg - Volmerange #2004 Volmerange
Bettembourg RB 6168 11:12 Volmerange - Bettembourg #4015 Bettembourg Petange RB 4711 11:20 Lux
- Athus

#2018 Petange Lux (direct) RB 7737 12:05 Rodange - Lux #3005 Lux Mersch IR 114 13.15 Lux - Liers
#3007 Mersch Lux IR 115 10:57 Liers - Lux

#4008 Lux Bettembourg RB 6713 13:50 Lux - Rodange #4013 Bettembourg Lux RB 4739 13:45 Rodange
- Lux #4011 Lux Noetzange RB 6714 14:50 Lux - Athus

During the half hour stood at Noetzange 3 freight trains hauled by +185 522, *1312 and #3016 and *1308 plus an unidentified #3000 series loco, one light engine +185 520 coming off the Roumelange branch and a Luxembourg bound passenger service passed, busy stretch of line!

#4019 Noetzange Esch RB 4715 15:20 Lux - Athus #4008 Esch Lux RB 6741 15:21 Rodange - Lux #4003
Lux Noetzange RB 4716 16:20 Lux - Athus #4012 Noetzange Shifflange RE 6716 16:50 Lux - Athus

#4019 Shifflange Lux RB 4742 16:45 Athus - Lux #4001 Lux Bettembourg RB 6717 17:50 Lux - Athus
#4010 Bettembourg Esch RE 6368 18:10 Lux - Esch #3002 Esch Lux RE 6744 18:25 Rodange - Lux

While I was waiting at Esch I was surprised to see a CFL employee trying to remove two party balloons that had managed to entangle themselves round the overhead conductor wire. He was using a large insulated pole to try and break the string, sorry, burn the string as the power supply did not appear to have been isolated. Every time he touched the wire a small blue flash appeared along with "crackling" sounds. He tried three or four times and finally the string holding the balloons gave way and they fell to the floor, the string smoking as they fell. BRAVE MAN! With 25Kv AC running through the wires it's not something I would like to try and do.

On arrival back in Luxembourg I stayed on the station spotting till about 20:40 then into the city for dinner then back to the hotel.

Wednesday 17th August 2005.

Last Day. Had to be at the airport to check in at 13:00 so up and out early, onto the station for the 06:10 to Athus. I decided to go to Rodange to cover the 06:43 Longwy - Lux service which should be a CFL class 3000 series loco. #4017 worked the 06:10 to Longwy, arriving at Rodange at 06:30. I had about 20 minutes to wait until the 06:43 Longwy - Lux arrived, when it appeared round the corner it looked like a CFL 3000, I didn't expect to see a SNCB 1300 on the train, the loco being 1355. The Luxembourg 3000 series and the Belgian 1300 series locos are very similar both internally and externally, the only noticeable difference being the number and the coloured strip painted along the side of the loco, the CFL colour maroon and the SNCB blue. I did 1355 to Petange and waited for the 07:26 Longwy - Luxembourg to appear.

During my wait I photographed CFL 4010 and 4017 on internal services, 1102 as yard pilot, CFL 3016 and SNCB 1312 in a pair on an intermodal/piggy-back freight train and T19, a rail / road tractor type vehicle used for shunting in the wagon works at Petange. The 07:26 Longwy to Luxembourg service appeared with #3002 on the front of a full rake of DB stock which would go forward from Luxembourg to Norddeich Mole with a DB 181 loco in charge. On arrival in Luxembourg I waited to see if any new locos turned up but I was out of luck. I spent the rest of the time photographing various French 15000 series locos, the Luxembourg works shunter no. 1011 and spotting aircraft flying over the station on their final approach to the airport. My last slide taken was of CFL unit 2008 waiting in the station with the 11:20 to Ettelbruck, the station clock tower behind it and a cargo Boeing 747 flying over the tower!

I left the station in time to catch the 12:15 bus to the airport (Reg. No. B1253) a Merc powered bendi-bus. Checked in on arrival and then went outside to do some more plane spotting. My flight home was called at 14:45 and after a short walk across the apron I boarded LX - LGK, a different EMBREAR 135 EUROJET, this time being very lightly loaded passenger wise, there being only SIX fare paying punters plus one British Airways stewardess travelling "back pass".

A punctual departure from Luxembourg airport at 15:05, plus a lightly loaded plane and a tail wind meant an early arrival at London City airport, the approach taking me over Kings Cross/St Pancras, to land in just over 45 minutes. Straight through passport and custom control and onto X251NNO Stagecoach decker (fleet No 17251) to Prince Regent station on the DLR. From there to Westferry with sets 66 and 11, forward from Westferry to Bank on sets 06 and 09. From Bank to Kings Cross on the Northern line with 51603 leading I arrived at Kings Cross at about 16:15.

As I was booked on the 18:30 Kings Cross to Newcastle I spent the time watching commuters running for trains, armed police wandering round and finally something to eat. 91120 was on the 18:30 to Newcastle so it was down to the now defunct smoking coach for a steady ride to Doncaster.

On leaving Peterborough I noted two class 73 locos and several "Gatwick Express" coaches, must have missed them on the way down on Saturday.

Passing Belmont yard at Doncaster I saw 66952 on a coal train, I've still got something to spot in this country, after all!

Arrival in Doncaster was eight minutes late, one of the longest delays I had had on my trip. I did a station taxi home, finally getting in about 20:30.

I enjoyed the trip, well worth going to Luxembourg, new locos, units and stock. I saw 4 CFL "flat irons" class 3600, all now withdrawn, my last class 1800 diesel loco 1812, and I've still plenty to go for in the future with the 3000 and 4000 series locos, so as the saying goes "I'LL BE BACK".

Acknowledgements

I would like to thank the following for their generous contributions to this issue: Andy Barclay, Tony Caddick, Andy Dalby, John Dewing, Eddie Knorn, Steve Payne, John Sanderson, Robin Skinner, Paul Slater and Chris Tyas.

Special thanks to the Lincolnshire & East Yorkshire Transport Review for allowing me to reproduce the photo of 33202 on page 13.

Next Issue

The Spring 2006 Issue of Trans Pennine is due for publication on 15th March. Would contributors please let the coordinator have their information by Wednesday 15th February - THANK YOU. Remember, you can email your contributions to david@whitlam145.freemove.co.uk.

Pennine Quiz No. 122

Cross Number Puzzle

[The puzzle and associated pictures have become distorted and removed]

JACK DAVIS

Members will be saddened to hear that Jack Davis passed away on 21 November 2005, aged 85. Jack had been a keen supporter of the Pennine Railway Society since its formation, and attended many of our events. He also often entertained us at our social evenings by giving slide presentations. One particular evening of quality was when he gave us a show on "Shadows of the Settle and Carlisle" where excellent slides of the S & C were accompanied by music from The Shadows Group.

Jack was also dedicated to the Pennine Shield and for many years led the South Yorkshire Railway Photographic Circle's team, originally based at The Grapes, Trippet Lane, Sheffield, and later at the University of Sheffield social club.

Jack's funeral was held on Thursday 1 December 2005 at City Road, Sheffield and the Committee were represented by Robin Skinner and John Sanderson.

The Society sends condolences to Jack's wife Margaret, and to son Jon, to other members of his family and to his friends, of whom he had many.

We propose to remember Jack in 2006 and have already approached Jon, who is a long standing member of the society and has previously been a member of the Committee, to present a social evening showing some of Jack's many quality slides.

We are also proposing to remember Jack permanently through the Pennine Shield, incorporating his name in future competitions, which, again, has the support of his family. We will let members know the outcome of this.

At the funeral service many references were made to Jack's interest in not only railways but also many other forms of transport and to the many friends that he made. Members, particularly our older ones, may be interested to hear that Jack was awarded the Burma Star during World War II.

We have lost a friend.