

TRANS PENNINE

The Magazine of the Pennine Railway Society



No.136 - Summer 2006

Committee Briefs

Forthcoming Visits

Members are advised of the Society's forthcoming visits:

Barrow Hill - Monday 3 July 2006

A guaranteed football free night (World Cup), so come with us on a return visit to Barrow Hill. The trip round the site will start at 19.00, but for those of You who want extra excitement, travel is available on a preserved bus kindly supplied by our friends from FAST Tours (Felix and Sheffield Transport). The bus will depart from West Street, Doncaster at 17.00, picking up at Halfway Tram Stop (for Sheffield area passengers) at 18.00. Sheffield passengers will be set down on return at Crystal Peaks, where a leisurely drink can be taken by all, before the bus returns to Doncaster. Those who have not yet booked and wish to go on the visit should contact Robin Skinner.

Donations to the visit will be £11 - 13 including transport, or around £6 for site visit only.

Corus Scunthorpe - Saturday 2 September 2006

A new event for the Pennine will be a visit to the Appleby Frodingham Railway Preservation Society's site at Corus Scunthorpe. The standard works tour will begin at 13.30, tour duration 2.1/2 hours. Those interested are asked to contact Andy Dalby (01302 561873). Spaces are limited and early booking is advised. Negotiations are ongoing with FAST Tours for a preserved, bus to be provided from Doncaster to Scunthorpe and return.

Social Evenings

Members are reminded of our social evenings held on the 1st and 3rd Wednesdays of each month. All are welcome, (+ friends of members). We have a private room, and entertainment begins at 20.00 each night. Details of our summer programme, organised by Robin Skinner are shown else elsewhere in this organ.

Make it a date - Wednesdays at 8 - don't be late.

Members Slide Competition

The Members Slide Competition was held on 1st March and, for the first time, all the points were added up by Tony Smith on his laptop. With the help of this new technology the following result was announced:

1st Glynn Gossan - A Class 87 rounds the curve at Grayrigg on Spring Bank Holiday Monday 2003 on Euston - Glasgow service (see front cover).

2nd Andy Dalby - DVT at Joan Croft Junction on 12.00 Edinburgh to Kings Cross on 23 December 2005

3rd Glynn Gossan 61264 leaving Glenfinnan on Jacobite in September 2004

3rd Glynn Gossan D65 15 approaching Harmans Cross on a Swanage to Norden Park service in May 2004 (see next mag.)

Congratulations to the winners (nearly a clean sweep for Glynn) and thanks to Tony for producing the result.

Grand Central

Grand Central, which has won its battle to start operating services on the already stretched ECML is backed by rail substitute coach operators Fraser Eagle. The decision by ORR to grant Grand Central three Sunderland services but rejected GNER's case to expand services to Leeds (and GC's application to run to Bradford) surprised many.

First to Blackpool

Northern's Manchester Airport - Blackpool North service is to be transferred to the First TransPennine franchise, which already provides the service under contract to Northern. Pennine Desiro trains will be introduced later in the year.

Waterloo Plans

Proposals for the £1 bn. transformation of Waterloo include the use of the present concourse to extend platforms to initially all take 10 coach trains, and eventually 12, after completion of resignalling of the station's throat arm A bigger concourse would be built at street level with escalators to platform.

End of Eastleigh

Many a Pennine "ex-Merrymaker" member will mourn the news that Eastleigh Works has completed its last train refurbishments before closure. The last train to be fully overhauled was a Southern Class 455 four-car unit. The works, owned by Alstom, opened in 1891. The Southern 455s are now in the distinctive Southern green livery.

HST2

Invitations to tender for the building of a complete replacement fleet of HST's are expected by 2007. The original HST's were designed in the 1970s and first entered fleet service in 1976, the same year as Concorde.

Operating Difficulties!

The following are genuine extracts from various companies control logs. After reading these, you might not be so quick to blame the train operators or Network Rail next time the Tannoy announces your service has been delayed due to 'Operating Difficulties'!

Person took eight minutes to cross level crossing instead of two minutes, trains stood, person was very sorry for time taken.

Controller advises that driver has witnessed a man on with a rope around his neck apparently trying to hang himself from signal. Driver is attempting to liaise with individual.

Train overtime after the guard's keys were stolen on the train.

On consultation with the shunter, it was found that an articulated tractor unit had fallen off a ship into the River Thames and this had delayed the unloading of the train.

Train came to a stand after communication cord had been pulled, train crew investigating. Apparently cord had been pulled due to an exploding insulator falling onto train roof. Train examined, nothing found.

Driver reported to signaller that a man was sitting on parapet on viaduct. Conductor reported man appears "under the influence". Trains to be cautioned until further notice.

Train delayed after the driver stopped to report that he had seen a youth trackside collecting golf balls.

Signal was replaced to danger ahead of the train after an elderly lady fell off the platform into the four-foot.

No SPAD occurred and the elderly lady was successfully removed from the track.

Driver reports he had a near miss with a line-side photographer who stepped out onto line to photograph oncoming locomotive. Driver stopped and escorted the gentleman from railway premises.

Train struck person standing on platform. Person not dead but has a rather sore head.

Due to train to form the 21.06 being swapped to another platform, the passengers were upset and pulled all the cords on the replacement train leading to the 21.06 being cancelled. Whilst this was going on many trains delayed into and out of the station

Driver of train reports kids hanging a scarecrow from overbridge.

Signaller advises that the driver has reported a caravan overhanging an overbridge.

Advised that a light aircraft had struck the overhead lines and all lines stopped.

Advised by guard that train had the communication cord pulled by accident. A passenger was hanging his coat up.

Congestion caused by protestors in wheelchairs chaining themselves to Central Trains unit and refusing to allow the train to depart.

Signaller reports passenger had forced h-din door, alighted, and is now running along track.

Yard staff report a youth trespassing who appears to be under the influence of drugs. He wandered onto NR infrastructure, which necessitated traffic being stopped on the main line.

Trainman reports that the driver was approached by a member of the public at Doncaster station and offered £5 for a ride in the cab of the loco to Leeds.

Driver has stopped short of a man lying in the four-foot. The man stood up and asked for a lift from the driver pointed out the error of his ways to the trespasser and he has now gone.

NR request a stoppage of all trains after an unexploded bomb found within 200 meters of the railway. Bomb squad is in attendance and delays could be up to 24 hours. Normal working resumed after bomb was found to be an old demolition ball.

Advised by signalperson that driver had reported that a drunken passenger had been evicted at Cwmbran Station and as the train departed the conductor observed the passenger walking down the ramp and up the line. Next train to be cautioned Control investigating as to why this person evicted at unmanned station.

Driver reports police car on its roof Barnsley branch at Meadowhall.

The driver reported a naked young lady stood in the up fast line area of Great Ponton being photographed. Trains cautioned. All concerned advised

Driver reported near miss with a pedestrian pushing a bicycle on crossing, emergency brake application made and train stopped approximately 6ft from person. Pedestrian then remonstrated with driver that he had right of way.

Advised by NR that Ipswich tunnel has been closed while icicles are removed from inside the tunnel.

Driver advises that whilst passing through station, an elderly gentleman in a blue/green coat appeared at the bottom of the ramp with the intention of crossing the line ahead of the train. The driver sounded his horn and the gentleman leapt back, startled!

Advised by NR Control that there was OHLE power failure on the Up and Down Electric lines. Power restored after a crow's nest was removed from the OHLE.

Advised by trainman that he was closing the crossing gates when a silver Rover 25 skidded to a halt in front of him. All the red lights facing towards road users were working. Incident reported to the signaller.

Advised by NR that the branch is closed after reports of a building collapsing onto the railway. Police en-route to investigate. Further advised that a redundant relay room has been blown up by persons unknown and the down line is blocked by debris, line closed while police make further investigations.

Advised by NR that train had stopped at Bedwyn for the driver to eject an unauthorised member of the public from the cab. NR state that the train was stopped at Reading for relief, they assume the individual got into the rear cab. The driver heard the horn being sounded from the rear cab and a short time later, the individual appeared in the driving cab having walked through the engine room. The individual concerned was described as being a drunken Liverpool supporter celebrating last night's win.

At 16.05, driver observed a woman walking a dog in the four-foot He brought the train to a stand 20 metres from her. Driver challenged her and she then exited railway property through a hole in the fence.

Advised unit arrived on depot with an inebriated person on board Transport police called.

Advised by NR that train had stopped short of a barricade on the line and then a large number of children pelted the train with stones. Driver contacted and he said he was unhurt but at one stage he had stones thrown at him as he tried to dismantle the barricade.

Advised by NR that the driver reported seeing a woman run across the line from the down platform to the up platform. Station staff reported that the woman had been to meet someone on a train and as she returned via the subway she was arrested.

Advised by driver that he had just had a near miss with a male at Brotton station. He states that the male was lying down along the platform edge surround by beer bottles.

NR advises multiple track circuit and signal failures. Mobile Ops Manager reports a 70 metre section of cable has been stolen.

Riot of Steam

by Paul Slater

"Riot of Steam" was the name given to an event at the Greater Manchester Museum of Science and Technology in September 2005. I went to this museum in 1988, and Chris went a few years earlier, when she was living in Runcorn. The museum had only recently been opened then, and she knew the curator. Both of us had, at different times, said that we would like to visit the museum again, and we decided that the weekend of -Riot of Steam⁷ would be a good opportunity to do so. The event lasted for four days, and we said we would go on the Saturday. I did not wish to drive into the centre of Manchester, and I did not know how easy parking was near the museum; we decided to drive as far as the eastern outskirts of Manchester and travel into the city by train. It was a cool, bright autumn day, which turned, chilly and overcast once we were on the western side of the Pennines. I turned off the main road to Manchester and followed a scenic, switchback road which twisted and turned around the edge of the Peak District hills as far as Glossop. The station here was once the terminus of a branch off the Manchester- Sheffield main line; it is now the penultimate stop on a half-hourly service from Manchester, trains reversing to continue along the former main line as far as Hadfield.

This was a line over which neither of us had travelled before. Chris enjoyed the smooth ride on the modern electric multiple-unit, and I was interested to see the once important junction stations at Dinting and Guide Bridge. I visited Dinting several times in the 1970s and 1980s to see steam locomotives in action at the Railway Centre. It closed some time ago and the engines were dispersed to other lines and museums, and the site now appears to be overgrown. The train from Glossop ran into Piccadilly station alongside Pendolino- 390023 "Virgin Glory". From Piccadilly we rode on Metrolink tam 1023 through the streets of Manchester, alighting at the GMex stop. This was Chris's first ride on Manchester's new trams. The statues which stood near the tramway, and which I described in an article I wrote for "Trans Pennine" following my first ride on the Metrolink in 2000, have now gone; but there are new additions to the Manchester skyline, including a tall tower going up at the GMex site, and the view from the train-stop was not as I remembered it. The red cogwheel outside the Museum of Science and Industry was easy to spot, however, and having given directions to other people at the tram-stop - we made our way there.. The tram-stop is on the old high-level approach to Central station, and a lift to take us down to ground level was a welcome innovation. The tramway had not yet been built when I visited the museum before, I had walked there from Deansgate station; it was a slightly shorter walk from the GMex tram-stop, and we were soon there. The museum includes the former Liverpool Road station, the original terminus of the Liverpool and Manchester Railway, one of the earliest lines in the country. The principal attraction at the "Riot of Steam" event was the presence of working replicas of three locomotives which had taken part in the Rainhill trials of 1830: "Rocket", "Sanspariel" and "Novelty". These three engines, and a replica of a slightly later one named "Planet", took it in turns to steam up and down past the old station buildings, while a commentary was given over loudspeakers. Chris and I arrived in time to see this cavalcade of very early engines, and it made an interesting and unusual spectacle. "Rocket", "Sanspariel" and "Planet" were hauling carriages and wagons in which visitors could ride later in the afternoon, and I booked us places on the next available departure. Also on display, although not in stem was another early Liverpool and

Manchester Railway locomotive, "Lion" - not a replica, but the original, as seen in the film "The Titfield Thunderbolt". We looked at some of the museum exhibits - textile machinery, a collection of industrial engines, two steam locomotives built in Manchester for foreign railways, one of the Woodhead electric locomotives and the cab of another. A huge South African Railways G~ 4-8-2+28-4 no. 2352, contrasted with Isle of Man Railway 2-4-OT no. 3 "Pender". We patronised the gift shop and a drinks stall, then walked down to the old station. Modern diesel trains passed every few minutes on the fine to Liverpool very different from the replicas of the early locomotives which were steaming gently up and down. At last it was time for our ride behind "Rocket". We had stayed later than we originally intended; it was nearly six o'clock, and turning quite cold and gloomy. "Rocket" steamed slowly through the station, almost to the junction with the line where the modern trains were passing, then backed up a siding on the other side of an original Liverpool and Manchester Railway warehouse before making its way back to the platform. A passing "Coradia" sounded its horn, and we all waved. Chris and I made our way to the GMex tram-stop; we were very grateful for the lift. I fed coins into the machine: the Metrolink does not carry conductors; tickets must be bought in advance. Tram 1010 departed on a service to Eccles, followed by 1021 'Sony Centre Arndale', then 1020 "Lancashire Fusilier" arrived on a service to Piccadilly, and Chris and I got on board. When an inspector and two policemen got on there was a mass exodus of passengers. En route to Piccadilly, we saw another named tram, 1022 "The Poppy Appeal". We were in time for the 18.47 train. At nearby Platforms stood 220003 "Solent Voyager" and Pendolino" 390019 "Virgin Warrior". I remembered how I would always see 86s and 87s on trains to Birmingham and London whenever I visited Manchester. It was dark when we alighted at Glossop, and I still had sixty miles to drive; but we had very much enjoyed our visit to the "Riot of Steam".

Rail and Ale

by Chris Tyas

This article originally appeared in Donny Drinker Issue 20 summer 1987, and we would like to thank Doncaster CAMRA for their permission to reprint it here.

At the turn of the century the major brewing centre of Burton-on-Trent had twenty breweries, which were served by rail. Although only a handful of the breweries still survive, none have retained their railway connections. At one time of the day it must have been like a spider's web of railways spread across the town. There were 32 level crossings in the town centre alone. Allsops brewery still survives although it is now under the banner of Ind. Coope who they amalgamated with in 1934. Allsops were the first to produce the famous Burton India Pale Ale. The first IPA was brewed in a teapot in 1822. Marston's occupy the former Mann Crossmart & Paulin brewery and their railway was opened in 1876 on the completion of a cast iron bridge over the Trent and Mersey canal. The pulling power was supplied by 4 Hawthorne & Leslie saddle tank locos. Ind Coope's brewery was built in 1858. The first recording of ale being despatched by rail was on the 13th of March 1865. The company's first locomotive being an R & W Hawthorne of 1885, Ind Coope No. 1. Ind Coope's brewery at Romford also had its own railway network. Bass' first consignment of beer by rail was despatched in 1862. Their first locomotive was delivered from the local of Thornwill & Warham. A 0-4-0 well tank engine, it did most of the heavy work until 1891 when a further 12 engines were delivered.

Locomotive No.9 can now be seen on display at the Bass Museum in Burton-on-Trent. Bass were the last of the Burton breweries to close its rail network at the end of 1967. The only surviving brewery railway in England is that of A Guinness & Sons at Park Royal, London. The Dublin brewery had been supplying its famous Irish stout to England since the 1850's and as demand increased a brewery was built in London. The Park Royal brewery was built in 1936, complete with worker's houses and grazing pastures where cows could be seen until as recently as 1980. At the side of the Cumberland gate entrance a single-track railway joined up to the Great Western Railway. Motive power and rolling stock was at first provided by the GWR, A first road/rail tanker with a 40-barrel capacity was delivered in June 1947; its first journey was to Thatcher's Bristol brewery, Newport- In February 1949 the company's first two locomotives began work. Walrus and Carpenter were two planet Diesels built by F C. Hibbard. By 1952 over half the stout produced was despatched in new 80-barrel capacity stainless steel road/mil tankers. The two 1949 locos remained in service until June 1985 when they were replaced by two ex-British Rail class 08 shunters, 08022, which is now named Lion, and 08060 Unicorn. Both of these locos are painted in the company livery and adorned with the Guinness harp logo on the radiator grill.

More details can be found in Brewery Railways by Ian P Peaty.

Sadly the Guinness brewery at Park Royal was closed in 2005 the railway having ceased to operate in August 1997. Both Lion & Unicorn found a new home on the Cholsey & Wallingford railway alongside Carpenter one of the planets which they replaced at Park Royal, while Walrus is also preserved at the Buckinghamshire Railway Centre.

Robin's Review

No 31 TODAY'S RAILWAYS ' EUROPE''

In Trans-Pennine '110', Robin's Review '7', I reviewed Today's Railways from the Platform 5 stable. At that time Today's Railways was a bit of a jack of all trades magazine looking at primarily the Rail scene right across Europe from Portugal in the West to Russia in the East Also here and there in the magazine were little bits about British Railways and British Tramways. Then in January 2002 'Entrain' was launched. 'Entrain' would satisfy the needs of the British enthusiast allowing Today's Railways to fully satisfy the needs of the European Railway Enthusiast.

However as stated in the last edition of Trans-Pennine, Robin's Review No 30 Today's Railways 'UK', the title Entrain never really caught on and from January 2006 Entrain was renamed Today's Railways 'UK' and Today's Railways was renamed Today's Railways 'Europe'. Today's Railways 'Europe' is now at Issue 125 as at May 2006.

The cover price is £3.50 and a subscription for 14 issues is £42.00 the price of Twelve issues. It consists of 68 pages all in colour.

The magazine as with most is divided up between regulars and features. The regulars start with a contents page, followed by an editorial page titled Headlights; 6 pages of Headline news of small bite size chunks; Mail train is the letter page; then three pages of Light Rail News. Q&A is a very interesting page of readers Questions. News Round Up is up to date news from 21 different countries in Europe commencing with two pages of international news covering items and services that cross borders from one country to the next. Heritage news covers 4 pages and 8 countries. Railtours diary covers two pages, 10 countries plus tours originating in Britain. The final page called Reviews looks at books and DVDs'.

There are five excellent articles - The Hungarian Combino, 150 Years of Swedish railways, CFL employs modernised fleet, To Be a Pilgrim and Rail pass Guide 2006: Part To be a Pilgrim is an excellent article over eight pages covering the history of special trains to 'Lourdes'. Rail Pass guide 2006 Part 1 covers three areas Inter Rail, Eurodomino, and multinational passes; 6 pages, an article well worth reading as the validity of theses passes is changing yearly and the flexibility is getting less for your money.

So read up and use it before they are lost for good.

VERDICT. Today's Railways 'Europe' is a must for the enthusiast who spends anytime at all in Europe. Like Today's Railways 'UK' it is passionately written, along with excellent colour photography.

Pennine Observer Notes

Eastern Region:

Recent sightings at Hykeham have been:

Mar 2 66068 on container train

Mar 6 66710 and 66715 on container trains

Mar 9 60025 on oil train

Mar 21 60052 on oil train 60069 on coal train 66168 and 66214 on container train

Mar23 66168 on container train 66710 on ballast train

Recent sightings at Lincoln have been:

Mar 3 66620 on oil train

Mar 17 60027 and 66614 on oil train

Mar 22 66177 light engine

The following have also been sighted at Lincoln: 60050, 60052, 60072, 60094, 66030, 66116, 66617 and 66703.

Recent sightings, on the Gainsborough - Barnetby line have been:

Mar 5 60015 light engine 66125 on coal train

Mar 12 60057 on ballast train 66109 and 66178 on coal trains
Mar 18 66012 on coal train
Mar 19 60097 and 66240 on coal trains
Mar 25, 66096 on coal train

Recent sightings at Mauds Bridge have been.

Feb 18 60069 dragging 60043, 60029, 60027 + 66024 Immingham - Doncaster light engine(s) convoy
Feb 25 60058 dragging 60069, 60078, 60031 + 66162 Immingham - Doncaster light engine(s) convoy
Mar 4 60003 dragging 60096, 60046, 600 15 + 60021 Immingham - Doncaster light engine(s) convoy
60074 Wolverhampton steel
Mar 18 66150 on coal train
Apr 14 60007 Immingham - Wolverhampton steel 60047 Redcar - Scunthorpe then back LE 60052
Immingham - Belmont enterprise 60055 EB HTA hoppers
Apr 15 60076 Scunthorpe - Skinningrove slab
Apr 21 60049 GMC Binliner

Recent sightings at Joan Croft L.C. have been:

Mar 5th 60065 66053 + 60033 light engine 60079 S13 covered steel 60095 Lackenby - Llanwern slab
Mar 11 67017 IZ37 06:23 Tonbridge - York
Mar 12 60085 Lackenby - Llanwern slab
Mar 18 60074 on Tees - Scunthorpe steel MTS 66200+60004+60075 Immingham - Doncaster light engine convoy
Apr 23 60009 Tees - Scunthorpe MT steel and 60048 Lackenby - Llanwern slabs
Apr 25 60034 Roxby - Bredbury Binliner (GMC Binliner) and 60072 Jarrow - Lindsey oil tanks

Other recent sightings have been:

Feb 13 37419 on Enterprise to Hull Docks
Feb 17 67005 on Enterprise to Hun Docks
Mar 4 66706 light engine at Eaton Lane Crossing 66034+66185 light engine at Rossington
Mar 11 60008 Lindsey oil NITS, 60042 light engine to Scunthorpe and then Scunthorpe Skinningrove slab and
60010 dragging 60082, 60091, 60054, 60075, 60003 + 66242 (7 engines in total!) Immingham - Doncaster light
engine(s) convoy at Godnow Bridge LC
Mar 14 60004 and Pioneer unit 222102 at Grantham
Mar 14 Mar 15 60035 on Enterprise to Hull Docks
Mar 17 60034 on Enterprise to Hull Docks
Mar 18 67029 on 5ZO5 Toton - Bradford FS for 1Z05 Bradford FS - Edinburgh (+ 3 EWS stock and DVT 82146) at
Swinton
Mar 24 92030 + 67023 Mossend - Belmont Enterprise~ at Doncaster
Mar 25 47712 + 47832 on Blue Pullman train at Derby
Mar 30 33102 on 2ZO7 Worksop - Goole Inspection saloon at Kirk Sandall Junc.
Apr 8 60062 SB engineers at Morden Nr Darlington
Apr 22 60004 on oil train, 66064 on Plasmor train, 66095 on steel h-din and 66555 on coal h-din at Dormer Green
Crossing
Apr 24 20096 and 20905 stabled in West Yard Doncaster 60071 on NB Gypsum containers at Doncaster Apr 28
66717 on container train at Pyewipe Junction 60030+60076+66159 on goods train at Gainsborough Lea Road

On 24 March 67027 hauled failed 91110 from Newark to Leeds on 10.35 Kings Cross to Leeds service. Locos noted
at Peterborough on 1 April were 60009. 60054, 60067, 66239, 66201, 66071, 66064, 66242, 66133, 66087 and B
161264 waiting to work charter (see below). Locos seen at Thornaby on 5 April were 60040, 60094, 60042, 60044,
60041, 60005, 66195, 66249, 37410 and 37683. On 27 April 31452 and 31454 had taken an ECS from Oxley to
Bo'ness and were returning south behind the 12:00 Glasgow Central to Kings Cross when the Class 91 failed south
of Northallerton. The pair of 3 1's then assisted the Med GNER tram into York where they were removed and
continued south light engines. Must be working of the year so far!!!

Midland Region:

Locos seen on the 10.24 Manchester Picc to Birmingham New St and 12.48 return have been 90027 (Feb 16), 90040
(Mar 15 and 2 1). The services were top and tailed by 90034 and 90018 on 31 March. Locos noted on the 10.03
Manchester Picc to Holyhead and 13.20 return have been 57307 (Mar 10), 573 10 (Mar 15), 57301 (Apr 1) and
57305 (Apr 15). 57313 was seen on the 09.00 Euston to Holyhead from Crewe on 10 March.

Scottish Region:

Seen at Glasgow Central on 31 March were 314201/202/203/205/206/207/208/209/210/211, 334007/010/011/013/014/016/017/018/019/021/022/024/027/028/030/033/034/036/039, 318252/253/259/261/263/267, 322483, 390019/036, 91130/131 and 156433/434/509/510/501/514/453/436/502/457/439/435/449/500/508/495/445/430/512/432/494/457/462/511
Noted at Glasgow (Charing Cross) on 1 and 2 April were 320307/3021322/3141309/3121315 and 334013.

Railtours and Charter Trains

Locos seen working on railtours and charters have been:

Feb 18 (1Z60 06.16 Birm. Int. - Edinburgh VSOE NB) 67001

Mar 4 ('Peterborough Re-Re-Avoider") 66061 and 66175 (1Z47 07.52 Darlington - Kings Cross) 47851 and 47826 (1Z50 08.18 Kings Cross - York (Blue Pullman) 47712 and 47709

Mar 18 (Kings Cross - York) A4 60009 Humber Haulier-) 37059, 37218, 60034, 66032, 66063, 66560 and 92037

Apr 1 (IZ50 07.54 Kings Cross - Cleethorpes) 61264 and 33025 (Vintage Trains) 48151 and 45690 Apr 9 (Nenta Tours) 47703 and 47709

Apr 13 (The Tynesider) 67028

Apr 22 (IZ75 18.08 York - Kings Cross Blue Pullman) 47712 and 47832 (IZ51 18.42 York - Kings Cross) 90039 and 67015

May 20 (The Snowdonian) 37411 and 37417

Preserved Railways

Locos working at the Keighley and Worth Valley Steam Gala on 18 February were 42968, 957, 47269 and 80002.

Locos used at the Llangollen Diesel Gala on 11 March were D 1566, 37240, 37901, D8142 and 46010. Locos working at the Severn Valley Railway Steam Branch Line Gala on 19 March were 1501, 7714, 46443, 5199, 42968, 5164, 5764 and 7802. D3937 and D3022 top and tailed a shuttle between Kidderminster and the carriage shed

Locos used at the Emsay and Bolton Abbey Steam Gala on 25 March were 31119, 20189, D2203, 08773 and DIM 52005/52031.

Working at the Great Central Railway 1960s Gala on 25 March were D123, D1705, D8048 and D8098 and steam locomotives 45305, 63601 and 78019.

Locos working at the Battlefield Diesel Gala on 22 April were 33019, 31101, 31130, 73114 and 47244. Locos used to haul steelworks tour trains at the Appleby Frodingham. Railway Preservation Society Diesel weekend on 29 April were 20901, 08393, D2853 and various Corus shunters.

Locos working at the Derwent Valley Light Railway Diesel Day on 6 May were 03079 and 97088. Locos used at the Great Central Diesel Gala on 12/13 May were D5 185, D5830, 37255, 25265, D1705, D8048, D8098 and D123.

Pennine Quiz No. 124

Blue Pullman quiz by Andy Barclay

Andy is donating a copy of the Blue Pullman book published by Kestrel Railway Books for the winner, so make sure you get your entry in. (Note - this will be the only prize for this quiz

1. What day did the Manchester Pullman start?
2. What Manchester station did the service start from?
3. What London terminal did the service go to?
4. In the summer of 1960 the train did a fill in turn where did it go to?
5. In January 1961 the fill in turn was extended to where?
6. Who built the blue Pullman trains?
7. What number series did the power cars carry?
8. What day did the inaugural service from Bristol TM and Wolverhampton ~.

9. What Birmingham ~on did the service call at?
10. What Wolverhampton station did the service start and terminates at?
11. What day did the Manchester London service finish?
12. What day did the south Wales Pullman, start?
13. What day did the new mid morning service start to South Wales?
14. What station did the south Wales Pullman run from?
15. What London terminal did the South Wales service run to?
16. What was the destination of the mid morning service to south Wales?
17. What engine was fitted to the blue Pullman trains?
18. What day did the Pullman trains finish in regular service?
19. What was the maximum speed of the blue Pullman
20. The German designed engines where built under licence m the UK who built them?

Pennine Quiz No. 123

The Answers

(All information taken from website www.wnxx.com)

- 1.20074, January 1976.
- 2.D505 1, November 1967.
- 3.24081, October 1980.
- 4.D5278, May 1971.
- 5.25045, October 1975.
- 6.D5328, July 1972.
- 7.26016, October 1975.
- 8.D5383, January 1966.
- 9.27039, October 1975.
- 10.31150, October 1975.
- 11.D6502, May 1964.
- 12.33041, November 1975.
- 13.D7006 and D708 1, September 1971.
- 14.D6983, April 1966.
- 15.37011, August 1987.
- 16.D322, September 1967.
- 17.D801, August 1968.
- 18.44003, July 1976.
- 19.45067, July 1977.
- 20.46005, December 1977.
- 21.D1734, March 1965.
- 22.47208, January 1980.
- 23.50011, February 1987.
- 24.D1019 and D1032, May 1973.
- 25.55001 and 55020, January 1980.
- 26.56042, September 1991.
- 27.20003, October 1968.
- 28.E6027, July 1972.
- 29.73115, April 1982.
- 30.74006, June 1976.
- 31.E3009, August 1968.
- 32.81016, July 1983.
- 33.E3055, September 1969.
- 34.82008, December 1987.
- 35.83003, May 1975.
- 36.84005 and 84007, April 1977.
- 37.85027, July 1983.
- 38.85101, November 1992.
- 39.86211 and 86429, November 1986.
- 40.87101, April 1999.

Pennine Quiz No 123 The Winners

1st Stuart Earl
2nd Ken King
3rd Ian Shenton/Malcolm Bell

Congratulations to all the winners.

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 21st June 2006	Andy Dalby	
Wednesday 5th July 2006	Robin Skinner	
Wednesday 19th July 2006	Chris Tyas	
Wednesday 2nd August 2006	Roger Butcher	
Wednesday 16th August 2006	Tony Caddick	
Wednesday 6th September 2006	Jon Davis	"Jack's Slides" (Forward Films)
Wednesday 20th September 2006	Glynn Gossan	
Wednesday 4th October 2006	PENNINE SLIDE COMPETITION	
Wednesday 18th October 2006	Les Nixon	'40 Years of Photography Part 5"
Wednesday 1st November 2006	Robin Patrick	"Persia 1942 and my 1960s"
Wednesday 15th November 2006	Geoff Griffiths	'Slide Show'
Wednesday 6th December 2006	Pennine Shield	
Wednesday 20th December 2006	Members Slides	

Report on "The State of Flux" Railtour run by Mercia Charters in association with Pathfinder Tours, Saturday March 25th 2006.

by Andy Dalby

Seeing the tour advertised on Pathfinders website and being impressed with the requested motive power I decided it was time to do another European rail tour.

I won't bother going into detail about how I got to Luxembourg, except to say to one member in particular that you should have looked at the 15.36 Brussels to Luxembourg service, 2010 being the loco (Ha Ha).

The motive power requested for the tour was as follows class 800, class 850, class 900 and class 1800, my interest being the 800 and 850 classes, both of which were new classes for me.

On the Saturday morning the tour was booked to depart at 10.03, Q didn't keep a timing sheet but it ran near enough time all day). I appeared on the station at about 09.30 to meet Pennine members Neil Taylor, Paul Micklethwaite, Tony Smith and a gent who shall remain nameless (2010) to watch them back 802 on the front and 904 on the back. 802 was built in 1954 by Anglo Franco Belge, its design looking very similar to American "switcher' type locos of

that time. On a power scale, its unit is a GM 8-567B which is 800hp, smaller than our class 20s and it has a maximum speed of 80kni/h. 904 was built in 1956 by Brissonneati and Lotz (the class 850s being built by the same firm), 904 being 900hp with a maximum speed of 105 kph. All of these classes have a limited life span, the class 800s probably withdrawn by the time you read this article.

Back to the tour.

The stock for the tour was formed of three preserved CFL Wegmann coaches and a buffet car supplied by GAR, a preservation and enthusiast's society based in Luxembourg, selling coffee, beer, sarnies etc, for "club funds". 802 left Lux and headed up the line to towards Ettelbruck, this being our first photo stop (PS). From there 802 ran as the service Irm to Diekirch, due to it being a single track branch with limited space at the Diekirch end. Another PS.

Then back with 904 to Ettelbruck once again on the service tram timings then forward as the charter down a freight only line to Bissen. Another PS then back up to Ettelbruck and down the main line into Lux. Arriving about 12.30. The first loco changes of the day took place in Lux, 802 giving way to 854 and 904 giving way to 150 1. 1501 is a leased loco built by Vossloh of Kiel in 2000. It has a 1500kW MTU power unit (about 2000hp) and can go at a max of 100kna.

This loco has been used before on a previous tour so wasn't required by some people. Heading out of Lux with 857 we headed towards Oetrange via Sandweiler arriving at about 13.20. Another PS then 1501 took the train via Syren on the Lux avoiding line through Bettembourg onto the Rome~ line to Tetange where we branched off to a set of three sidings of a quarry at Langengrund. On arrival 1501's sister loco 1502 was on a train under the loading bay. Yet another PS and then out of the sidings with 857 to Esch 1 Aizette. On arrival at Esch, yet another PS, 857 was removed in favour of 907 and the train set off for the sidings outside the shed at Lux. On arrival at Luxembourg LT 1501 was removed and 1819 and 1807 (in multiple) were attached to the ~ for the run to Kleinbettingen, 907 being removed from the back at ' the same time and replaced with 1102. The class 1 100s are another leased loco class, built by Vossloh and having a 1100kW MTU power unit, about 1470hp and a max speed of 100km/h. There were a few disappointed people when 907 was removed, several people wanting it. On arrival at Kleinbettingen yet another PS and then back into Lux with 1102. 1102 was removed in the platform in Lux to be replaced by 907 and the plan was we should have had a visit to the shed then but with the state of the site and about 170 people ogthe tour the visit. was cancelled due to the safety fears. The charter was hauled to the shed for a slow speed run past the back of the shed by 18 18 and 1807; these being removed and then 907 finally dragged the train back into Lux, putting a smile on quite a few &m. We arrived back in Lux, about 18.00.

All in all an excellent tour, from having 4 locos of 4 classed, advertised we ended up with 8 locos of 6 different classes. I managed 6 new locos out of the 8, 907 and 1818 being the dud ones. The buffet car ran out of milk for the coffee and also beer (I think), but with an early finish it enabled a meal and refreshments to be taken at a reasonable hour. The total estimated km of the tour being about 196km. The slides I took of the tour and the rest of my time in Lux will be on show on Wednesday 21st June.

There follows photos of Andy and Paul, taken during the tour.

The photos have been reproduced with the kind permission of Paul Bigland, who took these and other pictures during the tour.

Visit his website at <http://paulbigland.photpics.net> to these and other pictures. (Thanks to Robin Havenhand who spotted the photos on the internet).

Caption Competition

Please send me your captions for the photos of Andy D and Paul M.

I will print them in the next magazine (So make them printable!!).

There will be a prize for the best caption



Acknowledgements

I would like to thank the following for their generous contributions to this issue: Dave B~ Tony Caddick, Andy Dalby, John Dewing & Phil Lewis, Steve Payne, John Sanderson, Robin Skinner, Paul Slater and Chris Tyas I would also like to thank Paul Bigland for allowing us to print his photos of Andy D and Paul M (see next page).

Next Issue

The Autumn 2006 Issue of Trans Pennine is due for publication on 20th September. Would contributors please let the coordinator have their information by Wednesday 23rd August - THANK YOU.. Remember, you can email your contributions to david@whitlam145.freeserveco.uk