

# TRANS PENNINE

## The Magazine of the Pennine Railway Society



**No.139 - Spring 2007**

## **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 2007. It is not too late to rejoin. Simply send your cheque for £5, payable to the Pennine Railway Society, to Tony Caddick, our Membership Secretary, at the address shown at the front of the magazine. By return you will receive a free 2007 PRS pocket diary. For those of you who are not rejoining, this will be the final one you will receive. In these circumstances we thank you for your past support and hope you may consider rejoining the Pennine at some future date.

### **Social Evenings**

Robin has produced an excellent programme of social events for 2007. Come and join us on the 1st and 3rd Wednesdays of every month at The Salutation, South Parade, Doncaster (approx 12 minutes walk from Doncaster Station). Meetings start at 8.00pm. We have a well-furnished private function room. All welcome, and bring a friend along too. Make it a date Wednesdays at eight. A list of our Spring 2007 programme is shown elsewhere in the magazine.

### **Annual General Meeting**

A successful Annual General Meeting was held at the Salutation Inn on Sunday 7 January 2007, attended by upwards of 15 members, including Committee, apart from Chris Tyas and Tony Booth, who both submitted their apologies for absence. At the meeting, the Committee was re-elected en bloc for 2007. As chair, Robin Skinner looked back on a successful 2006, which included visits to Barrow Hill and the Appleby Frodingham steelworks railway, along with a successful programme of social evenings at the Salutation.

Unfortunately the Pennine quiz team was unsuccessful in the 2006 Pennine Shield quiz competition. However the format of this competition is to be reviewed in early 2007, the outcome of which will hopefully see our lads regain the trophy. Members will be advised of any changes to this competition through the magazine. The calendar for our social events at the Salutation in 2007 is filling up rapidly, with only a handful of dates remaining unfilled, with these likely to go shortly. Thanks in particular to Andy Dalby, Chris Tyas, Tony Caddick and Geoff Bambrough for their work in ensuring our social evenings run smoothly (and contribute to society funds). Magazine Editor, Dave Whitlam, thanked contributors who had made Trans Pennine such an interesting organ. He welcomed more quizzes, along with slides which, you never know, might achieve an accolade of appearing on the front cover in full colour. Tony Caddick, Membership Secretary, thanked all those who had rejoined the society for 2007 and threatened to visit those who appeared reluctant to rejoin. Total number of members in 2006 was 75, a figure almost constant within the last few years. John Sanderson, Treasurer, provided a balance sheet which showed the Society remaining 'in the black' whilst retaining through its re-distribution of funds back to members in many ways. Through his prudence the membership fee for 2007 remained unchanged. A number of ideas were put forward for visits during 2007 which will now be taken forward by the Committee. These included:

Barrow Hill (see next item)

Sheffield Supertram and Control

Midland Railway Centre

North Yorkshire Moors Railway

Doncaster Grammar School Railway Museum

Appleby Frodingham

Keighley & Worth Valley Railway

Crich Tramway

## Nottingham Tram System

It is likely that members will be informed of visits organised by our friends from FAST Tours (Felix and Sheffield Transport) to locations of interest, by preserved bus, which all members will be welcome to participate in. They may even have the opportunity to clean the vehicle on arrival at destination, a sort of 'Jim'll fix it'. Robin closed the event by thanking all those who had attended and looked forward to a successful 2007 for one of the longest running railway societies known to man. The AGM would not have been complete without a raffle organised by our President, Geoff Bambrough. Amongst the many interesting prizes of railway memorabilia contained one which stunned our audience - a wok! Here's to 2007 from your Committee.

### **Barrow Hill Visit**

Our annual visit to Barrow Hill has been arranged for Monday 25 June commencing at 19.00. Our friends from FAST will be providing a preserved bus for those travelling from Doncaster (depart West Street at 17.00) and Sheffield (Halfway Tram Stop at 18.00). On the return the bus will probably set down at Crystal Peaks and Doncaster. If you wish to attend, please contact Robin Skinner and let him know if you will be travelling on the bus.

### **Tube Map to get New Station Names**

A new station called Wood Lane is to be built on the Hammersmith & City line and Shepherd's Bush, on the same line, will be renamed Shepherd's Bush Market. There are currently two Shepherd's Bush stops on the Hammersmith & City line and the Central line and it is hoped the changes will end any confusion. Wood Lane station, which should open in 2008, will be built between Shepherd's Bush Market and Latimer Road. It will be the first time in more than 70 years there has been a new addition to an existing route which has not been extended.

### **Buffet Slayers**

Under fire First Great Western is phasing out buffet cars on trains out of Paddington. Officially the buffet cars are too heavy. When that excuse fails, to convince the company claims to shave off the journey time to Bristol. Others believe GWR wants to cram more people into the same carriages to make bigger profits. Thirsty passengers not wanted on voyage. Journeys exceeding 200 miles, i.e. Swansea and Plymouth trains, will offer a buffet. But as the same sets go all over the system this makes a nonsense of the pretext. First Great Western stopped recruiting buffet staff 18 months ago, so this has been planned some time ago.

### **Footex's to Lille!**

Eurostar was gearing up to carry large numbers of Manchester United fans to Lille for the team's crucial Champions League Quarter Final on 20 February. Lille lacks any direct flights from the UK making the Eurostar the easiest way to reach the northern French city.

Eurostar runs 10 daily services from London to Lille, journey time 1hr 40mins.

Tickets from £55 return.

### **New Piccadilly Stock**

Tube Lines has invited manufacturers to submit expressions of interest in supplying new trains for the Piccadilly line. The company is committed to introduce a new fleet by 2014 to replace the present fleet which has been in service since 1922.

### **St. Pancras International - Paris: Ten Curios**

1. St. Pancras was a 14 year old Christian orphan who was martyred in Rome, having been taken there by his uncle in AD 303. His relics were sent to England by Pope St. Vitalian in the 7th century. The first St. Pancras church was built close to Canterbury with St. Pancras church in Camden soon afterwards.
2. The original St. Pancras station, designed by William Henry Barlow, took 6000 men armed with 1000 horses and 100 steam cranes four years to complete and opened in 1868.
3. The old St. Pancras Undercroft, purpose built to house barrels of Burton Beer brought to London by rail, will become Eurostar's main departure concourse with the roof opened up to provide direct access to the new international platforms.
4. St. Pancras International will have six international platforms for use by Eurostar services - each platform is 455 metres long.
5. The Victorian Gothic St Pancras Chambers will be restored to its former glory and transformed into a 245 bedroom five star hotel and 68 city centre apartments opening in 2009.
6. A 67-acre area to the north of St. Pancras international will be transformed with a major regeneration project delivering a new business and leisure district.
7. Construction work on the second section of the UK high-speed line has unearthed a wealth of archaeological remains, including an Anglo-Saxon waterwheel and the skeleton of a straight-tusked Palaeoloxodon antiquus - a Stone Age elephant found in north Kent.
8. Preservation of archaeological relics exposed by the construction of the new line has also included the exhumation and reburial of the remains of two French Bishops who had sought refuge in London during the French revolution.
9. The second section of the UK high-speed line will extend for 24 miles. This will bring the total length of the new line to 68 miles.
10. Section two of the high-speed line boasts an array of engineering features: London Tunnel overall length (Islington - Dagenham) 19Km; Longest single tunnel (Stratford - Dagenham) 10.5Km; Internal diameter (single track) 7.15m; Thurrock Viaduct (close to M25, junction 30) 1.3Km Thames Tunnel (under River Thames between Swanscombe and Thurrock) 3Km.

### **New Coal Contract**

GB Railfreight has won a contract to haul imported coal from Hull to Cottam and West Burton power stations. This follows a recently won contract to haul imported coal to Drax. Five new Class 66s built by EMD in Canada, and painted in First Group livery will augment the fleet. Freightliner Heavy Haul has also ordered 8 Class 66s to increase its capacity for coal haulage.

### **Pennine Member Makes National Press**

Pennine member, Eddie Knorn, has made the national press with his DMU Metro-Cam trailer 54342 in his front garden in Wardle, Cheshire. The council say the carriage makes motorists slow down for a better look, creating a hazard, and must be removed, following a visit by a planning inspector. The carriage is on a 60mph stretch of the A51 and Eddie says that stretch of road is now safer as motorists slow down. Nearby is a farm with a giant rocket made out of straw. An excellent photo of the carriage (together with an inset of a stern looking Eddie) appeared in the Daily Mail on 21 November 2006.

### **Wessex Electrics Switched Off**

13 January 2007 saw the last scheduled workings of the Class 442s. However, the Class 458 Junipers have been reprieved and will be used on the Reading and Guildford via Ascot to Waterloo services allowing some Desiro 450s to be cascaded on to Portsmouth services thereby allowing Desiro 444s to replace the 442s on the Weymouth line. These changes are an attempt to reduce overcrowding. The 442s could be transferred to

the Brighton line, either as spare units for Gatwick Express or to allow Southern to transfer dual-voltage 319s to First Capital Connect.

### **New Viaduct at Brussels Midi**

On 10 December 2006 a new £7.5m 435 metre viaduct opened outside Brussels Midi station. This is the last and final section in the Belgian high speed line running from the French Border, near Lille, through to Brussels. The viaduct carries two dedicated tracks over 22 other railway lines at the entrance to Brussels Midi and separates Eurostar and other high-speed TGV and Thalys services from the busy domestic train services.

### **First Great Western Timetable Changes**

Beleaguered First Great Western suffered criticism following the introduction of the January 2007 timetable. There were significant changes in Devon and Cornwall. In Devon the three-hour Plymouth - London service had been reduced, and some early morning commuter services removed. Cornwall saw a 33% cut in trains serving Saltash and St. Germans. FGW now has to pay the Treasury more than £1bn under its new 10-year contract. As well as the Plymouth - London cuts Devon saw the removal of an early morning commuter service from Teignmouth and Dawlish to Exeter. A key evening train service used by commuters out of Truro has also been axed. However, there are more daily through services from London to Penzance and some through services speeded up.

### **GNER Loses Franchise**

Following financial difficulties of its parent company, Sea Containers, the GNER franchise of the ECML between London and Edinburgh has been brought under the direct control of the Dept of Transport - effectively shorthand for re-nationalisation. The government has invited new bidders for the route franchise. The government has made it clear that rail operators that fall into financial difficulty should expect to surrender the franchise and not receive financial support. First Group and Virgin Trains will probably table a bid. Ministers have announced a deal to allow GNER to continue to run its trains until a new franchise can be signed. GNER has been unable to meet the terms of the franchise, which required revenue growth of 10% last year.

### **FGW Apologies**

First Great Western has apologised for recent maintenance backlogs and underestimating the demand for services. The shortage of rolling stock on FGW's commuter services in the West Country led to a one-day fare strike by passengers. Its new depot in Bristol was not fully operational in time for maintenance being transferred from Canton. There is now a revised timetable on commuter services into London and in the Bristol area. In addition, 11 Class 158's have been transferred from First TransPennine Express.

### **NYMR Wins Whitby Rights**

The North Yorkshire Moors Railway has won the right to operate regular passenger steam services from Pickering through to Whitby. The new service of the Whitby Endeavour Steam services linking the NYMR and Whitby will start on Good Friday, 6 April 2007, which will mean more than 100 steam trains serving Whitby this year.

### **More GNERs to Leeds**

GNER has been given the OK to run half-hourly services between Kings Cross and Leeds from May 2007 meaning a total of 65 trains a day will operate to and from both cities. GNER will need 2 additional HST's to operate the 12 new Leeds services. From 21 May 2007 GNER will be running 136 services every weekday.

### **Barrow Hill 2007**

The events planned for Barrow Hill Roundhouse in 2007 are: Fri/Sat 18/19 May - Rail Ale Festival Sat/Sun 14/15 July - Diesel Gala Sat/Sun 10/11 November - Steam Gala Weekend Sun 16/23 December - Santa Steam Trains.

## **Raffle Prizes**

The Committee would like to thank Mrs D. Johnson and Mr D Bonwick who have donated several items that will be used as raffle prizes on a Wednesday night.

## **Websites**

Our President, Geoff Bambrough, has requested that we print a list of railway related websites in the magazine that may be of interest to our members. If members can send me a list of the railway websites that they think may be of interest I will try and publish lists in future magazines.

## **Rail Ale - A Bash to Baltimore** **by David Bladen**

*"The French are a smallish monkey-looking bunch and not dressed any better, on average, than the citizens of Baltimore. True, you can sit outside in Paris and drink little cups of coffee, but why this is more stylish than sitting inside and drinking large glasses of whiskey I don't know."*

The American humorist P. L. O'Rourke's famous blast against our Gallic cousins was meant as a swipe against the pretensions of French chic, but I've often wondered what the good citizens of Baltimore had done to be the basis of such an unkind comparison and O'Rourke's words came to mind yet again as Linda, Alex and I walked the short distance from our Washington hotel towards the city's Union Station. We had been in D.C. for a week's holiday and after seeing many of the sights that this impressive city had to offer, we had decided to venture further afield and spend the day in Baltimore. Alex's diligent internet research had shown that we could get there either by express Amtrak trains or the MARC commuter railroad. MARC (or the Maryland Rail Commuter system, to give it its full title) is part of the state's Mass Transit Administration (MTA) and provides commuter transport to and from the Baltimore and Washington DC metropolitan areas for residents of the central part of Maryland. Operation of the system is contracted jointly to Amtrak and CSX Transportation and in common with many dedicated commuter lines in the USA, services only operate from Monday to Friday and there are few trains outside the morning and evening peak hours. The MTA maintains three separate MARC lines: the Penn Line, which runs between Perryville, Maryland and Union Station, via Baltimore's Penn Station; the Camden Line, between Camden Yards in Baltimore and Union Station; and the Brunswick Line, stretching from Washington to Martinsburg, West Virginia. Total route length is 187 miles. Alex had wanted to visit Baltimore's American football and baseball stadiums adjacent to Camden Yards, however, a look at the timetable confirmed that there were no suitable Camden Line services, so we would have to take the Penn Line to Penn Station then transfer to an MTA light-rail service to Camden Yards. Our train was due to leave at 9.30am (no 24-hour clock here!), but first there was the small matter of buying tickets. Union Station is huge! It is truly a magnificent building and the opulent architecture was meant to reflect a golden age of rail travel, but its hey-day was relatively short-lived and as aircraft became the principal means of long-distance transport in the United States, the number of passengers using the station gradually declined. After a period of neglect, the building has been extensively restored and most of the floor space has now been turned over to rather expensive shops, boutiques and restaurants. There is still enough room (just!) for a railroad and the terminus also handles Virginia Regional Express trains as well as MARC and Amtrak services. There was nothing to indicate where to purchase MARC tickets so we joined the queue at the Amtrak counters, more in hope than expectation I have to say. Our worries proved groundless, however, as the clerk said she could sell us tickets to Baltimore, though she did look baffled at my request for three cheap day-returns! We were told that if we wanted to travel on one of Amtrak's high-speed Acela services the return fare would be \$42 each and we would have to wait for the 3.05pm departure.

The return fare on MARC, however, would be \$14 each ... erm.. no contest really! The security situation and fear of terrorist attacks in Washington is such that it is now almost impossible to get by without some form of personal photographic identification, and all three of us had to produce our passports before we could get tickets. Our passport details were entered into the ticketing computer and then it seemed to take an age for my credit card to be authorised. Was the FBI or CIA electronically checking us out? Who knows, but while

all this was going on, I noticed a sign informing Amtrak passengers that they would be required to check-in their bags, airline style, and pass through a metal detector. Eventually, the electronic 'spooks' were satisfied and we were handed tickets and boarding cards. There was just time to buy doughnuts and drinks for breakfast before we made our way to Track 11 to board the train.

The train was made up of a bi-level 'gallery' car and three single-level cars. Linda and Alex found seats in the gallery car while I wandered down the platform to photograph the motive power. MARC 52, a GP40VM-2 engine, was at the head of the train and to avoid any misunderstandings about what I was doing, I took the precaution of asking the conductor if it would be okay for me to take photos. He readily agreed and after taking a couple of pictures, I rejoined the other two. MARC operates two standard General Motors diesel types, namely the GP39H-2, originally built in 1969 and rated at 2300 hp, and the slightly newer (1971 build) GP40WH-2, rated at 3000 hp (fleet sizes are six and nineteen respectively). Both types were built by GM's EMD division and served with a number of other railways before undergoing major rebuilding (the GP39s actually started life as GP40s) by the Boise Engine Company of Idaho in the late 80's/early 90s. There are also two or three surviving AEM-7 electric locos, built by EMD under licence from Sweden's ASEA in the fleet but these are seldom used in traffic and are due for imminent withdrawal. Departure from Washington was punctual and with 3000hp at the front of just four lightly loaded carriages, acceleration was quite sprightly. As we threaded our way through the yards outside Union Station, I was amazed to see people wandering around the tracks without wearing Hi-Viz vests. In a country where there are signs on the outside of many buildings telling you that the building might contain carcinogenic chemicals and other nasties, and practically everything you buy carries a warning of one kind or another, I thought this was quite remarkable! The conductor came round to check tickets and we settled down to enjoy the journey. I was planning to follow our route using the maps in the guidebook and generally watch the world pass by, however, the man sat on the other side of the aisle had other ideas. On hearing our accents, he first enquired if we were Irish (Irish? mind you, a lady in San Francisco a couple of years ago thought we were Australian) and then on finding out we were English, proceeded to spend the entire journey asking questions about England. Had this happened at home, I would probably have told him to wind his neck in and leave me in peace, but being a visitor in someone else's country I tried to respond as politely as I could, whilst at the same time trying to give the impression I was more interested in what was out of the window. The man failed to take the hint and was still yakking and asking questions as the train pulled into Penn Station 35 miles and 55 minutes later! I must admit to feeling a pang of guilt when he cheerily bid us goodbye and wished us an enjoyable holiday. Still! I went to the front of the train again and after getting the agreement of the driver, took some more photos of the loco, together with the driving car of an adjacent train. Linda and Alex had found out that we needed to be on Track 1 for the MTA connection, which would be in about fifteen minutes, so we left the platforms and climbed the steps to the station concourse. Penn Station sits over the Pennsylvania Railroad's former mainline through Maryland, now part of Amtrak's Northeast Corridor and like Union Station has undergone extensive refurbishment in recent years. Though not quite as palatial as Union, there is still an air of gentility and refinement about the place. We made our way to Track 1 and bought return tickets from a vending machine. A couple of minutes later, an MTA train arrived at the platform on the shuttle service from Mount Royal. I asked the conductor if I could take a photo, but the reception this time was less welcoming! The poor woman looked distinctly uncomfortable and mumbled that she didn't think photography was allowed. Not wishing to press the point, I apologised and put my camera away and we boarded the tram for the short run to Mount Royal, where we changed trains for the two-mile trip down to Camden Yards. As we passed through the city, I wondered if O'Rourke's comment had in fact been accurate about Baltimore. The city looked as though it had definitely seen better days; many buildings looked dilapidated and run-down, and there were groups of men hanging around on street corners, some huddled around braziers, an image I'd always associated with the cinema or television. It seemed a rather threatening place. We did wonder if we'd be returning early to Washington, however, as we neared Camden Yards, the sun was beginning to break through the gloomy sky and it became evident that a great deal of regeneration had been undertaken and was still underway around the harbour area of the city. The place was buzzing with people - things were looking up. We left the train at the Camden Yards MTA stop and crossed the platform to the MARC station. Camden Yards was once a major railroad yard and former terminus station of the Baltimore and Ohio Railroad, and was the place where Abraham Lincoln boarded a train to take him back to Washington at the start of the American Civil War. He probably wouldn't recognise the place today! There are now just two twin-track bays and a small station building, only open during the morning and evening peak periods. MARC 75, a GP3911-2 engine, was stabled in one of the bays attached to three single-level cars. In the other bay stood what looked like a baggage car. I photographed the locomotive - there was no one around to ask for permission then took some photos of a passing train. Having subtly been reminded by Alex why we had

come to Baltimore in the first place, the Orioles' baseball and Ravens' football stadiums were duly visited and my credit card was left begging for mercy in the souvenir shops (those spooks must have taken more out of it than I thought!). I can certainly recommend the Orioles' stadium restaurant as a place to have lunch - they were actually serving chicken curry! Sadly no draught beer was on offer so I had to make do with a bottle of Bud Lite, but the day was beginning to warm up and the beer was cold and refreshing. We then made our way to the inner harbour area and eventually ended up spending a very interesting couple of hours in the National Aquarium. Once outside again, we realised just how unseasonably hot it had become and the general consensus was to find somewhere to sit down and have a drink. Happily, there was a Capitol City brewpub on the harbour side and we headed there. The Capitol City Brewing Company was founded in Washington D.C. in 1992 and was the first brewpub to open in the capital since the ending of prohibition. The franchise now runs to four brewpubs - in addition to the Baltimore outlet there are two brewpubs in Washington itself and one in Arlington, Virginia. Each brewpub produces the same eight house beers, known as 'signature' beers, but is then free to create its own seasonal and speciality brews. We were met at the door by a waitress and shown to a table with superb views of the harbour. We'd said we would just be having drinks but nevertheless the waitress brought a courtesy snack of freshly baked giant pretzels with a horseradish mustard dip - they certainly beat a bag of peanuts or pork scratchings! There were no speciality beers ready so we both tried one of the signature brews. Linda opted for a glass of 'Prohibition Porter' and I went for 'Capitol Kolsch', a German-style wheat beer- both were excellent. Alex was stuck with Coke - state law in Maryland (in common with most other states) prohibits the sale of alcohol to persons under 21 - but then he isn't too bothered about beer at the moment. Prices were very reasonable - a 16 fl oz glass was \$4.50 (about £2.30) - and the entertainment was excellent. In this case, a pigeon trying to land on the seat next to me provided the cabaret. It obviously couldn't see the glass window separating it from the seat and flew in to the glass three times before giving up and flying away! The waitress was definitely angling for a decent tip, for no sooner were our glasses empty than she appeared asking if we'd like more drinks. Well, it would be churlish to refuse! Linda stuck with the Porter but I opted to try the 'Blackout Stout', Capitol's version of oatmeal stout. This, too, was excellent though not quite as bitter as I was expecting. We were now beginning to feel as though we could stay in the brewpub for the rest of the day, but we had to get back to Washington. Welcoming as the harbour side area was, I did not relish travelling through the run-down area to Penn Station after dark. There was a Camden Line departure at 5.15pm, though we were not sure if our tickets would be valid on this. If they weren't, we could then get a train to Penn Station in time for the 5.25pm or 6.25pm departure. After settling our bill (and leaving a decent tip) we set off on the short walk to Camden Yards. MARC 75 and its coaches were still in the bay and people were beginning to board the train. The conductor confirmed our tickets were valid and it was with some relief that we found seats and sat down. After a short while, we felt a slight jolt as the loco propelled the train out of the station and on to the CSX main line for the journey back to Union Station. Just south of Camden Yards is Bailey Wye, a junction between the CSX main line and the line running into the coal docks and other industries around the Port of Baltimore. All of the heavy traffic passing through Baltimore traverses this junction, as well as the numerous local freights heading for the port facilities. Judging by the number of freight trains we passed and the large number of wagons in position in sidings, it is a very busy freight line. Dusk was beginning to fall and it was apparent that admiring the scenery was not going to be easy on this leg of the journey either, though we did seem to be passing through heavily wooded countryside. Inside the car, you got the impression that this was definitely a regular journey for the majority of the passengers. The conductor was greeted by name and he seemed to know the name of many of the travellers. The journey was scheduled to last 70 minutes and there were eight booked stops between Baltimore and Washington, but we made good time and were back in the capital in just over an hour. The platform was full of commuters waiting for the outbound train many looking as tired and fed-up as their counterparts on this side of the pond would have been some five hours earlier. We headed out of the station and across the street to the old Federal Post Office building that has been converted to a brewpub by Capitol City. This time we did plan to eat but the place was heaving and we were told it would probably be twenty minutes before a table became available. We were given a 'buzzer' that would sound when our table was ready and Linda and Alex found a place to stand while I fought my way to the bar to get drinks. Pumpkin Ale was the seasonal beer on offer and was duly ordered. The rims of the glasses were dipped in Demerara sugar before the beer was poured into them. Quite what this was supposed to achieve, I don't know, but it didn't seem to detract from the fruity sharpness of the beer itself. The buzzer sounded and we were shown to a table where giant pretzels and horseradish mustard dip were waiting for us is it only in America where you are given a meal to keep you going while you study the menu. Three mountains of food and a couple of drinks later, we were heading back to the hotel. A long flight to Amsterdam and a connecting flight on to Humberside were waiting for us the following day. Today's



somewhat shorter trip to Baltimore, though, had been very enjoyable and will doubtless stay in our memories for years to come!

## **The Swindon Railway Festival**

**by Paul Slater**

Each year Chris and I try to get to a special railway event, and in 2006 we went to the Swindon Railway Festival. The venue for this was STEAM, the new museum of the Great Western Railway, which neither of us had yet visited. We had been invited to stay with Chris's sister in Dorset at some time during the year, and we arranged our stay to coincide with the Swindon Railway Festival in September. On the first morning after arriving, we set off for Swindon; I had estimated that it was about a 50-mile journey; in fact it was over 70 miles, but still a feasible day-trip. From the map I had been unable to pick out a route to Swindon which was obviously quicker or more direct than any other, and we decided to go across Salisbury Plain. We stopped to look at the Fovant badges, military emblems cut into a steep chalk slope near Wilton, and we made a longer stop at Avebury for lunch and souvenir-buying as well as to have a look at the famous circle of standing stones. It was well into the afternoon when our road led at last down off the chalk hills and into the outskirts of Swindon. I knew that STEAM, in part of the old railway works, was situated to the north-west of the town centre, and in the absence of the expected signposts to the Railway Festival I followed the ring road in what seemed to be the right general direction. Eventually we passed under a railway bridge and came to a roundabout; we were now on the edge of the town, I realised, and were going too far west, I ought to turn back on a road which ran parallel to the railway. I was right; as soon as we negotiated the roundabout we saw signs for STEAM and the Swindon Railway Festival. From a leaflet we had picked up during our journey down to Dorset the previous day, we knew that part of the old railway works at Swindon had been converted into a shopping centre, and visitors to STEAM had to use the main shopping centre car park. We followed the signs for the Swindon Railway Festival. The car park was almost full, but at last we found a space, and set off walking through a pedestrian area to STEAM, which we could see in the distance. The building was hot and crowded, and had been subdivided by internal walls and partitions so that it seemed really big. We found it a bit of a maze, and got quite disorientated at times. There were two splendid Great Western 4-6-0s on display, 4073 "Caerphilly Castle" which used to be in the Science Museum in London and 6000 -King George V' which I had travelled behind on a steam special from Swindon over twenty years earlier. 0-6-0 no 2516 and 0-6-0PT no. 9400, which used to be on display in another museum in Swindon, are now housed in STEAM, and we also saw 2-6-0 no. 7325 and replica broad gauge 2-2-2 'North Star'. On a wall were displayed nameplates from three more Great Western 4-6-0s: 2920 "Saint David", 4000 'North Star' and 5070 "Sir Daniel Gooch". The "Saint's" were before my time, but I can remember how excited I was by my first sight of "Castles", "Kings" and 'Hall's" in the mid 1950s at my original Western Region trainspotting location, the little station at Fenny Compton, north of Banbury. Other Great Western locomotives were on view in model form; these ranged from a Crampton 4-2-0 and other early single-drivers to "Castles" and "Kings", and included the unique Great Western Pacific, 111 "Great Bear". The usual exhibits at STEAM were supplemented for the Swindon Railway Festival by six model railway layouts and several trade stands, and there was also the Palk Rail miniature railway on which Chris and I had a short ride; the locomotive was a diesel, "John Coiley", decorated with a poster advertising the bicentenary of Isambard Kingdom Brunel, the occasion for the festival. There were several lifelike effigies of passengers and railway workers in period costume, and another of Brunel; a real person was also walking around the festival dressed as Brunel. 0-6-0ST no. 813 was in steam with a traction engine in a fenced-off compound outside the museum; we could not find our way to this, and had to be directed to it by one of the attendants, who was concerned that we had left an external fire door open while I went exploring. The way to no. 813 lay through a room called the Special Events Hall, dominated by diesel locomotive 50033 "Glorious" and containing more model railways. As we retraced our steps from the Special Events Hall towards the shop and cafe at the museum entrance, we got lost again; "I'm keeping my eye on you two" said the same attendant, appearing out of nowhere, and on learning of our predicament, she guided us expertly on our way. Chris rested on a seat outside the museum entrance while I bought some souvenirs and took some photographs of the Brunel bicentenary posters decorating the building; in the entrance were the huge driving wheels of a broad gauge locomotive named "Lord of the Isles". At last it was over, we had seen all the locomotives and most of the displays, the museum would soon be closing, and it was time to make our way back to the car for the drive across Salisbury Plain to Dorset. My final photo of the day was of Chris standing beside a representation of broad gauge 4-2-2 "Great Western" in the pedestrian area by the shopping centre.

## Going once, Going twice, Sold! My first visit to an auction.

by **Andy Dalby**

On Saturday 13th January 2007 RAILWAYANA AUCTIONS UK LTD held an auction at the St. Leonards Social Club, (formerly the GEC Social Club) in Stafford of 320 lots of railway items ranging from nameplates to tea towels, tickets to totems. Sue (the wife) was given an old "clocking in!" clock from either Faverdale or Shildon works, unable to trace which) when her mother moved house and we decided not to keep it but to put it up for auction, the clock itself being a "Stockall Recorder", Stockall's being taken over in 1912, this shows how old the clock is. We were invited by the auctioneer to go and see how the sale worked so we set off from Doncaster about 06:45 on Saturday morning getting to Stafford in time for the start of viewing at 08:30 The club's cafe was open for the sale of breakfast, teas etc, this also opening for lunch. The club's bar also opened at 11:00 and closed about 15:30 just as the auction itself finished. The auction itself should have started at 10:30 but was about 10 minutes late starting; well it is a RAILWAY auction! The first lot was a LMS enamel street direction sign, yellow and black LMS STATION KING'S NORTON with arrow, a double sided sign, this selling for £700. This being one of 35 enamel signs; i.e. a maroon Refreshments sign (£80), a seat back sign from LUTON 1100 selling for £450. There were several cast iron signs for sale, an S & DLR BEWARE OF TRAINS selling for £520. There was a good selection of Totems, Targets and Hawkseyes on sale, three of these from this area, DEEPCAR (not sold), WADSLEY BRIDGE (£800) and ROTHERHAM MASBOROUGH (not sold). Several totems sold for four figure sums, BARTON & WALTON (M) selling for £4800. The star of the show, in the totem line, was KYLE OF LOCHALSH, this going for a record price for a totem of £11000.

In the nameplates section, several steam loco plates were on offer, MORAY FIRTH off 70053 Britannia class topped the price list, selling for £14200, Orion off Jubilee 5691 going for £6000. There were several diesel loco nameplates, CONIDAE off 47085 and 37706 failed to reach its reserve price so didn't sell but WESTERN TROOPER along with one cabside numberplate D1033 selling for £10200, the same as VALOROUS off Warship D858. HENRY PEASE off 20165 sold for £3650. There was a good selection of works plates, shed plates, cabside and smokebox plates in the auction, a few which sold are shown here: 70053 (smokebox) £2200, 61026 (smokebox, off B1) £1600, 20110 cabside (flame cut panel) £150, 6679 (cabside off GWR 66xx 0-6-2 tank loco) £900. There was even a pair of "Swallows" off a HST power car, one left hand, one right hand that sold for £100 each. In the shed plates 6G (Llandudno Junction) went for £300, 64B (Haymarket) £260. Several aluminium shed plates, which were carried on diesel locos, were also on offer the best price gained by 82A (Bristol Bath Road) that sold for £200. Other sections of the auction included bridge and wagon plates, the best price in this section being a LNER D style wagon plate off a wagon 729941, built at Cowlairs in 1881, this one selling for £340. Of the glassware, dining ware and linen lots, a pair of LMS egg cups and a pair of LMS cups sold for £50, an L & Y Rly tea-towel for £60 and a MR tea-towel for £45. A GCR. "Half Measure Glass" with the companies' coat of arms and Worksop in scroll below sold for £70. In the special item, which included our clock (which didn't sell) was a "Midland Railway Co. TRENT 1922" sack 51" by 29" which sold for £30 and a railway "Sack Truck" which went for £40. An LNER light bulb in original box and a pair of Lancashire County Constabulary handcuffs and whistle that were in this selection failed to sell! For me the most interesting items in the auction were the cap badges, 17 lots in total, 3 of these didn't sell but for £20 a bidder bought a LMS Police Helmet badge, another bidder paid £420 for a BR (NE) orange enamel and gilt "YARD MASTER" Lion over Wheel cap badge (very rare according to the catalogue) and, wait for it, £1300, yes thirteen hundred pounds for a BR (ER) dark blue enamel and nickel "EXCESS LUGGAGE" totem style cap badge, extremely rare!!! "Extremely expensive!! I thought this was a fluke, someone having paid so much for a cap badge but later in the auction a badge the same style as the one above but in SR green sold for £1100. I'm starting to look in charity shops and car boot sales if cap badges are selling for these prices!!!! All in all a most enjoyable day, I expected nameplates to sell for large sums of money but not cap badges. If you ever get the chance to go to a railway auction, even if not to bid for anything, GO its well worth it, just to see what sells for what price! I know I'm going again. The auction was organised by RAILWAYANA AUCTIONS UK LTD, P.O. Box 42, Winchcombe, CHELTENHAM, GL50 9EH. [www.railwayana.com](http://www.railwayana.com)

### **Pennine -Observer Notes**

Eastern Region:

Recent sightings at Lincoln have been:

Dec 1 60068 on coal train  
Dec 6 66240 on coal train 66565  
Dec 20 60053  
Dec 29 66055 and 66236 on coal trains  
Jan 3 66194 on coal train  
Jan 5 66102 on coal train  
Jan 10 66079 and 66158 on coal trains  
Jan 17 66147 on coal train  
Jan 22 60030 on tank train  
Jan 26 66110 and 66167 on coal trains  
Feb 2 66173 on coal train

Recent sighting on the Gainsborough - Barnetby line have been:

Dec 2 66100 and 66531 on coal trains 66128 on goods train  
Dec 3 66072 and 66545 on coal trains  
Dec 9 66001 on oil train  
Dec 10 66033 on coal train  
Dec 23 60004 on goods train  
Jan 13 60036 on goods train 66181 on coal train  
Jan 27 66017 on coal train 66166 on goods train

Recent sightings at Hykeham have been:

Dec 12 60017 on oil train 66115 on coal train  
Dec 28 66711 on container train  
Dec 29 66619 on VTG tanks  
Jan 4 60047 on oil train  
Jan 9 66246 on coal train  
Jan 15 60009 and 6003 5 on oil train 66710 on container train  
Jan 16 60030 on coal train  
Jan 29 66249 on coal train  
Jan 30 66041 on container train  
Feb 1 66717 on container train

Other recent sightings have been:

Nov 11 60022 at Leeds  
Dec 2 67026 light engine at Retford  
Dec 8 66023 near Saxilby heading for Lincoln 66526 at Retford  
Dec 9 66007 on Plasmor train at Doncaster  
Dec 15 66003 + 66227 on Sandite train at Saxilby  
Jan 12 66207 and 66006 at Langworth on coal trains  
Jan 27 66111 on p.w. train at Claypole  
Jan 30 66066 at Boston on Lafarge train  
Feb 2 66117 at Scothern  
Feb 3 66542 on container train at Claypole

The much vaunted ticket barriers at Lincoln Central costing £200,000 opened in November by Lincoln MP Gilliam Merron have not worked due to technical problems, but on 29 December they were working OK- But you still cannot get to the buffet unless you have a ticket! Just another 'friendly' service from Central Rail!

Noted at Doncaster on 7 January after the AGM were 08331/493/529/594/669/819,47338/528/813, 66146/515 and 67016. Also industrial loco, RH 4WDM 417889 "CHARLES" seen in yard of old Avro aircraft site at Bracebridge Heath. Seen at Peterborough on 31 January were 66701, 66703, 66715, 66727, 66239 and 60014.

Hull Trains set no. 222103 Dr John Godber suffered serious damage at Crofton Depot on 10 January when the unit was dropped causing extensive damage to both end cars. The damaged cars were moved to Crewe Works for attention and decision on repairs.

## **Railtours and Charter Trains**

Lincoln Christmas Market Friday 8 & Saturday 9 December 2006

Report by Gerry Collins: A number of special trains were run: - starting on Friday 8 West Coast Railways top & tailed by 47245 & 47826 Springburn which ran a shuttle service (both days). Just after mid day, via the Joint line, 40135 arrived from Linlithgow run by Scottish RPS with 33029 on the rear. On the Saturday Steve Payne's request for a platform ticket was refused as was his next try to get on the platform by asking for a ticket to Hykeham. The order was that we had to observe from the public footbridge!! We were not even allowed to visit the station buffet. Saturday started with the WCR train arriving from Leicester at 10.13 and departing at 10.38 for Nottingham (arriving back at 12.26). At 11.15 67016 arrived from KX (Hertfordshire Rail Tours) and at 12.35 the VSOE special arrived from Victoria with 67003 & 66027. The final loco hauled special was the Blue Pullman headed by 47712 with 47709 at the rear. All but one special went to Barnetby for stabling due to lack of siding space. The station day car park was cleared of cars so that steel barriers formed a maze to keep returning special train passengers in a tight queue, to be let on the platform at the right time!! Locos seen working on other railtours and charters have been:

Dec 29 ("The Yo Ho Ho") 66210, 37194, 37229, 66551, 60030, 86614 and 66120

Jan 20 ("The Lancashire Witch") 31128 + 31454 (31128 replaced at Derby on return by 33103)

Jan 27 (York - Holyhead) 45112 (T/T 47847 providing ETS)

Feb 17 ("The Bard and Birch") 37411, 37425 and D2298 at Quainton Road)

## **Preserved Railways**

Locos working at the Bluebell Railway on 20 November were 34028, 32473, 5027 and 55 on driver training.

Locos used at the Great Central Railway Steam Gala on 27/28 January were 46201, 92214, 30850, 47324, 45690, 45231, 45407 and 44422.

Locos working at the Keighley & Worth Valley Steam Gala were 4953, 80002, 41241, 47279, 85 and 957.

Seen at Locomotion NRM (Shildon) on 3 February was Dutch Railways Class 600 shunter no. 663. These locos are basically the same as a BR class 08, being built by English Electric at Preston between 1950 and 1957. Some of these vehicles still work in the Netherlands but have been fitted with radio remote control and renumbered.

## **New Year Moves**

**by Chris Theaker**

### **29/12/06**

3207 3208 1043 Waterloo - Bruxelles Midi

2021 1536 Bruxelles Midi - Luxembourg

1352 1424 Bruxelles Midi - Maastricht

1359 1524 Bruxelles Midi - Maastricht

### **30/12/06**

15021 0701 Bruxelles, Midi - Brig (from Luxembourg)

11229 1404 Basel - Chiasso

465002 1557 Luzern - Bern

420506 1436 Bern - Luzern

11212 1325 Milano - Basel

11112 1804 Basel - Chiasso

11129 1739 Locarno - Basel

**31/12/06**

460053 0835 Luzern - Zurich  
11149 0909 Zurich - Chur  
460013 0937 Zurich - Chur  
624 1056 Chur - Disentis  
651 1058 Chur - St. Moritz  
606 1203 Filisur - Davos  
642 1158 Chur - St. Moritz  
621 1349 Samedan - Pontresina  
44+46 1540 St. Moritz - Tirano  
705 (portion 1559 Pontresina - Samedan through coaches to Chur)  
214 (shunt at Samedan)  
630 1604 Pontresina - Scuol Tarasp  
643 1721 Davos - Landquart  
605+607 1747 Chur - Davos  
604 Bergen Sledgex shuttles  
460303 1809 Chur - Basel

**1/1/07**

11155 0845 Luzern - Basel  
460069 0857 Luzern - Geneva  
460035 0741 Romanshorn - Brig  
460037 1025 Interlaken Ost - Basel  
191 1125 Interlaken Ost - Zweisswimmen  
8002 1228 Zweisswimmen - Montreux  
6001 1305 Zweisswimmen - Montreux  
164 1539 Zweisswimmen - Interlaken Ost  
11135 1809 Zurich - Chiasso

**2/1/07**

11252+11200 0600 Chiasso -Basel  
11236 0857 Luzern - Bern,  
11259 0836 Bern - Luzern  
11161 1045 Luzern - Basel  
11229 1104 Basel - Milano  
121 1637 Luzern - Giswil  
10 1966 1555 Interlaken Ost - Luzern  
11146 1604 Basel - Locarno  
11220+11195 1525 Milano - Zurich  
11120 1809 Zürich - Chiasso  
460111 1635 Locarno - Zurich  
460015 19 10 Zurich - Luzern

**3/1/07**

460080 0745 Luzern, - Basel  
460086 0757 Luzern - Geneva  
460037 0800 Basel - Brig  
11114 1018 Brig - Bruxelles Midi (to Bern)  
460030 1000 Basel - Brig  
460035 1218 Brig - Basel  
460068 1418 Brig- Basel  
11210 1454 Brig - Basel (to Bern)  
460005 1454 Brig - Basel (from Bern)  
11115 1644 Basel - Zofingen  
11303 1704 Basel - Chiasso

**4/1/07**

11199 0804 Basel - Locarno (from Luzern)

11133 0658 Chiasso - Basel (to Luzern)  
460053 12 10 Luzern, - Zurich  
421-395 1316 Zurich - Munchen  
450-105 1352 Winterhur - Zurich  
11181 1309 Chur - Bruxelles Midi (from Zurich)  
421-384 1233 Munchen - Zurich  
11127 1707 Zurich Low Level - Schaffhausen  
450020+450066+450080 1738 Zurich - Ziegelbrucke  
11197 1741 Zurich - Luzern  
460099 1809 Zurich - Chiasso

### **5/1/07**

11299 0804 Basel - Locarno (to Luzern)  
11215 0804 Basel - Locarno, (from Luzern)  
11161 0845 Luzern - Basel  
11199 065 8 Chiasso - Basel (to Luzern)  
11212 0658 Chiasso - Basel (from Luzern)  
15024 1018 Brig - Bruxelles Midi (from Basel)  
2706 1018 Brig - Bruxelles Midi (from Luxembourg)  
2555 1808 Amsterdam CS - Zell-am-See

### **Pennine Quiz No. 127**

#### **HST Names**

**by Andy Barclay**

1. What was the first power car to be named and what was it named?

The following power cars were named after maintenance depots.

2. 43040
3. 43049
4. 43057
5. 43072
6. 43095
7. 43100/43300
8. 43179

The following power cars were named after regional newspapers.

9. 43055
10. 43109
11. 43150
12. 43157
13. 43161
14. 43193

The following Power cars were named after towns and cities.

15. 43004
16. 43008143155
17. 43019
18. 43044
19. 43047
20. 43052
21. 43053
22. 43060
23. 43061
24. 430,64
25. 43065143104

26. 43077
27. 43084
28. 43085
29. 43098
30. 43102

## **Pennine Quiz No. 126**

### **The Answers**

1. Class 89 No. 89001
2. Ex-LMS Class 3 0-6-OTs
3. Class 23
4. Class 22
5. Push-pull fitted Class 33s
6. Classes 140, 141, 142, 143 and 144
7. Stanier 5MT 4"
8. LNWR McConnell 2-2-2s
9. Classes 303 and 311
10. GBRf Class 66
11. Class 58s
12. LNWR Webb 0-6-0
13. Class 20
14. Class 17
15. BR 9F 2-10-Os
16. Class 33
17. Class 67
18. Class 08 shunter
19. Class 60
20. Class 487s of the Waterloo & City Line
21. WD 2-8-Os
22. Class 47s
23. Class 321
24. Class 73 electro-diesels
25. Class 03s

## **Pennine Quiz No. 126**

### **The Winners**

1st Ken King

2nd Ian Shenton

3rd John Dewing

Congratulations to all the winners.

### **Pennine Meetings 2007**

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

**Wednesday 4th April 2007**

Rhys Jones

**Wednesday 18th April 2007**

Derek Porter

**Wednesday 2nd May 2007**

**PENNINE SLIDE QUIZ** Tony Smith

<b>Wednesday 16th May 2007</b>	Pete Wesley
<b>Wednesday 6th June 2007</b>	Robin Skinner
<b>Wednesday 20th June 2007</b>	Glynn Gossan
<b>Wednesday 4th July 2007</b>	Trefor Evans

### **Locomotion: The National Railway Museum at Shildon EVENTS 2007**

7 & 8 April Military Vehicle Rally An exhibition of home front military vehicles, re-enactments and displays

May - Museums and Galleries Month

1 - 31 May People - who are we?

4-7May Welcome Weekend

19 May Museums at Night

6&7 May Crafts, Gifts and Antiques Fair. An exhibition of crafts and gifts available to buy at Locomotion

30 June & 1 July Toy fair and Swap meet. Seek out your favourite childhood treasures.

7 & 8 July Traction Engine Rally

15 July Bus Rally

29 July Auto Jumble

11 & 12 August Model Mania Trains, boats and planes - plus many more examples of the model makers craft on show

24 August - 7 October Rail Art

22 & 23 September Steam Gala An annual steam party featuring star locomotives and celebrating Locomotion's third anniversary.

7 October Vintage Vehicle Rally - See many vintage vehicles on display

For more information on any of the events contact Sarah Joyce at Locomotion, the National Railway Museum at Shildon on 01388 771444.

### **Acknowledgements**

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### **Next Issue**

The Summer 2007 Issue of Trans Pennine is due for publication on 20th June. Would contributors please let the coordinator have their information by Wednesday 23rd May - THANK YOU. Remember, you can email your contributions to [david@whitlamj45.freemove.co.uk](mailto:david@whitlamj45.freemove.co.uk)



**BARROW HILL**  
**MONDAY 25 JUNE 2007**

Come and join us on the evening of Monday 25 June on our exclusive visit to Barrow Hill.

For those wishing to take advantage of transport on a preserved bus, a vehicle has been kindly made available by our friends from FAST Tours (Felix & Sheffield Transport).

Pick-up times are:

17.00 West Street, Doncaster

18.00 Halfway Tram Stop (for Sheffield area passengers) (set down on return at Crystal Peaks)

The visit around Barrow Hill will start at 19.00.

For those wishing to join us please notify Robin Skinner (contact details on the front page) and state whether or not you will be travelling with us on the bus.

We look forward to seeing you.

Donations for the night around £12-£14, including transport (around £7 visit only)

Early booking recommended.

**PHOTOGRAPHS:**

**Cover Photograph.**

MARC No.75 at Camden Yards Station - 26.10.2006 - David Bladen