

TRANS PENNINE

The Magazine of the Pennine Railway Society



No.140 - Summer 2007

Committee Briefs

Barrow Hill - Monday 25 June 2007

Members are reminded of our visit to Barrow Hill on Monday 25 June 2007.

This has proven to be an enjoyable evening event in previous years, and anyone wishing to join us, and has not yet booked, is asked to contact Robin Skinner as soon as possible.

For those requiring transport there is the added bonus of a preserved bus supplied by our friends from FAST Tours (Felix and Sheffield Transport), with departure from West Street, Doncaster at 5.00pm and Halfway Tram Stop, Sheffield at 6.00pm. On return set down will be at Crystal Peaks (for a refreshment stop) and points to Doncaster.

Those driving to Barrow Hill are asked to arrive by 6.45pm in time for a 7.00pm visit. We look forward to seeing you there.

Corus Scunthorpe - Saturday 8 September 2007

Another successful event last year was the visit to the Appleby Frodingham Railway Preservation Society's site at Corus Scunthorpe, so this is being repeated on Saturday 8 September. The standard works tour will begin at 13.30, tour duration is 2.1/2 hours.

Those interested are asked to contact Andy Dalby (01302561873). Spaces are limited to 30 and so early booking is advised.

Negotiations are ongoing with FAST Tours for a preserved bus to be provided from Doncaster to Scunthorpe and return.

Ashford International Downgrade

Eurostar have indicated that they will scrap all services from Ashford International to Brussels and cut the Paris service.

The proposals have been criticised by local MP's.

Barlow Shed Hails Eurostar

History was made on 6 March 2007 at 03.10 at St Pancras International when a Eurostar train slid into the Barlow shed following energisation of the 25KV power lines. Since then other tests have followed as engineers prepare for the opening of the station on 14 November.

LT Longest Escalator

Those enjoying playing on escalators are advised that the longest on London Underground is at Angel Tube station (196ft).

This escalator came to prominence when someone skied down it, filmed it and posted it, ironically, on YouTube.

ECML Shortlist

The shortlist for the new operator for the ECML consists of:-

* Arriva Trains

- * First Rail
- * National Express Group
- * Intercity-Railways (a joint venture between Stagecoach and Virgin)

Current operator GNER did not bid for the franchise on Government advice, although it will continue to operate the franchise until the new operator is decided and takes over.

The winner of the franchise, to run for a maximum of seven years and five months, with the final 17 months depending on the operator hitting performance targets, must keep existing services as well as a regular half-hourly service between London and Leeds.

Most Overcrowded Trains

Environmental group Transport 2000 has listed the ten most overcrowded services.

These are:

- 07.59 Durham - Newcastle (88% over capacity)
- 07.18 Cambridge - Liverpool St (85%)
- 07.53 Ecclestone Park - Liverpool Lime St (85%)
- 17.21 Cardiff- Maesteg (78%)
- 08.14 Humphrey Park - Manchester Oxford Rd (75%)
- 08.00 Morpeth - Newcastle (58%)
- 07.31 Barnsley - Leeds (57%)
- 07.14 Sheffield - Leeds (53%)
- 16.44 Sutton - Luton (50%)
- 07.26 Northampton - Birmingham New St (45%)

Pendolino Expansion on Hold

Virgin wants to add another two carriages to each of the 53 Pendolinos. These were to be leased from Angel Trains, which has now pulled out of negotiations because rolling stock leasing companies are expected to be referred to the Competition Commission over their rental charges.

Virgin may try to lease the carriages from another company, even though that would create complications about bringing the new cars into an Angel-owned fleet.

French Set New Rail Speed Record

A French TGV on test has broken the world record for a train on conventional rails, reaching 356mph (574.8Km/h). This took place by a modified TGV on a track between Paris and Strasbourg.

The electric tension in the overhead cable was boosted from 25,000 volts to 31,000 for the record attempt. French TGV trains, in service since 1981, generally travel at about 300Km/h. From 10 June they will be allowed to reach 320Km/h on the recently opened Paris - Strasbourg LGV Est line.

Javelins to arrive in August

The first four of the new Japanese-built Javelin trains are expected in Britain in August. The 140mph six-coach Class 395s being built by Hitachi will initially train senior SouthEastern drivers in readiness for squadron service on Kent routes from 2009.

The first trains will undergo intensive training on the Channel Tunnel Rail Link on which they will operate high-speed Ashford to London services. They will also be tested on other Kent routes including those to and from North Kent and also to and from Dover and Folkestone.

A fleet of 29 trains will be built. As well as running on SouthEastern services the Javelins will also be running on shuttle services for the Olympics in 2012.

A new maintenance depot for the trains is being built at Ashford. Ramsgate is also being prepared to accept the trains.

47810 is Sensible

Class 47 no. 47 810 has been repainted in Cotswold Rail's corporate colours and named "Captain Sensible", after the former punk rocker of The Damned.

The loco powered a Gloucester - Brighton Heartland Rail charter and had an official naming ceremony at Hove station.

Pennine Friends in Demand

The quality of "turns" booked by Robin for social evenings at The Salutation appears to have been noticed by fellow societies.

Recent bookings have included:

- * 8 March (RCTS Newcastle) Mervyn Allcock
- * 19 March (RCTS Coventry) Les Nixon
- * 19 March (RCTS Oxford) Mervyn Allcock
- * 20 March (RCTS Scunthorpe) Stephen Gay

Veteran members may remember Howard Turner of Sheffield. He appeared at St James Community Hall, Doncaster, on 19 March with his presentation "A Lifetime of Railway Enthusiasm Part 3".

Perhaps Robin should become an agent, like Simon Cowell, particularly in view of developments in the franchise for the ECML!

Freight Giants in Europe

EWS is running freight operations in France, called Euro Cargo Rail. Freightliner is now preparing to start operations in Poland, which has Europe's third largest rail network. FPL, as the business will be known, will be involved predominantly in the coal business. Eight Canadian built Class 66s will support the service. Much coal will be taken for export through ports such as Gdansk.

GB Railfreight Contracts

GBRF has won two coal contracts in less than a year. The first, with Drax Power Ltd, is for the movement of imported coal from the Port of Tyne to Drax Power Station, beginning in April 2007. The second, for coal from the Port of Hull to Cottam and West Burton power stations for EDF Energy, starts in July 2007.

"Eco-Stations"

Northern Rail is planning to create three "eco-stations" at Accrington, Burnley Central and Burnley Manchester Road. These will develop ideas first used at Liverpool South Parkway, the most environmentally friendly station in Britain.

Regenerative Braking Expansion

Network Rail intends to have all overhead power lines capable of taking power from regenerative braking by the end of 2008, extending to third-rail systems between 2009 and 2014.

Older members will remember this system operated by “Wath Electrics” on the Worsborough Branch between Wath and Penistone many years ago.

Old Dalby Reprieved

The only extensive test track in Britain is to receive a new lease of life after Metronet reached an agreement to rent it for 8 years. It will be used for trials of air-conditioned trains that will run on London Underground’s Metropolitan line from 2009.

The track has been unused since Pendolinos were tested for Virgin Trains in 2001, and was mothballed in 2005.

The 13-mile stretch of track is still owned by the residuary British Railways Board.

Metronet will electrify 2.5 miles with third and fourth rails to make it compatible with Tube trains. Testing will start summer 2008.

Network Rail is looking for a circular test site abroad to carry out high-mileage, high-speed tests.

Stagecoach May Run Metrolink

Stagecoach Group has been announced as preferred bidder to take over the operation and maintenance of the Manchester Metrolink system, taking over from Serco which has maintained and operated the system since 1997.

Embrace at St Pancras

One of the first things people will see as they step off their Eurostar on arrival at St Pancras International Station from November under the great clock in the huge Barlow train shed will be a 30ft-tall bronze of a couple embracing in a scene reminiscent of the iconic Forties romantic film “Brief Encounter”

The “Meeting Place” will be a bronze sculpture weighing 20 tonnes and created by leading British sculptor Paul Day. The sculpture is in line with the ‘Meet Me’ at St Pancras marketing theme which is aimed at defining the great station as not only a place to catch trains to the Continent, but also as a general meeting place like other great stations in the world.

Gatwick Express Survives

The Gatwick Express, threatened with closure, is to remain but the franchise will change in May 2008. It will transfer from National Express to Govia-owned Southern.

The Dept of Transport said the service will run beyond Gatwick to Brighton at busy times, doubling the number of express trains between Brighton and London at peak times. Extra trains will be provided by taking stock out of storage.

The service changes will be implemented in December 2008.

The franchise was due to expire in 2011, but a “no-fault termination clause” is being used to bring in the changes.

Network Rail Improvements

Recent announcements of improvements by Network Rail include:

2 new platforms at Bristol Parkway

2 new platforms at Manchester Airport
Reopening of the Airdrie - Bathgate line

South West Trains to use platforms at Waterloo International from December 2008

Grayrigg Pendolino Set for Repair

It is likely that the Pendolino involved in the Grayrigg derailment, 390033 City of Glasgow, will be back in service within 18 months.

All the vehicles recovered from the scene were taken to Alstom's Washwood Heath plant. Until the Pendolino is rebuilt Virgin Trains will use a set of MK III coaches hauled by Class 90s.

Brigg Upgrade for Freight

£10m is being spent on the Brigg - north Nottinghamshire line by Network Rail to allow the movement of up to 70 freight services a week instead of just 3 passenger trains.

The traffic will mainly be coal from the Humber ports to Cottam and West Burton power stations, with trains avoiding the Doncaster bottle-neck.

End of Northern's Pacers

The 24 Class 142 Pacers are to be withdrawn by Northern Rail and replaced by 158's. The Pacers, 75mph units, were built by BREL/Leyland in the mid 1980s and were effectively bus bodies on four wheels. They have been criticised for being noisy and uncomfortable.

Fate of the Eurostar Sleepers

During 1995/96 12 Class 37/5s were upgraded to 37/6 at Doncaster Works, wired for electric train supply, vacuum braking system removed and Railway Clearing House jumper cables fitted to allow multiple working.

The proposed Nightstar services were to operate from Glasgow, London, Manchester, Plymouth and Swansea to Amsterdam, Dortmund and Frankfurt. The 139 carriages order began construction in 1992 and continues slowly until the project was put on hold in 1997 and abandoned in 1999 through rising costs and competition from low-cost airlines.

45 carriages were completed and a further 32 partially complete. All were moved to secure storage, mainly at MOD Kineton, in 2001. These, and the remainder of the order of 139, were sold to Canada's Via Rail to expand service in the Windsor - Quebec corridor, on sleeper routes from Montreal to Halifax and Gaspé, and to free up existing stock for use on the Toronto - Vancouver transcontinental route.

Eurostar UK (EUK) initially sold half the fleet of 12 locos to DRS, a freight operating company created by British Nuclear Fuels Ltd. Three years later it sold a further 3 locos. 3 locos remain in the EUK fleet used to haul Eurostars over non-electrified lines, or rescuing them in the event of a failure in service.

Grand Central Launch Postponed

The launch of Grand Central services from Sunderland to London has been put back from May to September 2007.

This is because its 6 power cars will not be out of works at DML in Plymouth in time. Services were originally due to start in December 2006.

Elmbridge Court Derailed

Plans for a new parkway station between Cheltenham and Gloucester have been shelved after the government said it wanted more details.

There have been concerns that a new station at Elmbridge Court could lead to the closure of either or both stations at Cheltenham and Gloucester.

VHF in 2008

Virgin High Frequency services start in late 2008. That is when the company will start running three trains an hour from Manchester to London and three an hour between Birmingham and Euston. There will also be a new Voyager operated one an hour service between Euston and Holyhead.

Additional Stops for Twitchers

Pennine's expert twitcher, Geoff Bambrough, tells us that the Railway is introducing weekend stops at remote stations of Lakenheath on the Norwich - Cambridge line and at Buckenham on the Norwich - Yarmouth/Lowestoft line for bird watchers flocking to RSPB reserves in East Anglia. Geoff says that Lakenheath Fen is particularly renowned for its bearded tits.

Erewash Valley Closed for 8 Weeks

19 miles of the Erewash Valley line between Trowell Jcn, west of Nottingham and Coney Green Jcn, south of Chesterfield, will be closed from 10 June to 6 August for resignalling and track laying. Trains will not be able to call at Langley Mill or Alfreton & Mansfield Parkway.

Milton Keynes Upgrade

Two new platforms and a third fast line through the station are the latest stage of work at Milton Keynes Central. This will allow extension of the Bedford - Bletchley service into the centre of the city.

GNER Back in Race for ECML

GNER has joined Virgin and Stagecoach's bid to run services on the ECML. The company will take a 10% stake in the new Inter City East Coast franchise holding company if the Virgin and Stagecoach bid to run services succeeds.

Final bids for the ICEC franchise are due to be submitted by 6 June 2007. The decision by the government will be made in late summer 2007.

Members Slide Competition

The Members Slide Competition was held on 7th March and, as last year, all the points were added up by Tony Smith on his laptop.

The result was as follows:

1st Robert Hay 37197 (+ 37261 dead on rear) at Loch Eilt on "Royal Scotsman (IH96 08.05 Spean Bridge to Taynuilt on 31 July 2005 (see front cover)

2nd Glynn Gossan GWR Mogul 7325 leaving Foley Tunnel on a Kidderminster to Bridgnorth Santa Special in December 1998

3rd Robert Hay 37406 at Torlundy, near Spean Bridge, on 1B01 19.55 Fort William to Edinburgh on 7 August 2005

Congratulations to the winners and thanks again to Tony for producing the result.

Glorious Sent to School

Class 50, no. 50033 “Glorious” is moving to the Custom House to North Woolwich line where a railway training school, RailSchool, will be receiving its first students. It is being lent to RailSchool by Steam, the Museum of the GWR, Swindon.

Slide Quiz

Tony Smith’s annual slide quiz was held on Wednesday 2nd May with the chance for members to show their knowledge (or lack of) on railways.

The result was as follows:

1st Martin Fisher
2nd Paul Slater
3rd Chris Theaker

Many thanks again go to Tony and his magic laptop for an interesting and educational evening and congratulations to all the winners.

Off the beaten track in Flanders

by Paul Slater

On my latest “minicruise” to Belgium with P & O Ferries, I decided to travel on a railway new to me, the line which runs east from Ghent. I travelled to Ghent from Bruges on one of the hourly Ostend-Antwerp push-pull semi-fasts. It was running late, and only a few minutes after I had photographed locomotive 1344 propelling the Antwerp train out of St. Pieters station I was snapping 1357 of the same type on the adjacent track at the rear of an Ostend- Eupen express. I went out of the station entrance to get some pictures of the ornate facade and have another look at the city’s trams, then returned and checked the departure board. The line east from Ghent divides a few miles outside the city, and I had not yet decided whether to go to Dendermonde or to Aalst. These towns were described in a guide-book I had consulted, and in both I could expect to find some attractive buildings. The chapter which listed Dendermonde and Aalst and their features of interest was titled “Off the beaten track in Flanders”, as the towns described in it are smaller and less known to tourists than the major Flemish cities such as Bruges, Ghent, Antwerp and Mechelen. The departure board showed a train to Aalst leaving before the next one to Dendermonde, so - having booked only as far as Ghent - I made up my mind and bought a return ticket to Aalst.

At the platform, 2715 in the blue-and-yellow livery of the older Belgian electric locomotives was ready to depart with a rake of double-decker carriages. I had seen double-decker trains on some Brussels suburban services before, usually with a class 27 locomotive at the front and sometimes with a second engine of the same type at the rear, but I had never travelled on one. I enjoyed the novelty of mounting the stairs to the top deck of one of the carriages, and once we were on our way, it was a little strange - but rather pleasant - to have an unusually elevated viewpoint for the passing scene and to look down at the roofs of trains heading towards Ghent. There are yards and sidings near St. Pieters station, where every time I passed I had seen locomotives stabled, but the main shed and yard for Ghent is at Merelbeke, on the east side of the city, and from the double-deck train I got my first view of it. A number of locomotives could be seen, including one of the small class 91 diesel-hydraulic shunters, a new type for me. A second yard looked disused, with derelict control cabin, many tracks removed, and a long line of stored diesel locomotives of classes 51 and 62.

My train was shown on the departure board at Ghent as an Inter- City, but it was what I would call a semi-fast, missing the smallest stations. Aalst was the third stop. Between the towns and villages the countryside was flat and low-lying, with copses and small woods, and rows of pollarded willows alongside water-tilled ditches;

considerable areas seemed to be devoted to market gardens, tree nurseries and. what might have been hop fields. The weather was bright, and one disadvantage of the double-deck train was the way the inward slope of the windows on the top deck made for irritating reflections.

Aalst is the most important town between Ghent and Brussels, but is not on the direct main line between those two cities. The line I was travelling on forms an almost parallel route for stopping trains, and carries quite a heavy traffic. The station at Aalst has an attractive castellated facade in red brick. I watched 2715 depart, saw diesel shunter 7797 run through with what looked like a British weed-spraying train, then set off to find the main square and the beautiful Gothic old hall with its pinnacles and medieval belfry tower. Melodious carillons struck twelve o'clock, I was ready for lunch, and I chose one of several eating-places around the square; I did not recognise many of the Flemish words on the menu, but I enjoyed an unusual salad.

Back at the station, 2734 came in with a double-deck train for Ghent, but I was travelling on a little further. A two-car electric multiple-unit was about to depart on a stopping service and I rode on it as far as Denderleeuw.

At first we passed big factories, and I saw colourful adverts for the annual Aalst carnival, then we ran by a river and through woodland.

Denderleeuw is a big junction station, with several platforms, and I imagine it is a commuter railhead for Brussels, as it has a huge car-park. The multiple-unit on which I had travelled from Aalst departed, bound eventually for Eigenbrakel, to the south of Brussels, and was followed by 2722 on another double-deck train; these seem to operate an hourly service between Ghent and Genk, near the Dutch border, on a rather roundabout route via Aalst, Brussels and Leuven. In the station cafe I admired a collection of railwayana, including a shed-plate from Schaarbeek depot in Brussels and some photographs of a streamlined 4-4-2 and other Belgian steam locomotives.

2745 on a double -deck train for Ghent was followed by a multiple-unit on a stopping service for Aalst, which I caught. I saw two more electric locomotives at Denderleeuw: 2315 on a goods train and 2507 on empty stock. Back at Aalst, I set off to view the canalised river which runs through the town, but I decided that I did not want to do any more walking at the moment, so I contented myself with patronising the station buffet and looking at the buildings in the nearby square. I returned to Ghent on the next double-deck train, hauled by 2710; again, I climbed the stairs and enjoyed looking out at the scene from a higher viewpoint than usual when travelling by rail. My train overtook electric locomotive 1202 on a tanker train at Merelbeke, I photographed 2710 at St. Pieters with the station's minaret-like tower in the background, and then went to have another look at the trams. I was running out of time, and. I wanted to do some shopping in Bruges before catching the bus back to the ferry terminal, so I decided. not to wait for the next express or semi-fast but to catch the local train to Bruges. This was an electric multiple-unit crowded with home going schoolchildren and stopping at every village station, so although I was travelling on a busy main line my journey still had something of the feel of being off the beaten track. I was relieved when I saw the towers and spires of Bruges visible far ahead and knew that I was nearly at journey's end after my explorations in Flanders.

Tosca's Travels

(Beer and bashing abroad)

Part 3

Ireland (February 1990)

Following the excellent trip in 1989, I had spoken to some friends from work, who were also enthusiasts, regarding Ireland. They had never been over there and wanted to go. I therefore arranged the trip for 4 of us. This time we didn't fly but chose the option of the Holyhead – Dun Laoghaire ferry. One of the guys, Andy loved it so much he ended up living there, indeed he still does and is happily married to an Irish girl and has two lovely kids.

All locos belong to IE (Irish Railways) except for 111 and 113 which belong to Northern Ireland Railways.

Sunday 11th February 1990

Having arrived at Holyhead at about midnight we were surprised to find that the booked ferry "ST COLUMBA" was not there. Had the inward sailing been cancelled, after all the weather was a bit rough. It turned out that the previous night there had been a minor fire and "ST COLUMBA" was out of service. A boat from the Isle of Man Steam Packet Company had been borrowed. It was packed, and it was a very rough sailing. Three out of the four of us had a very rough night, fortunately I was the one that didn't. In fact I was one of three people in the bar, one of these was the barman. The other was an Irish gynaecologist, nice work if you can get it. Over five pints of Guinness we had a very pleasant conversation and talked about work, rugby, Irish football, Liverpool FC and beer, to name but a few topics. We arrived in Ireland at about 7am with 3 very seasick bashers and one slightly drunk one.

The Dart was not running so a bus was provided and called both at Dublin Connolly and Dublin Heuston. We went to Heuston as we wanted to go and cover the Sundays only Ballina to Heuston.

080 Dublin Heuston to Athlone on the 09.30 Heuston to Galway service.

087 Athlone to Claremorris on the 11.18 Athlone to Westport service.

016 Claremorris to Ballina on the 12.50 Claremorris to Ballina service.

We then found a suitable pub for lunch, the rest of the lads had recovered from the ferry, so quite a few pints of Murphy's were consumed. The old girl in the bar when we asked about food was happy to supply 4 Irish ploughman's. These consisted of Soda bread, Irish cheese, chunks of ham, onions and shredded cabbage. There was a lot of it for 2 Irish punts. The pub closed at three, which meant closing the curtains with everyone still inside and the old girl still happy to serve. We had to drag ourselves away to catch the train.

016 Ballina to Port Arlington on the 15.30 Ballina to Heuston service.

076 Port Arlington to Ballybrophy on the 18.40 Heuston to Limerick service

189 Ballybrophy to Limerick via Nenagh on the 19.55 Ballybrophy to Limerick service.

Booked in Boylans guest house and then went to the Railway hotel for a few pints of Guinness. Then we went for a Chinese meal to finish off a long day.

Monday 12th February 1990 .

Principle objective for the day was to get the line in from Limerick junction to Waterford. Usual big breakfast at Boylans prior to going out for the train.

184 Limerick to Limerick Junction on the 08.00 Limerick to Limerick Junction.

011 Limerick Junction to Cork on the 05.50 Heuston to Cork mail/passenger service.

087 Cork to Rathluric on the 11.15 Cork to Heuston service.

078 Rathluric to Mallow on the 10.40 Heuston to Cork service.

186 Mallow to Killarney on the 13.24 Mallow to Tralee service.

086 Killarney to Limerick Junction on the 14.25 Tralee to Heuston service.

154 Limerick Junction to Waterford on the 16.00 Limerick to Rosslare Harbour service.

163 + 157 Waterford to Newbridge on the 18.20 Waterford to Heuston service.

081 Newbridge to Limerick Junction on the 20.50 Heuston to Cork service.

007 Limerick Junction to Limerick on the 19.40 Rosslare Harbour to Limerick service.

We had managed a quick bite to eat at Killarney earlier in the day, but due to late running and tight connections we hadn't managed anything else, so it was a choice of food or beer when we got back to Limerick at midnight. The food won this time with a chip shop opposite the station still being open.

Tuesday 13th February 1990

The idea today was to get new engines as they came but also to try and get plenty of photos.

144 Limerick to Limerick Junction on the 08.00 Limerick to Limerick Junction service.

073 Limerick Junction to Rathluric on the 07.30 Heuston to Cork service.

088 Rathluric to Limerick Junction on the 09.00 Cork to Heuston service.

071 Limerick Junction to Banteer on the 08.40 Heuston to Tralee service.

181 Banteer to Mallow on the 10.10 Tralee to Mallow service.

082 Mallow to Cork on the 10.40 Heuston to Cork service.

Guinness and food was had in the wonderful station buffet at Cork.

013 Cork to Port Arlington on the 15.00 Cork to Heuston mail/passenger service.

075 Port Arlington to Limerick Junction on the 17.45 Heuston to Limerick service.

169 Limerick Junction to Limerick on the 20.48 Limerick Junction to Limerick service.

Back to Limerick by 21.30 so over to the Railway Hotel. I ended up overdoing the Bushmills chasers after the Guinness. Left the railway hotel at about 1am in a very inebriated state.

Wednesday 14th February 1990

Woke up at 6am in a not very good condition, was very ill, in fact I even skipped breakfast, which is unknown for me. I was ill again on the 1st train.

144 Limerick to Limerick Junction on the 08.00 Limerick to Limerick Junction service.

056 Limerick Junction to Rathluric on the 05.50 Heuston to Cork mail/passenger service.

086 Rathluric to Limerick Junction on the 09.00 Cork to Heuston service.

082 Limerick Junction to Banteer on the 08.40 Heuston to Tralee service.

164 Banteer to Mallow on the 10.10 Tralee to Mallow service.

071 Mallow to Cork on the 10.40 Heuston to Cork service.

Lunch was had in the station buffet at Cork, whilst there we assumed the 15.00 to Heuston would be 056 on its back working and stupidly didn't check the train until we heard it leave. Whoops! Andy just caught a glimpse of the loco before it went into the tunnel. It turned out to be a 121 class loco and the only one we had seen around Cork was class leader no 121. I needed it, but fortunately the mails was a slow train and I could catch it up.

182 Cork to Mallow on the 15.15 Cork to Tralee service.

082 Mallow to Limerick Junction on the 14.25 Tralee to Heuston service.

121 Limerick Junction to Port Arlington on the 15.00 Cork to Heuston mails/passenger service.

079 Port Arlington to Limerick on the 17.45 Heuston to Limerick service.

Our last night in Limerick but didn't have much to drink as I was tired and still a little under the weather.

Thursday 15th February 1990.

The plan today was to cover the suburban services out of Connolly station.

169 Limerick to Limerick Junction on the 08.00 Limerick to Limerick Junction service.

075 Limerick Junction to Dublin Heuston on the 07.30 Cork to Heuston service.

Booked into the Kingsbridge guest house near to Heuston Station. Bus from Heuston to Connolly.

111 Dublin Connolly to Drogheda on the 11.00 Connolly to Belfast service.

127 Drogheda to Dublin Connolly on the 11.55 Drogheda to Connolly service.

129 Dublin Connolly to Balbriggan on the 13.32 Connolly to Drogheda service.

002 Balbriggan to Howth Junction on the 14.14 Drogheda to Pearse service.

156 Howth Junction to Donabate on the 15.09 Pearse to Mosney service.

129 Donabate to Dublin Connolly on the 15.03 Drogheda to Pearse service.

124 Dublin Connolly to Drogheda on the 17.15 Pearse to Drogheda service.

113 Drogheda to Dublin Connolly on the 17.00 Belfast to Connolly service.

Dart EMU 8103+8303 Dublin Connolly to Bray.

051 Bray to Dublin Connolly on the 18.00 Rosslare H to Connolly service.

Bus back to Heuston followed by a few drinks in Ryan's bar and a Chinese finished the day off well.

Friday 16th February 1990

For the last day we decided to do the line to Galway before doing the Fridays only Waterford & Ballina services which always produced an A class.

084 Dublin Heuston to Galway on the 07.55 Heuston to Galway service.

084 Galway to Dublin Heuston on the 11.35 Galway to Heuston service.

014 Dublin Heuston to Carlow on the 15.05 (FO) Heuston to Waterford service.

Met Paul (wizz) Arnold and his mate the Bury chef on the Waterford FO. They were living and working in Ireland at the time and had gone there for a year just for the bashing!!!

075 Carlow to Kildare on the 15.15 Waterford to Heuston service.

038 Kildare to Port Arlington on the 17.00 (FO) Heuston to Ballina service.

121 Port Arlington to Dublin Heuston on the 15.00 Cork to Heuston mail/passenger service.

Bus to Busaras (The long distance coach station). Then went to a Bar that did food just around the corner, sorry don't remember the name.

Dart EMU 8126+8326 Dublin Connolly to Dun Laoghaire.

The Isle of Man ferry was still about but fortunately for my mates the sea was like glass and so all of us managed a few hours kip.

Overall it had been a good trip. I had scored 24 new engines including eight A class locos. I was also down to two 071 class locos required, one from IE and one from NIR.

However, if there has been one thing that has got in the way of my bashing over the years it has been my inability to resist the charms of a nice woman.

A new girlfriend was met a couple of weeks after I got back nom Ireland. A bit of bashing was done in the UK but I didn't go abroad again for well over a year. However, when I did, having split up from that girlfriend, it proved to be the biggest bash I have ever done

Way out West - Revisited

Chris Tyas

It was mid March and I had some days holiday to use before the end of March, so I decided to pay a visit to the west country for a few days and visit some of the places I used to go to regularly in the days of loco hauled travel.

Monday 19th March

I decided to travel via London with 91117 to Kings X, then the tube to Paddington for the 13.00 to Exeter power car were 43036 + 43088. On arrival I made my way up St. David's Hill to my hotel where I would be based for the next three days, later settling in I walked back down to St David's for a trip along the sea wall to Newton Abbot with 43023 + 43174 then returned to Exeter with 43078 43042 where I took 159007 up the hill to Central so I didn't have to walk back up the hill to the hotel.

Tuesday 20th March

After breakfast I made my way to St David's for the 07.38 Paignton Paddington 43172 + 43165 to Swindon where I visited Steam the museum of the Great Western Railway. I had wanted to visit the museum for quite some time so this was one of my main objectives and I must say that I was very impressed with my visit to what was a very well laid out and interesting museum, especially the wall of names of past railway men from Swindon. Myself being an ex-railway man I only wish that something similar could not be done at Doncaster. From Swindon to Reading with 43133 + 43170 where I had time to have a walk into town for a spot of lunch

before taking 43174 + 43198 back to Exeter. I had 150263 to Exmouth and back as far as to Topsham for my second objective of the day, a visit to the Bridge Inn this being a much-unspoilt pub, which is on the national inventory of British pubs listing. All the beers are served by gravity and the ones I tried were in excellent condition and I would recommend a visit to anyone who happens to be in the area. From Topsham I had 150261 back to Exeter Central.

Wednesday 21st March

I decided to have a trip down the Barnstaple branch having only previously done the branch on one occasion with 33005 on 26/07/86. But today would be a single car DMU 153377 out and back. On arrival back at Exeter I decided to have a trip over the Devon banks and over the bridge into Cornwall. The 10.05 Paddington to Penzance was formed of 43 125 + 43129, which I had as far as Truro for 43128 + 43176 on the 14.00 Penzance Paddington back to Exeter. Next I decided to have a ride back to Dawlish with 159008 then 159020 back to Exeter then 150247 to Newton St Cyres where I was expecting to be the only passenger to alight but when I got up there was one other passenger getting off; as we alighted he mentioned to the conductor that he would be waiting on the return service From Barnstaple, therefore I realised that he must be doing the same as me a visit to the Beer Engine Brew Pub. After a few beers and a filling meal it was time to head back to the station where I got talking to the other passenger who it transpired was a CAMRA member from Cornwall and was a good friend of my friend who lives in Newquay, they say it's a small world. On arrival back in Exeter I was persuaded to pay a visit to the Great Western Hotel for some more beers, where I ran into one of the local cranks who I have known for many years.

Thursday 22nd March

It was time to head back for home after breakfast catching the 05.43 Penzance - Paddington 08.56 from Exeter with 43187 + 43028. Shortly after passing Westbury via the avoiding line a very rapid brake application was made at Woodborough Junction where we came to a stand, after about 10 to 15 minutes we set off heading back towards Westbury where we took the curve from Heywood Junction to Hawkeridge Junction, now heading towards Bath. After Trowbridge we turned off at Bradford South Junction for the line via Melksham and Thingley Junction then on via Chippenham and Swindon to Paddington. I think that I was probably the only person on the train who was happy at being diverted having only done the Westbury curve once before and only in the opposite direction and I had only done the line via Melksham a couple of times before.

On arrival in Paddington I caught the tube to Kings X for 91 128 back to the Doncaster.

Robin's Review

No. 33 NATIONAL RAIL TIMETABLE

As I write this in May 2007 the final printed edition of the National Rail Timetable is going on sale at retail outlets throughout the country.

Network Rail in their wisdom has decided there is no longer a need for a printed version of the National Rail Timetable and we all have the Internet or access to it. They also point out that a minority of rail users buy it; others relying on the telephone or TOC publications.

The National Rail Timetable as we currently know it was first published as an all singing all dancing national timetable in 1974; it replaced five regional timetables.

In 1974 it was called The Great Britain Timetable (GBTT), it had 1348 pages and cost 50p. The current timetable 20th May 2007 to 8th December 2007 has 3184 pages and costs £12. Its format is roughly half the size of the 1974 edition.

At either 50p in 1974 or £12 today in 2007, I have always found the publication to be excellent value. Try and buy a book anywhere with as many pages and as much current information for £12. The information available is vast and if you know your way around it the value of the information to the reader increases.

Over the years the size of the public edition has settled down in the smaller format version. The larger format was last seen in 1988, like newspaper trains; although an internal large format edition has been available within the railway industry for booking and enquiry use.

Whilst small aspects of the timetable have changed considerably like the section on heritage railways the numbering of the tables over the years is very similar to how it started in 1974.

It is still divided up on a regional basis or on an anticlockwise circle of London starting at Fenchurch Street and finishing at London Bridge then adding Scotland.

Tables 1 - 48 Eastern Region.

Tables 50 - 110 London Midland Region.

Tables 114 - 140 Western Region.

Tables 142 - 216 Southern Region.

Tables 220 onwards Scottish Region.

With a few changes, which reflect, service changes etc the format is the same today.

A new Table 49 was added in 1988 with the Introduction of the East Anglia - Midlands - North West service.

Table 50 covering North to South Coast services via Birmingham has come and gone.

Table 51 NE/SW services has changed little apart from the introduction of table 50 for a short period. Table 26 ECML, Table 53 MML and Table 65 WCML have changed very little, even though the frequency of trains etc has increased.

The big problem with a document like this particularly since the demise of Railtrack is there are so many variations to the Saturday and Sunday timetables because of engineering work. Of course this took place in the 1970s and 80s but was not as disruptive or certainly not seen to be as disruptive as today.

Take away the numerous dated versions for Saturday and Sunday and you would certainly have a more manageable publication.

VERDICT - VALUE: The National Rail Timetable remains an excellent document for £12, 3184 pages crammed full of valuable information for the railway enthusiast. If you have not already bought one I recommend you do this edition will be a collector's item in years to come.

VERDICT- THE END: Network Rail has made a mistake here. They have missed an opportunity to revamp the timetable, but probably not in exactly the same format. The document should be an accurate reference as it is Monday to Friday but not full of dated timetables for Saturday and Sunday which most weekends have no accuracy because of additional work planned after publication of the timetable.

Taking this information out would reduce the timetables number of pages back down to about 1500 almost where we were in 1974.

There are many examples of valuable up to date reference documents published every year or so and still attract good sales; Dictionaries, 'Whittaker's Almanac', Wisden's Cricketers Almanac etc. Not to mention Telephone Directories.

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

Mar 3 31233/285, 60002/030/060 and 86605/610/638/639
Mar 4 31233/285 and 60060
Mar 5 31233/285, 47703, 60055 and 92041
Mar 6 60090 and 92002
Mar 7 37401, 60024/026/055, 66408 and 92017
Mar 8 60027/035/055/071, 66420, 86614/621/632/637 and 92017
Mar 9 60055/099, 90045 and 92007/016
Mar 11 37087 and 60055
Mar 12 37087, 60055 and 92011/041
Mar 13 60026/055 and 92016
Mar 14 60021/055 and 92030
Mar 15 60021/026/027/055/093 and 92031
Mar 16 56303, 57307, 60055, 66419 and 92024
Mar 20 60046 and 92025 p
Mar 23 60030/045/046/063/099 and 92036
Mar 24 60026/039/045/046 and 92015
Mar 25 60048 and 92001
Mar 26 60008
Mar 27 60076/082
Mar 28 31454, 60022/029/042/076 and 92037
Mar 29 37038 and 60022/024/043/076/082
Mar 30 47 805/839, 60022/024/027 and 92039
Apr 1 60018 on an engineers spoil train
Apr 3 60091
Apr 4 60027
Apr 5 60018/091
Apr 10 57302, 60021/036/082 and 92031
Apr 11 60021/029/046 and 92031
Apr 12 56302 and 60034
Apr 13 56302 and 60014/021/029/034/036/071/082
Apr 16 37069, 47235, 56303, 57601 and 92039
Apr 17 60082
Apr 18 37602/606 and 60020/027/052
Apr 19 56303 and 60095
Apr 20 37602/606, 47703, 60021/026/052 and 92039
Apr 23 37069/607, 47703 and 60018/072/083
Apr 24 47818, 60072 and 92039
Apr 25 60044/071 and 92039
Apr 26 60008/018/071 and 92039
Apr 27 60041/078
Apr 30 60062/074
May 01 60062/076
May 02 60024/045/076/078/500
May 03 60042/076
May 04 60042/045/060/068
May 08 47810, 56302 and 60055
May 09 31454 and 60008/010/028/042/054
May 10 60008/014/018/027/046/095
May 11 60059
May 14 60014/084
May 15 60059
May 16 56303 and 60018/034/052/068/076
May 17 56303 and 60034

May 18 56303 and 60018/034062

May 19 56303, 60024/034/035/036/068 and 66514/623 on autoballasters

Recent sightings on the Gainsborough - Barnetby line have been:

Feb 24 66057 on coal train 66142 on goods train

Mar 3 66061 on coal train 66133 on goods train

Mar 10 66005 and 66120 on coal trains

Apr 1 66162 and 66240 on coal trains

Apr 11 66222 on p.w. train

Apr 14 66027 on goods train 66139 and 66198 on coal trains

Apr 21 66012 on coal train

Apr 22 66214 light engine

Recent sightings at Hykeham have been:

Mar 5 60018 on oil train 66146 on container train

Mar 6 66616 on oil train 66720 on container train

Mar 20 66095 on coal train 66175 on container train

Mar 22 60009 on oil train 66136 on coal train

Apr 10 66192 on coal train 66237 and 66715 on container trains

Recent sightings at Pyewipe Junction have been:

Mar 9 66714 on container train

Mar 14 66723 on container train

Apr 4 66724 on container train

Apr 13 66715 on container train

Apr 18 66725 on container train

Recent sightings at Lincoln have been:

Mar 7 66092

Mar 21 60009 on oil train 66037 and 66231 on coal trains

Apr 24 66 167

Apr 27 66528

May 22 66075 on scrap train

May 23 66709

Other recent sightings have been:

Feb 24 60020 on goods train and 66086 and 66562 on coal trains at Hatfield & Stainforth

Mar 10 66100 on coal train at Hatfield & Stainforth 66060, 66148 and 66554 on coal trains, 66124 on Plasmor Train and 66570 on container train at Dormer Green Crossing.

Mar 13 D2112 and D3 871 shunting LeFarge train into Boston Docks Mar 17 66541 on container train and 66714 on coal train at Tuxford 60043 dragging 60020 and 66148 in a Thornaby TMD to Doncaster TMD convoy at York Mar 20 Fowler industrial 9135 Kestrel at Elkesley.

Mar 31 60009 slab train and 60018 dragging 60030, 60025, 66081 and 66187 in an Immingham to Doncaster convoy at Mauds Bridge.

Apr 3 60035 at Langworth

Apr 4 67028 dragging 43117 and full HST set on the 15:30 Kings Cross to Edinburgh (AWS failure on HST) at Joan Croft Junction

Apr 5 66188 at Norwich

Apr 6 09201 with two coal hoppers at Hensall 66218 and 66563 on coal trains at Fenwick

Apr 7 66170 on coal train and 66540 on container train at Joan Croft Junction

Apr 14 60017 on oil train, 66030, 66075, 66176 and 66561 on coal trains, 66579 on container train and 66616 and 67028 light engines at Temple Hirst Junction

Apr 15 60025 on engineers spoil train and 60039 on southbound steel train at Fenwick Apr 18 66401 at Ferryhill

Apr 20 66011 on coal train and 66620 on oil train at Lincoln Apr 21 66574 on container train at Massarella's Crossing

Apr 28 66017 on coal train and 66114 on Plasmor train at Dormer Green Crossing May 2 66182 and 66541 on container trains at Tuxford.

May 5 66579 at Grassthorpe Crossing on container train May 7 66097, 66201 and 66546 on coal trains at Gilberdyke May 11 66143 at Hull

Locos noted on 6D11 Lackenby to Scunthorpe steel empties have been 60073 (March 28), 60066 (March 29), 60043 (April 4), 60010 (April 5) and 60035 (April 12).

Locos seen on 6D43 Jarrow to Lindsey/Humber oil empties have been 60066 (March 28), 60008 (April 2), 60009 (April 5 and 12) and 60500 (April 14).

Locos noted at Peterborough on 3 March were 66081/090/192/713/715/720/721/723/725-727.

Locos seen at Peterborough on 7 March were 60035 and 66136/701/703/719/727.

Locos noted on the Liverpool Street to Norwich service have been:

Mar 7 90002-004/007-010/015/036

Mar 8 90002-004/007-010/013-016/036

Mar 9 90002-004/007/009-014/036

Apr 5 90001/003/005/007/008/015/036

Locos seen at Ipswich on 8 March were 57002, 57011, 57006, 57004, 66516, 66504, 66569, 66570, 66580, 66534, 66573, 66726, 66709, 86604, 86638, 86639, 90042, 90043, 90047, 66602 and 66043.

Locos noted at Ipswich on 9 March were 31105, 31459, 66541, 66570, 66579, 66516, 66538, 66568, 66576, 57002, 57004, 90043 and 90047.

Locos seen at Peterborough on 10 March were 66709, 66716, 66715, 66714, 66719, 66718, 66727, 60021, 66235, 66177 and 66079.

Locos noted at Ipswich on 5 April were 47370, 57005, 57006, 57012, 66532, 66539, 66540, 66517, 66568, 66540, 66724, 66030 and 90045.

Locos noted at Godnow Bridge near Crowle on 14 April were 60021, 66188, 66126, 66136, 66075, 66170, 66176, 66561, 66561, 66204, 66058, 66075, 66601, 66187, 66030, 66082, 66193, 66030, 66616 and 60025 dragging 66019, 60028, 60076 and 66027 in an Immingham to Doncaster convoy.

Western Region

57605 was noted on the 22.00 Penzance to Paddington on 29 March.

Seen at Dawlish Warren between May 21 and 25 were:

57309, 66008/050/081/149/223/724, 150221/232-234/246/249/266, 153318/329/369/380/382, 158816,

159002/004/005/007-009/01 1/017/020/022/103, 22006/010/012/020/028/033/034,

221101/104/110/112/113/115/118/120/122/124/126/127/130/133-135/139/141,

43003/005/009/015/016/021/032-034/037/042/079/088/097/113/125/128/130/134-136/141-

43/147/149/152/153/161/164/165/170/172/179/182/183/190/192.

Midland Region

Locos noted at Derby on 17 March were 08697, 08908, 08956, 31103, 31468, 31601, 37601, 37609, 47355 and 56301.

Seen on the 21 March were 37608, 37609, 37611 and 37612.

Locos seen at Carlisle on 25 April were 57307, 57311, 66020, 66077, 66091, 66098, 66170, 66202, 66581, 66611, 66952, 86607 and 86622.

Other recent sightings have been:

Mar 22 37608 and 37612 at Chesterfield

Mar 24 66069 at Anglesey Aluminium Terminal

Apr 12 57601 and 47854 at Carnforth, 37059 and 20302 at Barrow-in-Furness 37515, 37218 and 20312 at Sellafield, 37612, 57307, 66008, 66186, 66094 and 66404 at Carlisle

Apr 14 57306, 57311 and 66186 at Carlisle

Apr 17 66037, 66040 and 66625 at Tupton

Apr 25 66176 at Hellifield 33207 and 47145/ 194/854 at Carnforth 20314 and 37059/194/515 at Sellafield

Railtours and Charter Trains

Locos seen working on railtours and charters have been:

Mar 3 (“The Great Central”) 4771 “Green Arrow”, 47854 and 47245 Mar 10 (“The Twenty Twenty Vision”) 20313, 20315, 20314 and 47501 Mar 17 (“White Rose”) A4 60009

Mar 24 (Mill Hill Broadway to York) A4 60009 and 71000 (“The Ynys Mon Express”) 86101, 47815 and 47812

Mar 31 (“The Lincoln Imp”) 4965 “Rood Ashton Hall” (“Buffer-Puffer 4.1”) 37410 and 37401 Apr 1 (Doncaster to Cardiff Footexes) 67005 and 67029 Apr 21 (“North East Excursioner”) 67025

Apr 25 (“The Cumbrian Coaster”) 57601 and 47851

Apr 28 (“The City of York”) 47805 and 47839

May 7 (“Ouse Humberman”) 37604, 37603 and 47805

Scottish Region

Recent sightings in Scotland have been:

Apr 4 37422 on ‘Bins’ near Dunbar 08472 at Craigentiny 67016 and 90026 at Edinburgh Waverley

May 4 08472 and 47854 at Craigentiny 67012 and 90028 at Edinburgh Waverley 66401 and 67011 at Aberdeen

May 5 67012 and 90039 at Edinburgh Waverley

Preserved Railways

Locos working at the Nene Valley Railway Diesel Gala on 3 March were 56057, 56098, 33065, 31271, 40106, D9516, D9520, D9573, 66718 and Sentinel ‘Barabel’.

Locos used at the Great Central Railway 1960s weekend on 23 March were D8048, D8098, D123, D5185 and D5401.

Working on 24 March were D123, D1705, D5401 and steam locos 4141 and 48305.

08756 was working at the Elsecar Heritage Centre on 1 April.

Locos on duty at the North Yorkshire Moors Railway ECML Festival on 28 April steam No 29, 30926, 80135, 75029, 60007, 45212 and 69621 on freight; diesel 40145, 55019 and D9009.

Locos working on 6 May were steam 45212, 30926, 60007, 62004, 75029, 80135 and No 29; diesel 40145, D9009 and 55019.

Locos used at the Caledonian Railway on 5-7 May were 37097, 27024 and D5314.

Locos working at the Peak Rail Diesel Gala on 12 May were D8, D9016, 31270 and 37152 on passenger and freight trains and D2953, 03099 and 97654 on brake vans.

Locos used at the Barrow Hill Real Ale Festival on 18 May were 08818 and steam 662.

Locos working at the Midland Railway Butterley Chopperfest on 19 May were 20001, D8007, D8132, D8154, 20189, 20227, 20303, 20304 and 31108.

Locos used at the Lakeside & Haverthwaite Mixed Traffic Gala on 20 May were steam 5643 and 42073; diesel 20214 and D5301.

Steam Buffs Quiz

This is an opportunity to win a video tape of "A century of Steam on Film" produced by Transport Video Publishing in conjunction with Railway Magazine. John Reader has kindly donated the tape, and Geoff Bambrough has devised the questions.

This video is well worth having, as all the questions shown below were devised from information and films covered by the tape.

The final date for entry is Friday 10th August. In the case of a tie, a winner will be drawn from entries containing the most correct answers

1. In which year did the first Tay Bridge collapse?
2. Which name did Royal Scot Class 6143 'South Staffordshire Regiment' previously have? "
3. The video shows Star Class No 4041 being built at Swindon in 1912; what was this loco's name?
4. No 4475 is shown at Kings Cross in 1928; what was its name?
5. Renamed the Brighton Belle in 1933, what was this train's previous name?
6. Gresley's steam loco No 10000 was known by some railwaymen as 'The Flying Sausage', but because it was built in secrecy it was better known by which nickname? CLUE - same word twice
7. 'Cock of the North' underwent trials in which country outside Britain?
8. In which year did the 'Big Four' come into being?
9. A4s commenced hauling 'The Silver Jubilee' in which year?
10. Which British locomotive company produced the Austerity 2-8-0 and 2-10-0's for the Second World
11. In 1943 an American consortium of companies produced locos for the British war effort, but in which English locomotive works was the first batch of locomotives from America put together?
12. In 1937 the idea of Rugby testing station was conceived but did not com into operation until which year?
13. How many different Class A4 h>cos took part in the locomotive exchanges?
14. Which was the only loco to appear on all 4 regions during the locomotive exchange workings in 1948? CLUE -it was not an A4
15. Under the 1955 Modernisation Plan many of the smaller East London railway yards were replaced by a big yard at where?

Pennine Quiz No. 128

HST Names Part 2 - Andy Barclay

The following power cars were named after towns, cities or counties.

1. 43105
2. 43107
3. 43110
4. 43112
5. 43114
6. 43116/43118
7. 43115
8. 43119
9. 43121
10. 43122
11. 43126
12. 43134
13. 43188

The following power cars were named after grammar schools or universities.

14. 43013
15. 43045
16. 43056
17. 43152
18. 43153
19. 43173
20. 43177

The following power cars were named after national or regional TV programmes.

21. 43002
22. 43010
23. 43017
24. 43074/43076
25. 43106
26. 43108
27. 43124
28. 43149
29. 43151
30. 43155

Pennine Quiz No. 127

The Answers

1. 43113 City of Newcastle upon Tyne
2. Bristol St Philip's Marsh
3. Neville Hill
4. Bounds Green
5. Derby Etches Park
6. Heaton
7. Craigentenny
8. Pride of Laira
9. Sheffield Star
10. Yorkshire Evening Press
11. Bristol Evening Post
12. Yorkshire Evening Post
13. Reading Evening Post

14. Yorkshire Post
15. Borough of Swindon
16. City of Aberdeen
17. City of Swansea/Dinas Abertawe
18. Borough of Kettering
19. Rotherham Enterprise
20. City of Peterborough
21. County of Humberside
22. County of Leicestershire
23. City of Lincoln
24. City of York
25. City of Edinburgh
26. County of Nottingham
27. County of Derbyshire
28. City of Bradford
29. Tyne & Wear Metropolitan County
30. City of Wakefield

Pennine Quiz No. 127

The Winners

1st Ian Shenton
 2nd Ken King
 2nd John Dewing

Congratulations to all the winners.

Pennine Meetings 2007

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

Wednesday 20th June 2007	Glynn Gossan
Wednesday 4th July 2007	Trefor Evans
Wednesday 18th July 2007	Rob Hay
Wednesday 1st August 2007	Tony Caddick
Wednesday 15th August 2007	Dave Bladen
Wednesday 5th September 2007	Robin Havenhand
Wednesday 19th September 2007	Keith Glossop
Wednesday 3rd October 2007	PENNINE SLIDE COMPETITION
Wednesday 17th October 2007	Robin Patrick

Railway Websites

Following my request in the last issue for information on railway websites, I have compiled a list (to be completed in the next issue due to lack of space here) from information supplied by John Andrews, Dave

Bladen, Tony Booth, Robert Hay and Ian Shenton; I have also updated and included the websites listed by Andy Dalby in Issue 126 (Winter 2003). Please keep sending me your lists and I will include them in future issues.

<http://wagons.wordpress.com/> - wagons on the web
www.abrail.co.uk/pennine.htm - Pennine Railways own site
www.bafrua.connect&ee.co.uk - Blackpool and Fylde Rail Users Association
www.barrowhill.org.uk - Barrow Hill Roundhouse
www.britishsteam.com - British Steam Locos of the Big Four
www.britishtramsonline.co.uk
www.departmentals.com
www.gbrail.org.uk - continental wagons
www.greatwestern.org.uk - Great Western Archive
www.greenexpressrailtours
www.heritagerailways.com
www.kwvr.co.uk
www.lner.info - LNER Encyclopaedia
www.nationalrail.co.uk
www.nentatraintrains.co.uk
www.networkrailcareers.co.uk/jobSearch.cfm - Network Rail jobs page!
www.nevard.co.uk - Chris Nevard's Railway Photo Gallery
www.ontrackplant.com - On-track Plant
www.orient-express.com
www.past-timerail.co.uk
www.pathfindertours.co.uk
www.phantasrail.com
www.preserved-diesels.co.uk - Site giving details of preserved locos, railways etc
www.preservedshunters.co.uk - Preserved Shunters

Acknowledgements

I would like to thank the following for their generous contributions to this issue: Geoff Bambrough, Andy Barclay, Andy Dalby, John Dewing, Phil Lewis, Steve Payne, John Sanderson, Robin Skinner, Paul Slater, Chris Tyas, TJ and Tosca.

Next Issue

The Autumn 2007 Issue of Trans Pennine is due for publication on 3rd October. Would contributors please let the coordinator have their information by Wednesday 5th September (Steam Buffs Quiz entries by Friday 10th August) -

THANK YOU. Remember, you can email your contributions to david@whitlam145.freemove.co.uk.