

TRANS PENNINE

The Magazine of the Pennine Railway Society



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Committee Briefs

Andy Dalby

It is with great sadness that we have to announce that Andy Dalby passed away during the night of 16/17 September. He will be remembered for his great railway slides, winning many prizes, and his enthusiastic work for the Pennine and the A1A Locomotives Ltd. Our thoughts are with his family at this time. An obituary will appear in the next magazine.

Cancellations

The unprecedented weather unfortunately caused the cancellation of the Society's visit to Barrow Hill on 25 June 2007. The Committee took the decision that morning to cancel the visit in view of the torrential rain that was already falling and the forecast of worse to come. Every effort was made to contact those who had booked on the visit to notify them of the cancellation. The decision to cancel turned out to be the correct one! Another casualty of the weather was the popular Sandtoft Transport Gathering, due to be held on 29 July 2007. This was due to the site being waterlogged.

Ely Derailment

Derailment of a freight train on a bridge over the River Ouse at Ely on 22nd June has led to the long term blockage of all trains between Bury St Edmunds and Ely. Services affected include the trains between Liverpool Street and Peterborough.

New Crewe?

Network Rail has confirmed that it is considering building a new station in Crewe to improve train performance. Rather than rebuild the existing station, it may be that a new station could be built on land at Basford, one mile south of the current station.

Sheffield Railwayana Bound for Derby

It's the end of the line for Sheffield Railwayana Auctions which has held its last meeting at Myers Grove School in the city.

From September it moves to Derbyshire County Cricket Club's Gateway Centre, in Derby. However, even though in Derby it will retain the Sheffield Railwayana name. Organisers say they outgrew the school, which was getting "a bit seedy".

Maglev for Pilgrims

Our religious correspondent, Reverend Andrew J Watts, tells us that Iran could be a customer for Germany's Transrapid Magnetic Levitation Train.

A system could carry up to 15 million pilgrims a year to the holy city of Mashhad, on 500 mile route from Tehran. By bus the journey takes 2 days; the maglev system, if it goes ahead, would cut the journey time to about 3 hours.

Arriva in Long Haul Challenge

Arriva takes over the Cross Country franchise in November 2007. It will introduce a new Cross Country brand and livery and plans to increase capacity by reintroducing HST's.

The main changes from the previous network operated by Virgin Cross Country are the loss of services on the northern section of the West Coast route and the addition of an arm Birmingham to Leicester, Peterborough and Stansted Airport. Arriva will also take on Central's Nottingham to Cardiff link.

Services between Birmingham and Glasgow will transfer to Virgin's West Coast franchise while TransPennine Express will start Manchester Airport to Edinburgh or Glasgow services. Not all changes will happen together. The rolling stock strategy involves introduction of 5 HST'S for use on the North East - South West route.

Voyager trains will work other key services but the on-board shop and one toilet will be removed from each set to provide more seats and luggage space. Class 170 Turbostars will continue to be used on Birmingham ~ Stansted and Cardiff ~ Nottingham services.

New Lincoln - London Service

As part of Stagecoach's success in winning the East Midlands franchise, a daily service between Lincoln and London will be introduced. In addition the Community Rail service between Matlock and Derby will become hourly and extend to Nottingham.

The franchise is a combination of Midland Mainline services from St Pancras and the eastern section of Central Trains.

Flood Defence Work at Lymington

The line between Brockenhurst and Lymington Pier will close between 30 September and 18 November 2007 to allow engineers to carry out vital flood defence work near the line. The line used by South West Trains links with ferries to the Isle of Wight.

Franchise Merry-Go-Round

Following the recent franchise defeats that will see Midland Mainline, Central Trains, Silverlink and Gatwick Express services disappear from its portfolio; National Express has now been awarded the franchise for the East Coast Mainline, to take over from GNER.

Javelin Lands

The first of 4 140mph Japanese bullet trains (395001) has arrived in the UK. These 6-car Hitachi Class 395s, to be called Olympic Javelin trains, will take spectators to London's 2012 Olympics, taking just 7 minutes from St Pancras to Stratford.

Twenty-five more bullet trains will be delivered by 2009 for the new Channel Tunnel Rail Link from Kent into London.

HST Replacement

Bombardier and Siemens are joining forces with Angel Trains and international investment firm Babcock and Brown to bid for the fleet designed to replace HST'S. The 3 companies have formed the Express Rail Alliance to bid for the intercity Express Programme (IEP) that will build a new generation of long-distance trains by 2014 and will be the biggest rolling stock investment in the UK for 30 years.

Royal Assent for Scottish Line

Plans for the new £342m line linking Airdrie and Bathgate for the first time in 50 years have received the Royal Assent. The 14 mile link should be completed by 2010. New stations will be built at Caldercruix and Armadale. The route will include 4 services an hour between Edinburgh and Glasgow. The first phase of the project is the double-tracking of the Edinburgh - Bathgate section.

Bromsgrove Improvements

Bromsgrove is to get a new station with platforms long enough for six- car trains. It is to be built alongside loop lines off the existing Gloucester to Birmingham main line. This would allow fast trains to overtake stopping services.

Haydock Branch

Freight trains, after a gap of 4 years, will soon start on the Haydock branch in Golborne. They will carry stone from a quarry in Shap for Hanson Aggregates.

There will be 2 trains per week with 15-20 wagons. The ¾ mile section of track branches off the WCML between Wigan and Warrington. The line was never formally closed.

German's Take over Royal Train

State-run German company Deutsche Bahn is to pay £300m for rail firm EWS. One of the EWS contracts is to run the Royal Train. Last Year the Royal Train was used on only 11 occasions, but at a total cost to the taxpayers of £700k.

It can only be used by the Queen, Prince Philip, Prince Charles and his current wife. Royal Trains date back to 1840 and the current train has been in use since 1977.

Testing Times for Settle & Carlisle

The Settle & Carlisle line is struggling to retain passengers through the engineering closures needed to improve the line, partly due to the 20+ freight trains a day using the route, operated by EWS, Freightliner and GB Railfreight trains carrying coal and gypsum.

S & C liveried Class 156s promote the route, but these will be transferred when Northern introduces Class 158s onto its long distance lines.

200mph in France

On 10 June 2007, SNCF introduced TGV Est Européen services using a new high speed line between Paris Gare du Est and Strasbourg. Trains will reach 200mph and journey time will be 2h 20mins. In addition, for the first time later this year, German Railways ICE 3 trains will run between Frankfurt and Paris. The 3 new types of TGV services include:

- * Paris - Strasbourg and other destinations such as Nancy in north eastern France
- * Between eastern France and other French provincial cities such as Nantes in the west, Lille in the north west and Bordeaux in the south west
- * Between Paris and Munich and Zurich.

The high speed line ends at Baudrecourt, 150 kilometres short of Strasbourg where trains return to the “classic” rail route. It is unlikely that the high speed line will be extended to Strasbourg due to the high cost of tunnelling through the Vosges mountains in the Alsace Lorraine area. Of the 52 train sets within TGV Est Européen, 19 “international” sets have newly built power cars which can run cross-border. The other 33 trains, known as Resau sets, formerly used on Paris Nord services, have been refurbished, as have also the “international” sets.

Eurostar Update

* Eurostar is loaning a Class 73 loco to help support a Welsh regeneration initiative. The “Pride of Barry” will move to Barry to a workshop being developed to support local heritage skills training opportunities and help youngsters prepare for a career in the rail or transport industries. The loco is a reserve locomotive kept at North Pole depot and can only be used on “classic lines”, so when Eurostar moves to its new depot at Temple Mills it can no longer be used by the train operator.

- * Eurostar has recently achieved its best ever punctuality performance since services started in November 1994. 98.5% of scheduled trains arrived on time 7-13 May, and on 8/9/10 May 100% arrived on time or early. In the whole of 2006, 91.5% of Eurostar services arrived on time or early, up from 86.3% in 2005.
- * From Wednesday 14 November 2007 services will run from St Pancras. A new station at Ebbsfleet will open from 19 November offering 7 trains a day to Paris and 5 to Brussels. Ashford will continue to have services to Paris (but only 3 a day) and will lose direct links to Brussels.
- * * The new high speed 186mph line from St Pancras will have the exciting name of High Speed 1. For the first time business passengers from Britain will be able to reach the centres of both Paris and Brussels before 9.00am local time.
- * From February 2008 the number of weekday services on the London - Paris route will increase from 15 to 17. There will be 10 weekday services on the London - Brussels route, with the number of trains raised from 7 to 8 a day at weekends.
- * Journey times from St Pancras and the Continent will be cut by a least 20 minutes with non stop times of London - Paris in 2h 15mins, London - Brussels in 1hr 51mins and London - Lille in 1h 20mins.
- * The new timetable will come into effect on 9 December 2007 and run until 5 July 2008. A transitional timetable will operate between 14 November and 8 December 2007.
- * As at 6 August 2007, over 110,000 passengers have booked to travel on High Speed 1 in the period between the opening of St Pancras International on 14 November and Christmas. The first trains to Paris and Brussels on 14 November are sold out.
- * On 4 September 2007 an inaugural run for the press and VIPs was made from Paris Gard du Nord to St Pancras International, running along the length of High Speed 1. The Eurostar train took 2 hours, 3 minutes and 39 seconds for the journey. A GPS device recorded a speed of 202mph in France and 195mph in Britain.

Trans Pennine

The photos on the front and back pages of this issue were all taken by Steve Philpott and they show the Class 20s working the charter services from Barrow Hill to Earles Sidings on 14th July.

The photo on the front cover shows 20901 and 20905 passing through Woodseats running from Barrow Hill to Earles Sidings on the morning trip.

The penultimate photo at the back shows 20311 and 20314 returning on the morning trip at Grindleford.

The last photo shows 20901 and 20905 at Grindleford on the afternoon trip.

Two of Steve's photos were included in Issue 92 of The Railway Herald. More of his photos can be viewed on his fotopic website <http://granthamstevephilpott.fotopicnet/>. We thank Steve for allowing us to print his photos.

A Midsummer Nights Dreaming

by Chris Tyas

1V26 23.10 Manchester - Penzance FO

Friday evening on June 6th 1997 finds me boarding 158906 to Manchester for the overnight train to Penzance. On arrival at Manchester 47818 is waiting at the head of the train, which I will travel with as far as Par for a connection on to Newquay, which today is 43068 + 43157. On arrival in Newquay I have a short wait before my friend picks me up for the drive back up to Seaton where today is their Transport Gala,

including a vintage vehicle cavalcade. We decide to have a ride on ex Ipswich 65 AEC Regent to Colyford where we take lunch at the Wheelwright Inn. Next we have a ride on tram No.2, which is a 1964 built open topper based on a Metropolitan electric tram, which includes seats on the top deck which were recovered from a Grimsby & Immingham tram. Our next tram is No.17, which is based on a Manx Electric Railway toast-rack car this was built in 1988. After another run with No. 2 our final run of the day is with tram No.7, which is an open topper, based on a Llandudno & Colwyn bay car it was originally built in 1958 and rebuilt in 1985 so predating myself. On arrival back at Seaton and picking up the car it was time for Steve to drive me back as far as Exeter from where I had 47849 to Bristol and from there I had 43030 + 43017 to Paddington before crossing to Kings X for 43106 + 43038 back home to Doncaster.

For anyone who is planning a visit to the southwest I can thoroughly recommend a visit to the Seaton Tramway especially if you are there for the tram weekend in June. Two weeks later on Friday 20th found me on 321901 to Leeds, where I then travelled to Preston on 158910. The reason for going to Preston was for a Friday evening rugby match at Deepdale between Lancashire Lynx & Doncaster Dragons the result being a 56 nil drubbing. After the game I needed a pint so I had time for a quick pint of draught Bass in the station buffet before having 158751 + 158747 back to Manchester where 47814 was waiting on 1V26 which I had all the way to Penzance this time. After breakfast I had 43181 + 43127 back to Exeter, my friend Steve joining me at Truro. Today was to be a visit the Exeter Beer Festival, some of the beers I tried were Scotts Blues & Bloater, Vale Nottley Ale, Teignworthy Bad Habbit, Rebellion Blond Bombshell, Frog Island Natterjack and Branscombe Vale Sumathat. After the festival I had 43053 + 43050 from Exeter to Sheffield then 43060 + 43051 back home to Doncaster.

To Devon by South West Trains

by Paul Slater

During September 2006 Chris and I stayed for a week with her sister in Dorset, and I decided to use one day to have a ride down the former Southern Region main line to the West Country. I drove to Gillingham, where a plaque on the station records the digging of the first turf for the Salisbury and Yeovil Railway in 1856, and caught a Waterloo-Exeter semi-fast composed of two South West Trains three-car 159 units.

It was a warm, breezy day, with plenty of sunshine, and I enjoyed my ride to Exeter through some very attractive countryside. Much of the former Southern Region main line is now single track, and I found it interesting during my journey to see what remains there were of the route's former status. Gillingham station has two platforms and a passing loop, whereas at Templecombe the big junction station, where connections were made with the Somerset and Dorset line, has gone, and has been replaced by a new single-platform station. My train passed a Waterloo-bound 159 on double track near Sherborne, and at Yeovil Junction there were signs of the past in diesel locomotive 50050 "Fearless" and a set of semaphore signals.

At Chard Junction the 159s stopped in a loop; the conductor reassured us that this was a scheduled stop to pass another train on a single-track section and we were on time. I noticed that the London & South Western signal box with its green Southern Region name board which I had photographed here in the late 1970s had gone, and there was only a small modern cabin. A 159 sped by in the other direction, and soon we were on our way again. We crossed the county boundary into Devon and came to Axminster once the junction for the Lyme Regis branch; I noticed the remains of the former second platform. Beyond the disused Seaton Junction station the line climbed through wooded hills to Honiton tunnel, one of the most picturesque stretches on the route. Honiton station has two platforms, and a p.w. railcar passed my train here. The next three stations were ones at which I had never stopped before, Feniton, Whimble and Pinhoe. Feniton is on the site of the former Sidmouth Junction station, and as at Axminster the remains of a second platform are visible. Waste ground and a few overgrown sidings showed where Exmouth Junction shed had once stood; this was the principal depot on this line in steam days, and I had found it a fascinating place when I visited it in 1960 during the last of the trips I went on with my school Railway Club. Another 159 was heading east at Exeter Central. I alighted at Exeter St. David's, where my train terminated. It was returning to Waterloo shortly; the next one was not for another two hours, and that started at Plymouth, so I decided to travel on to Dawlish by local Sprinter and pick up the Waterloo train there.

The tide was in at Dawlish and the sea was quite rough, but the sun was warm. I photographed HST's, Voyagers and Sprinters running right by the sea, and remembered that when I was last watching trains here, in 1975, it was 52s that were the main subject for my camera. I walked along the sea wall to a footbridge over the railway before returning to the station. Soon the 159 which would take me back to Gillingham was approaching through a fine cloud of sea-spume.

I very much enjoyed the ride through places which held memories for me from as far back as the 1950s. When I was fifteen the family's annual summer holiday had been divided between Exmouth and Penzance, with a week at each. During that holiday I had taken my first successful railway photographs: an M7 0-4-4T and a BR Standard class 3 2- 6-2T at Exmouth, and a "Castle" and a "Grange" at Penzance. In the following year, 1960, I was back in Devon on the school Railway Club trip. We visited Laira and Friary sheds at Plymouth as

well as the Western Region shed at Exeter, but I think the highlights of that trip for me were the ascent of Dainton bank on an overnight Paddington- Penzance express with the curious combination of a Hall 4-6- 0 and a "Warship" diesel-hydraulic going at full blast in the dawn, Exmouth Junction shed, and the journey back to London on a Plymouth-Waterloo express hauled by the now preserved "Merchant Navy" Pacific 35018 "British India Line", perhaps the fastest ride I ever had behind steam. I managed to take a few more photos on that trip, and the subject of one of them was something of a curiosity: 30951, one of the Z class 0-8- 0 tanks used for banking trains between St. David's and Central stations at Exeter. I thought of that photo, and the circumstances in which I had taken it, as the 159 reversed at St. David's and climbed slowly up to Exeter Central, where crowds of people got on board.

The sun shone on the pleasant countryside of Devon, Somerset and Dorset. We passed westbound trains at Pinhoe, in the Chard Junction loop and near Sherborne. The wooded hills around Honiton reminded me of my brother's wedding, which had taken place in this attractive part of the country on a beautiful day during the spring of 1971.

The splendid Southern Region express in which I travelled back from Exeter in 1960 ran non-stop as far as Yeovil Junction, but its present- day equivalent stopped at all stations. Twice in the 1970s I travelled on this line when trains were hauled by 33s, and several times I photographed diesel locomotives of various types working on this route; sometimes I was in this part of the country because of writing courses at Totleigh Barton in Devon, sometimes because of dancing holidays at Halsway Manor in Somerset, and more recently because of visits to Chris's relatives.

The flat-roofed concrete signal boxes, probably dating from Southern Railway days, still to be seen at several stations are a distinctive feature of the line to Exeter; I spared a glance for the one at Gillingham as I alighted from the 159 and went to my car ready for the drive back to the village where Chris and I were staying. I had enjoyed my ride to Devon.

Tosca's Travels

(Beer and Bashing Abroad)

Part 4a

The summer bash of 1991 (Week 1)

Having had discussions with my friends from the last Ireland trip in 1990 a trip to mainland Europe was decided upon. Unfortunately one of the lads had to drop out at the last minute which left 3 of us. Andy Marshall got the gen for various diesel moves from Neil Webster. Whilst I made sure that our applications for railway free passes were correctly completed and submitted to our travel facilities department. Due to the amount of engines we had I will not list all trains but if anyone would like to know just ask me.

Friday 7th June 1991

We set off after work with a bit of trepidation, after all this was the first time we had been on the railways concerned, and apart from my smattering of French and Andy's even smaller knowledge of German we didn't speak any languages.

After having 91028 Leeds to Kings Cross and EMU 1621 Charing Cross to Dover Priory we had a couple of beers before going to Dover Western Docks. We took the ferry PRINCESS MARIA-ESMERELDA overnight on the overnight Dover - Oostend ferry. (The channel tunnel wasn't built then.)

Saturday 8th June 1991

One thing I have learned over the years bashing is what is typical Belgian weather. Think of a very close muggy day with fine drizzle all day and you get the picture. So it was as we stepped off the ferry at the ungodly hour of 04.30. I had managed a couple of hours sleep but was still tired. Now Oostend station at that time in the morning, whilst not being dangerous, isn't exactly welcoming. We tried, in vain, to find out where

our train was, but none of the platforms were occupied so we waited. Finally at 05.15 a set of stock backed into the platform and the shunter put the departure board up. This wasn't our train but we sussed that we could take it part of the way and then catch our train which followed it. So, even though we were heading to the Netherlands our first engine ended up being a SNCB (Belgian Railways) Electric.

SNCB 1604 Oostend - Gent St Pieters.

SNCB EMU 805 Gent St Pieters - Roosendaal.

Roosendaal is the Dutch border town, so we were now in the Netherlands home of NS or Nederlandse Spoorwegen - the Netherlands national railways. We jumped on the first train to Schipol where we knew some of the loco hauled trains started. However the first loco we got was another SNCB engine. Then the bashing really started. All of the NS engines were 1500 volts DC overhead electrics.

NS EMU Roosendaal - Schipol,

SNCB 1187 Schipol - Amsterdam CS,

NS 1633 Amsterdam CS - Sloterdijk,

NS 1203 Sloterdijk - Amsterdam CS,

NS 1634 Amsterdam CS - Sloterdijk,

NS 1648 Sloterdijk - Amsterdam CS,

NS 1154 Amsterdam CS - Haarlem,

NS 1633 Haarlem - s'Hertogenbosch,

NS 1137 s'Hertogenbosch » Arnhem,

NS 1656 Arnhem - s'Hertogenbosch,

NS 1604 s'Hertogenbosch - Utrecht CS,

NS 1217 Utrecht CS - s'Hertogenbosch,

NS 1220 s'Hertogenbosch - Eindhoven,

NS 1209 Eindhoven - Amsterdam CS.

We had a bite to eat and a beer (Grolsch) before catching the overnight to Denmark.

NS 1316 Amsterdam CS - Bad Bentheim. We were now in Germany.

Sunday 9th June 1991

The border control into Germany was pretty quick with no problems. Our first DB (German railways) loco dropped onto the front. The rule in Germany was Electric locos started at Class 103 and Diesel locos started at class 201, Shunters were 300's.

DB 114499 Bad Bentheim - Munster,

DB 114502 Munster - Hamburg Hbf,

DB 218258 + DB 218429 Hamburg Hbf- Puttgarten.

The train was then shunted onto the ferry by DB 360280. The ferry was called KARL CARSTENS and during the journey the Danish customs guys did their check. No when I say check I mean the sort of thing you see on Cops on Camera when they do a raid. We were questioned, individually, our bags searched and the compartment gone through with a fine tooth comb. We thought it was just us, 3 dishevelled young blokes looking gaunt from lack of sleep and travelling from Amsterdam, however they were like this with everyone - nice way to welcome tourists.

Once the ferry arrived into Denmark, the DSB (Denmark state Railways) loco came onto the ferry to collect the coaches and the days bashing began. The Diesels were numbered 1000s and the electrics 3000s.

DSB 1455 Roadby Ferry - Kobenhavn,
DSB 3007 Kobenhavn - Skodsborg,
DSB 1509 Skodsborg ~ Kobenhavn,
DSB 1501 Kobenhavn - Norreport,
DSB 3005 Norreport - Vedbaek,
DSB 15 09 Vedbaek - Kobenhavn,
DSB 1437 Kobenhavn - Hoje Taastrup,
DSB 1443 Hoje Taastrup - Kobenhavn,
DSB 1457 Kobenhavn - Hoje Taastrup,
DSB 1513 Hoje Taastrup - Kobenllavn,
DSB 1441 Kobenhavn - Hoje Taastrup,
DSB 1449 + 1535 Hoje Taastrup - Kobenhavn,
DSB 1518 Kobenhavn - Osterport & return,
DSB 1433 Kobenhavn - Valby,
DSB 1526 Valby - Roskilde,
DSB 1 158 Roskilde - Havdrup,
DSB 1157 Havdrup - Roskilde,
OHJ 101 (ex -DSB class MX) Roskilde - Osterport,
DSB 3007 Osterport ~ Kobenhavn.

A visit to the station buffet/restaurant for dinner which was washed down with 2 bottles of a Carlsberg dark beer. Then onto the overnight to head to the Fatherland.

DSB 1457 Kobenhavn - Roadby Ferry,
DSB 164 Shunted the stock onto the boat.

The ferry this time was "Deutschland". The customs check can best be described as brief.

Monday 10th June 1991

We had been given gen for a decent but cheap hotel in Remagen. So the plan was to head there, after all with 3 successive overnights we were getting pretty rancid.

DB 218457 + 218488 Puttgarten - Hamburg Hbf,
DB 110418 Hamburg Hbf- Koln Hbf
DB 111101 Koln Hbf- Koblenz Hbf;
DB 114498 Koblenz Hbf- Boppard,
DB 213336 Boppard - Emmelhausen & Emmelhausen - Boppard
DB 141102 Boppard - Koblenz Hbf
DB 110275 Koblenz Hbf - Remagen.

Booked into the Hotel Westfaltischerhof opposite the station and had a shower and general de-rance. Then out for more winners.

DB 212255 Remagen - Ahrweiler & Ahrweiler - Heimersheim,

DB 212232 Heimersheim - Ahrweiler,
DB 212304 Ahrweiler - Remagen,
DB 103217 Remagen - Bonn Hbf;
DB 215014 Bonn Hbf- Rheinbach,
DB 215015 Rheinbach - Bonn Hbf
DB 215120 Bonn Hbf - Witterschlick,
DB 215122 Witterschlick - Bonn Hbf
DB 110275 Bonn Hbf- Remagen.

Back to the hotel for schwinsteak, chips & salad. It was quite early so we went for a wander around Remagen. Viewed the remains of the famous bridge and found a bar for a couple of beers. Then turned in for an early night.

Tuesday 11th June 1991

Here's a question; have you ever heard of the term "over the bridge leap"?

If you have been to Koln you should know exactly what it means. Koln Hbf is one side of the river Rhine and Koln-Deutz is the other. They are linked by a massive railway bridge over the Rhine. We did a few "over the bridge leaps".

DB 1 10450 Remagen - Bonn Hbf;
DB 111105 Bonn Hbf- Kohl Hbf,
DB 111117 K0111 Hbf- Koln-Deutz,
DB 218144 Kohl-Deutz - Koln Trimbonstrasse,
DB 111111 Koln Trimbonstrasse - Koln-Deutz,
DB 111121 Koln-Deutz - Koln Trimbonstrasse,
DB 218130 Koln Trimbonstrasse - Koln Hbf & Koln Hbf - Rosrath - Stumpen,
DB 218146 Rosrath- Stumpen - Kohl-Deutz,
DB 215047 Koln-Deutz - Kohl Hbf,
DB 215044 Koln Hbf- Koln-Deutz,
DB 1 10442 Kohl-Deutz - Kohl Hbf
DB 1 11120 Koln Hbf- Koln-Deutz,
DB 111180 Kohl-Deutz - Koln Hbf;
DB 111158 Kohl Hbf- Kohl-Deutz,
DB 215042 Koln-Deutz - Kohl Hbf
DB 111129 Koln Hbf- Kohl Hansaring,
DB 111165 Koln Hansaring - Koln Hbf,
DB 111116 Koln Hbf - Koln-Deutz,
DB 110443 Koln-Deutz - Koln Hbf
DB 218132 Kohl Hbf- Koln-Deutz,
DB 110315 Kohl-Deutz - Koln Hbf

Now it was time to head off to our next new country; and to be honest I was glad as the bridge leaps are a bit mind numbing.

DB 215134 Koln Hbf- Trier Hbf,
DB 181224 Trier Hbf - Luxembourg.

Booked into the Carlton Hotel, known to all bashers as "Johnny's". Back onto the station and bumped into Rob Dale a basher from Leeds. He was staying in Johnny's too and joined us for the next few days. The Belgian locos were diesels.

SNCB 5529 Luxembourg - Mersch.

Had a Mousel beer in the station bar.

SNCB 5523 Mersch - Luxembourg,
SNCF 22239 Luxembourg ~ Thionville,
SNCF 15061 Thionville - Luxembourg.

The French locos were electrics.

Had another Mousel beer in the Globe bar near the hotel. Then turned in for the night as it was to be an early start.

Wednesday 12th June 1991

It was like getting up for work, the alarm went off at 05.20. I dragged myself out of bed and after a quick wash, got dressed for some early morning winners.

CFL 3613 Luxembourg - Berchem,
CFL 3608 Berchem - Belvaux-Soleuvre,
CFL 3612 Belvaux-Soleuvre - Bettembourg,
CFL 3603 Bettembourg - Noertzange,
CFL emu 251 Noertzange - Luxembourg.

The CFL 3600s were electrics, known as "flat irons". The other CFL locos were diesels. We then retired to Johnny's for Breakfast. It was here that I discovered what a "PYB" was. It stands for Pig Yourself Breakfast, and at Johnny's you could have as much as you wanted. Mind you the boiled eggs are a little underdone. It was then out to find the 1600 class Nohabs. We hoped to get one of the 3 that were still running; we got lucky and had all 3.

SNCB 5510 Luxembourg - Kautenbach,
SNCB 5515 Kautenbach - Luxembourg,
CFL 1603 Luxembourg - Ettelbruck,
SNCB 5529 Ettelbruck - Luxembourg,
CFL EMU 254 Luxembourg - Oetrange,
CFL 1815 Oetrange - Luxembourg,
CFL 361 1 Luxembourg - Esch-sur-alzette & return,
CFL 1602 Luxembourg - Dommeldange,
CFL 1603 Dommeldange - Luxembourg,
CFL 3605 Luxembourg - Petange via Dippach,
CFL 3602 Petange - Esch-sur-alzette,
CFL emu 2011 Esch-sur-alzette - Luxembourg,
DB 181223 Luxembourg - Trier Hbf;
CFL 1604 Trier Hbf- Luxembourg.

We then dumped our bags in the hotel and went for a pub crawl. Luxembourg is not really renowned for having good beer. We found that out but found some Belgian beers in street corner bar. Went to bed pretty drunk at 1.am.

Thursday 13th June 1991

Had a lie in bed to recover. Andy and Rob had gone out at 6 again couldn't take that. Had the PYB and went out for the 10.08 Liege train.

SNCB 5542 Luxembourg - Poulseur,
SNCB 5512 Poulseur - Rivage,
SNCB 5533 Rivage - Liege Gullemins,
SNCB 1606 Liege G ~ Bruxelles Nord,
SNCB 2335 Banking out of Liege G.

We had gone to Bruxelles to experience the Bruxelles rush hour. It was, and still is a bit manic. There was a bigger variation of loco types in those days including 3 diesel turns. The diesels were numbered 5000 or above, the rest were electrics.

SNCB 2139 Bruxelles N - Bruxelles Central,
SNCB 2218 Bruxelles C - Bruxelles Midi,
SNCB 2713 Bruxelles M - Bruxelles C,
SNCB 1608 Bruxelles C - Bruxelles N
SNCB 2204 Bruxelles N - Bruxelles C,
SNCB 2202 Bruxelles C - Bruxelles M,
SNCB 2115 Bruxelles M - Bruxelles N,
SNCB 5101 Bruxelles N - Bruxelles C,
SNCB 2154 Bruxelles C - Bruxelles N,
SNCB 1802 Bruxelles N - Bruxelles C,
SNCB 2110 Bruxelles C - Bruxelles N,
SNCB 2558 Bruxelles N - Berchem,
SNCB 1209 Berchem - Antwerpen Central & Antwerpen C - Gent St Pieters,
SNCB 6313 Gent St Pieters - De Pinte,
SNCB 6211 De Pinte - Gent St Pieters,
SNCB 6229 Gent St Pieters - Gent Dampoort,
SNCB 6205 Gent D - Gent St P,
SNCB 6322 Gent St Pieters - De Pinte,
SNCB 6213 De Pinte - Gent St Pieters.

We checked into a hotel near the station. Then we went out for food and beers. The Taverne Royal Oak opposite the station did a mean spaghetti Bolognaise. It was followed by 1 Belle Vue Gueuze beer, 1 Palm beer and 2 Belle Vue Kriek beers. My love of Belgian beers had really started.

Friday 14th June 1991

Another Bruxelles rush hour followed by more Gent locals; how many engines can you have in 1 day?

SNCB 6204 Gent St Pieters - De Pinte,
SNCB 6322 De Pinte - Gent St Pieters,
SNCB 1604 Gent St Pieters - Bruxelles Midi,
SNCB 8062 Shunt at Bruxelles M,
SNCB 1502 Bruxelles Midi - Mons,
SNCB emu 814 Mons - St Ghislain,
SNCB 6285 St Ghislain - Quivrain & return,
SNCB emu 820 St Ghislain - Bruxelles M,
SNCB 2551 Bruxelles M - Bruxelles N,
SNCB 2710 Bruxelles N - Bruxelles C,
SNCB 1182 Bruxelles C - Bruxelles M,
SNCB 2703 Bruxelles M - Bruxelles C,
SNCB 2145 Bruxelles C - Bruxelles M,
SNCB 2143 Bruxelles M - Bruxelles N,
SNCB 2222 Bruxelles N - Bruxelles C,
SNCB 2235 Bruxelles C - Bruxelles N,
SNCB 2203 Bruxelles N Bruxelles C,
SNCB 2223 Bruxelles C - Bruxelles N,
SNCB 2352 Bruxelles N - Bruxelles C,
SNCB 5106 Bruxelles C - Bruxelles M,
SNCB 2514 Bruxelles M - Bruxelles C,
SNCB 2350 Bruxelles C - Bruxelles N,
SNCB 2128 Bruxelles N Bruxelles C,
SNCB 2111 Bruxelles C - Bruxelles M, - Gent St Pieters, SNCB 6204 Gent St Pieters - De Pinte,

SNCB 6301 De Pinte - Gent St Pieters,
SNCB 6315 Gent St Pieters - Gent Dampoort,
SNCB 6228 Gent D - Gent St P,
SNCB 6304 Gent St Pieters - De Pinte,
SNCB 6213 De Pinte - Gent St Pieters,
SNCB 6223 Gent St Pieters - Gent Dampoort,
SNCB 6315 Gent D - Gent St P.

A late finish after a long day. I had 29 different engines for haulage in 1 day. The first week had come to a close but there was another week to go. This was when I discovered the concept of "rover brain", watched my first European football game and suffered the foreign enthusiast's love of "Photo Stops".

Robin's Review

No 34 'NENE STEAM'

Nene Steam is the magazine of the Nene Valley Railway (NVR). Nene Steam is published quarterly and the magazine reviewed is No 85 spring 2007, priced at £2.25. The magazine opens on the inside cover with a list of contents.

Underneath is a statement in bold text framed in a box, which reads. "All copy must be submitted to the editor by Sunday 08th July 2007 there can be no leeway".

Something I am very conscious of as Mr Whitlam breathes down my neck for this article.

The first page after has the editorial, which takes up a full page.

Page four has a regular section headed "Saving the world. One bolt at a time". Excellent, that's one of the best headings I have come across for a long time. This is five pages of pictures and reports on each main line locomotive at NVR. It's comprehensive, it either states "In working order", or gives a full report of the maintenance requirements for the particular loco. Carriage and Wagon notes follows again with complementary pictures.

This year is the 30th anniversary of The Nene Valley Railway and there follows a series of pictures of SNCF loco 'Nord' 3.628 hauling the inaugural train on the Nene Valley on 1st June 1977. So the Pennine Railway Society is older than NVR!

There then follow more regular features.

"From the Footplate" and The Iron & Steel traction group looking after a group of industrial locos.

A three-page article looks at putting the finishing touches to the new Yarwell Junction station at the West End of the line.

Wansford station and signal box are both 100 years old this year and the magazine has two separate articles celebrating the fact.

The NVR has a TPO group, which consists of 5 TPO vehicles and a three-page article and pictures covers the group report.

There is also a series of photographs in the middle of the magazine covering the early years of the NVR. How the landscape and Wansford station has changed!

A two page article on 80 years of the WAGON-LIT Restaurant Car, "Is that a TRUK or an RB? ".

'Captions Please' is a page where a suitable picture is printed and readers are asked to send in suitable captions! The picture in the last edition printed below was of a few people looking up in a TPO, "Is that where they hid the money in 1963" reads the suggested caption.

There is a letters section covering two pages followed by more pictures.

VERDICT: At £2.25 I find this magazine both value for money and easy reading. There is a warm atmosphere in the magazine, which tells me everybody thoroughly enjoys what they do. Whilst the Nene Valley has its knockers because it dabbles in foreign locos and stock, it has a very good magazine and would appear to be a very friendly and open organisation. This is characterised by the photograph on the front cover. A long necked swan belonging to the Queen is seen walking down the four foot, being cautiously followed by 4771 Green Arrow the crew and passengers all looking out wondering when the swan will fly off Excellent.

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

May 22 47828 and 60034/038/076
May 23 60034/060/063
May 24 31454 and 60034/03 8/043/052/O54/060/076
May 25 60002/034/043 and 92026
May 26 60043
May 29 60008/015/068 and 92022
May 30 31454 and 60013/020/071/074
May 31 60009/026/047/068 and 92022
Jun 1 60009/035/076/091 and 92011
Jun 4 60013/035/042/076 and 92016
Jun 5 60042/078 and 92041
Jun 6 60042/048/066/091 and 92003
Jun 7 60042/063/091 and 92017
Jun 8 60062/091/092/100 and 92031
Jun 11 60042/500 and 92039
Jun 12 60014/059/078 and 92036
Jun 13 47810/828 and 60010/059
Jun 14 37417 and 60018/059/078
Jun 18 60028/043/056 and 92031
Jun 19 60028/045/071 and 92042
Jun 20 47813 and 60045/047/060/065/071
Jun 21 47813 and 60014/022/071/076
Jun 22 47804/813/851, 60017/071 and 92004
Jun 27 31285/602 and 60013/065/082/500
Jun 29 60091
Jul 2 60035/044
Jul 4 60002/055/060
Jul 5 47813 and 60052
Jul 6 60018
Jul 9 47813, 60002/007/017/040/ 071/091 and 92004
Jul 10 60002/007/082
Jul 11 60002/007 and 92030
Jul 12 47813/815/847, 60002/007/040/068 and 92022
Jul 13 31106/190, 47828, 60002/007/052 and 92004
Jul 16 60014

Jul 17 60024/028/062/100 and 92002
Jul 18 60009/014/095/100
Jul 19 47810/816 and 60028/068/100
Jul 20 47810 and 60097
Jul 23 47810/830 60028/047/065 and 92030
Jul 24 47810 and 92016
Jul 25 47810 and 60028/053
Jul 26 60028/063/095 and 92013
Jul 27 47813, 60060 and 92019
Jul 30 60035 and 92009
Aug 01 37605, 60030 and 92003
Aug 03 37410, 60002/060, 90028 and 92012
Aug 06 60014/043/049/059 and 92001
Aug 07 92026
Aug 08 60002/097 and 92011
Aug 09 47813 and 92041
Aug 10 37606, 47813, 60083 and 92022
Aug 13 47501/802/813, 60004/035/038/053/095 and 92013
Aug 14 31285/602, 47237/802, 60024/025/038/053 and 92001
Aug 16 47237/802, 60002/024/043 and 92036
Aug 17 31601, 47237/802, 60017/025/029/053/059 and 92003
Aug 20 47237/802 and 60024/026/029/030/034
Aug 21 33103 and 60026/082
Aug 22 33103, 47237/802/818/832/839 and 60024/026/095
Aug 23 47818, 60007/026/029/059/073 and 92027 Aug 24 37038, 47237/802, 60013/029/095 and 92011
Aug 29 60017/097 and 92016
Aug 30 47810, 60040/044/065/097 and 92041

Recent sightings at Hykeham have been:

Jun 12 66718 on container train
Jun 14 66724 on goods train
Jun 21 60002 on coal train, 66118 on p.w. train, 66121 on container train Jun 28 60039 on oil train 66223 on container train

Recent sightings on the Gainsborough - Barnetby line have been:

Jun 9 60100 on goods train 66217 on coal train
Jun 30 66076 and 66106 on coal trains 66120 on steel train 66019+66093+66148 light engines

Other recent sightings have been:

Jun 13 66720 on container train at Pyewipe Junction
Jun 14 66527 on coal train and 66721 on container train at Doddington Road Crossing
Jun 15 66178 on coal train at Lincoln
Jun 20 66061 on coal train at Lincoln
Jun 22 66719 on container train at Pyewipe Junction, 66048 on coal train and 66609 on ballast train at Gainsborough Lea Road
Jul 11 66185 at Lincoln
Aug 8 60035 at Lincoln
Aug 10 66175 at Hubberts Bridge on Le Farge train to Boston

Docks Locomotives noted working Liverpool Street - Norwich services on 22 June were 90014, 90006, 90002, 90012, 90027 and 90007.

Seen at Ipswich on 22 June were 66575, 66576, 66501, 47370, 86604, 86613 and 90044.

Noted at Peterborough on 22 June were 66242, 66701, 66703, 66705, 66716, 66718, 66721, 66505, 66506 and 66242.

Locos noted on a Doncaster - Newcastle - Carlisle - S&C circular trip on 21 August were 60026 and 66217/612 at Doncaster; 37038, 47804/826/ 66523/527, steam 45231, 6233 and 60009 at York; 60076 and 66078 in Tyne Yard; 67027 at Newcastle; 57301/57311-313, 66021/043/063/066/078/098/110/227/404/407/415/508/524/550/554, 86609/621/622/637, 90049, 92013 and 92011 double heading with 37422 on an intermodal working (Class 37 believed not working).

Midland Region

Recent sightings in the Warrington area have been:

Jun 5 57305 on timber train at Bank Quay
66001 on p.w. train at Bank Quay
66952 on ballast train at Bank Quay
67023 on goods train at Arpley
86613+866 12 on container train at Moore
92004 stabled at Banks Quay
92011 on goods train at Moore

Jun 6 37410+37406 light engines at Moore
92008 light engine at Moore
66164 on goods train at Moore
66413 on container train at Moore
66618 on ballast train at Moore

Seen on a visit to Tamworth from Doncaster on 10 July were 08527, 31601, 33103, 43014/062/052/055, 47815, 56302, 57002 (Derby Thunderbird), 157309, 60002/04/049/068/073/092, 66043/079/161/167/201/206/216/225, 66401/405/415, 66504/523/543/566/573/582, 66624, 67015 (Doncaster Thunderbird), 90016/034/041/047, 92017/022, 350121/ 127, 390001-003/005/007/010-014/016/022-029/032/034-035/037-041/043-044/046/048-050/053.

Noted on another trip to Tamworth on 31 July were 31601, 33103, 47805/812, 56302, 57006 (Derby Thunderbird), 60038/065/095, 66010/047/060/151/231, 66402/404/407, 66503/517/537/540/542/566/570/573/580/587, 66603/619/624, 67016, 90018/046/047, 92001/029, 350120/127, 390001-002/004-006/008-010/012/014/016-01 8/020-026/028-03 1/034/036/039/041-042/044/047-050/053.

Seen at Preston on 6 August were 60043/049, 66404/552/558, 142005/047/056/064/092, 150137/148/149/228, 153315, 156420/426/428/440/45 1/452/460/467/469/472/491, 158796/848/851/852/859/907/909, 185102/105/114/118/120/131/135/137/146/148, 220012/019, 221104/106/109/116/121/124/125/133 and 390009/010/012/019/029/030/034/035/039/046/048/050.

Blackpool Trams noted working between 4 and 10 August were 600/602/604-5, 622-3/631, 641-3/645-8, 671+681, 680, 700-2/706-7/709-13/715/718-9/721-4/726/761-2 and 147 MICHAEL AIREY.

Seen at Carlisle on 22 August were 57311/312/314, 66009/020/059/087/149/179/185/227/408/415/419/508/511/583/604, 90045 and 92019. Also noted on the same day were 20303/307, 37059 and 66402/410/413/414/417 at DRS Depot; 08866 and 92036 in yards; 60014 at Newbiggin and steam 4979 at Appleby.

Railtours and Charter Trains

Locos seen working on railtours and charters have been:

May 25 (The Retro Retrace) 59203, 60024, 56303, 40145 and 92030 Jun 2 (The Teal by Beck) 66080, 66015, D3871 and D2112
Jun 30 (Southampton to Newcastle charter) 47245

Jul 14 (Barrow Hill to Hope Cement Works) 20901, 20905, 20315, 20311, 20168 and Works shunter 8805 LAURA (see 'front cover and back pages for photos)

Jul 15 as above (see below for the other Class 20s at Barrow Hill)

Preserved Railways

Locos working at the Gloucester & Warwickshire Railway "Cotswold Festival of Steam" on 1 June were S & D No. 88, 92203, 34007, 4771, 813, 7903 and 5542.

Locos used at the West Somerset Mixed Traffic Weekend on 16 June were D7523, D21 19, D2133, D1010, D832, D1015, 5553, D9520, D9526 and D1661.

Locos working at the Keighley & Worth Valley Railway Diesel Gala on 17 June were 37175, 26024, 26010, 25059, 47237, 20031, 20020, 08266 and D2511.

Locos used at the Didcot Railway Centre on 23 June were 1340 and 3822. On display were 08604, 3738, 5572, 4144, 5051, 6106, 6697, 5900, 1338, 4866, 6988, 1363, 7808 and broad gauge "FIREFLY".

60083 was a surprise working on 15.06 Bury to Haywood on 4 July, a replacement for 20087.

Locos working shuttle trains at the Barrow Hill Diesel Gala on 14/15 July were D8000, D8020, D8048, D8132, 20001, 20087, 20121 and 20227. Other Class 20s on display were 20092, 20096, 20119, 20189, 20904, 2004 and 2016.

Locos used at the East Lancs Railway Diesel Gala on 22 July were D7076, 08479, D3232, 08944, D3867, 03062, steam 47324, thumper 1305 and MSC4002.

Locos working at the North Yorkshire Moors Railway on 23/24 July were 80135, 30926, D6700, 75029, 61264 and 60007.

IE (Iarnrod Eireann) Workings

Chris Theaker

5/7/07

087 0855 Sligo - Dublin Connolly

082 1500 Dublin Heuston- Cork

205 1135 Dublin Heuston - Limerick

224 1235 Limerick- Dublin Heuston

208 1504 Dublin Heuston- Waterford

201 1625 Dublin Heuston - Waterford

077 1710 Dublin Heuston - Athlone

6/7/07

201 0820 Dublin Heuston - Westport

079 0735 Limerick - Dublin Heuston

222 1000 Dublin Heuston - Cork

212 1130 Cork- Dublin Heuston

079 1615 (FO) Dublin Heuston - Ballina

223 1725 Dublin Heuston - Limerick

234 1735 Limerick - Dublin Heuston

7/7/07

231 0910 Dublin Heuston - Galway

232 0925 Dublin Heuston - Limerick

227 1000 Dublin Heuston - Cork
217 1630 Cork - Dublin Heuston
074 1735 Limerick - Dublin Heuston

8/7/07

077 1155 Galway - Dublin Heuston
074 1515 Dublin Heuston - Galway
079 1430 Waterford - Dublin Heuston
076 1705 Dublin Connolly - Sligo
232 1305 Dublin Heuston - Waterford
230 1730 Dublin Heuston - Waterford
205 1805 Dublin Heuston - Westport
214 1825 Dublin Heuston - Limerick
216 1815 Galway - Dublin Heuston

Virgin West Coast workings

4/7/07

57303 1710 Euston - Holyhead (from Crewe)

9/7/07

57309 1414 Holyhead - Euston (to Crewe)

European Workings

Chris Theaker

Germany

29/7/07

101 105 0727 Munster-Innsbruck (to Ulm)
234467 (from Ulm Lindau)

4/8/07

101119 0957 Salzburg - Frankfurt
111-006 1011 Salzburg - Rosenheim
111-052 1030 Rosenheim - Salzburg
120-129 1014 Berchtesgarden - Dortmund (to Munich)
362407 (Munich station shunt of Berchtesgarden portion)
120151 1113 Mittenwald - Dortmund
101026 1153 Salzburg - Frankfurt
101109 0936 Klagenfurt - Dortmund (from Stuttgart)

5/8/07

218411 0928 Koblenz - Wissembourg
218480 0807 Karlsruhe - Koblenz
218217 1034 Boppard - Emmelshausen
143862 1554 Koblenz - Frankfurt
110438 1553 Frankfurt - Koblenz

Austria

3/8/07

1047-007 0940 Zurich - Wien (from Buchs)
1116-210 0940 Zurich - Wien (banker from Bludenz - Landeck)
1044-034 1534 Wien - Salzburg

1044-033 1710 Salzburg - Wien
1044-057 Passau - Wien Sud
2043-032 1700 Krems - Linz

Denmark

9/4/07

1501 1642 Copenhagen - Nykobing F
1524 1557 Kalundborg - Osterport
1505 1554 Rodby Faerge - Osterport
1524 1821 Osterport - Kaludborg
1533 1850 Osterport - Naestved
3012 1859 Copenhagen - Koln

10/4/07

3010 2224 Kohl - Copenhagen
1508 0800 Copenhagen - Nykoping F
3020 0804 Copenhagen - Roskilde
1519 1004 Copenhagen - Naestved
1509 0854 Nykobing F - Osterport
1520 1140 Osterport - Nykoping
1503 1058 Gedser - Osterport
1517 1710 Osterport - Nykoping

Sweden

10/4/07

1371 top and tail 1372 1528 Malmo - Kristianstad
1368 topntail 1377 1423 Kristianstad - Malmo

Netherlands

13/4/07

1763 0610 Szczecin - Amsterdam (from Bad Bentheim)
1841 1621 Den Haag - Venlo
1189 1726 Amsterdam - Bruxelles Midi

Steam Buffs Quiz No 2

Following a very good response to last edition's Steam Buffs Quiz, we are giving you another opportunity to win a steam video. The prize is 'The Glorious Years of the Express Steam Trains'. John Reader has again kindly donated the tape, and Geoff Bamborough has devised the questions.

The final date for entry is Wednesday 21st November. In the case of a tie, a winner will be drawn from entries containing the most correct answers.

1. M.R. No 158A was built in 1866, in which year was it withdrawn for preservation?
2. 'Stirling Single' No 1 was withdrawn in 1907, in which year was it restored to working order?
3. Used in the 'Railway Races of 1888' was 'Caledonian Single No 123, in which year was it withdrawn for preservation?
4. Midland Compound No 1000 is now preserved, what was its number when first built?
5. Who became G.W.R. Chief Mechanical Engineer in 1902?

6. In which year was 'City of Truro' withdrawn for preservation?
7. What was the date of Sir William Stanier's appointment to Chief Mechanical Engineer LMS?
8. Liverpool and Manchester Railway locomotive 'Lion' was sold in 1859 to which company to subsequently drive a pump?
9. Having been built in 1847 'Columbine' was rebuilt in 1857 by whom?
10. The reproduction loco 'Iron Duke' (repro. of GWR Single) was completed when?
11. Which class of LSWR locomotives earned the nickname 'Greyhounds' because of their sleek lines and fast running?
12. Britain's railways were put under government control during the First World War, when were these controls removed?
13. In 1932 a Castle Class loco on the 'Cheltenham Flyer' achieved a new record average speed of 81 mph for the 77 mile journey between Swindon and Paddington, what was the name of the loco?
14. The King class locos were named after English Monarchs, but the original plan was to name them after what?
15. The Southern Railway appointed the first railway publications officer, he was an ex-journalist, but what was his name?
16. In 1926 a borrowed GWR Castle loco performed well on LMS metals. The LMS approached the Great Western to borrow 'Castle' drawings but were refused. The Southern Railway stepped in however, by loaning some drawings of which class of locomotive to Crewe, which led to the development of the 'Royal Scot' class?
17. Sir Lamiel' is the only surviving King Arthur Class loco, how many locos were there in this class?
18. The first order for Jubilee Class locos was for 50 locos, what was the average cost per loco for this batch?
19. What were the names of the 2 A4 Class locos which were the only 2 A4s to receive diagonal yellow stripes across their cab, signifying not to work on electrified lines south of Crewe in BR days?
20. Which football club did not receive the nameplate of its 'namesake' Class B17 loco, because by the time its 'namesake' loco was withdrawn the football club had gone out of the football league?

Steam Buffs Quiz Answers

1. 1879
2. Mail
3. Prince of Wales
4. Flying Fox
5. Southern Belle
6. Hush-Hush

7. France
8. 1923
9. 1935
10. North British
11. Eastleigh
12. 1948
13. 3
14. 46236 City of Bradford
15. Temple Mills.

The winner was John Dewing.

Congratulations John

Pennine Quiz No. 129

Know Your History

Tony Booth

The answers to the following question have been used as locomotive names.

What are these names and numbers? (Some have been used on more than one occasion but any correct one will be accepted.)

1. Coalbrookdale ironmaster who built the first iron bridge over the River Severn.
2. 1957 Irish Derby and St. Leger winner.
3. English porcelain manufacturer, 1705-1780. Discovered kaolin nr. St. Austell.
4. Norse God of Thunder, son of Odin.
5. Common name for the planet Venus.
6. A small solid body moving in regular orbit in space.
7. Member of a coven meeting on Pendle Hill, near Clitheroe in 16th/ 17th centuries.
8. Mistress of Henry II, murdered at Woodstock.
9. English General and Statesman. Founder of the Empire of British India.
10. Famous mathematician of the ancient world 287-212 BC.
11. Famous battle on 25th October 1415. "England 1 France 0".
12. English Novelist 1812-1870.

13. Novel by Sir Walter Scott, derived from name of an Abbey near Farnham, Surrey.
14. Chief Magistrate of a Scottish City, equivalent in rank to an English Lord Mayor.
15. "Lion Hearted", nickname of King Richard I.
16. Nickname of George, 5th Duke of Gordon who formed the Gordon Highlanders.
17. Name of King Arthur's magical sword.
18. Roman name for Ireland.
19. British Field Marshall 1850-1916 of "Your Country Needs You" fame.
20. Mythical bird which rose from the ashes.

Pennine Quiz No. 128

The Answers

1. Hartlepool
2. City of Derby
3. Darlington
4. Doncaster
5. East Riding of Yorkshire
6. City of Kingston upon Hull
7. Aberdeenshire
8. Harrogate Spa
9. West Yorkshire Metropolitan County
10. South Yorkshire Metropolitan County
11. City of Bristol
12. County of Somerset
13. City of Plymouth
14. University of Bristol
15. The Grammar School of Doncaster AD 1350
16. University of Bradford
17. St Peters School of York AD 627

18. University of Durham
19. Swansea University
20. University of Exeter
21. Top of the Pops
22. TSW Today
23. HTV West
24. BBC East Midlands Today
25. Songs of Praise
26. BBC Television Railwatch
27. BBC Points West
28. BBC Wales Today
29. Blue Peter II
30. BBC Look North

Pennine Quiz No. 128

The Winners

1st Ken King
2nd John Dewing
3rd Malcolm Bell

Congratulations to all the winners.

Pennine Meetings 2007/8

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

Wednesday 19th September 2007	Keith Glossop
Wednesday 3rd October 2007	PENNINE SLIDE COMPETITION
Wednesday 17th October 2007	Mike Eggerton. "Fumes& Sparks" Modern Traction 1959-2001
Wednesday 7th November 2007	Les Nixon '1978'
Wednesday 21st November 2007	Geoff Griffiths
Wednesday 5th December 2007	PENNINE SHIELD
Wednesday 19th December 2007	MEMBERS SLIDES
Wednesday 2nd January 2008	Brian Longbone. 'Doncaster Rebuilding'



20001, 20121 and 20087 working a shuttle train at Barrow Hill on 14 July. Photo by Steve Philpott.

Railway Websites

This is the completion of the list printed in the last magazine. Information was supplied by John Andrews, Dave Bladen, Tony Booth, Martin Fisher, Robert Hay and Ian Shenton. Please keep sending me your lists and I will include them in future issues.

www.railphotoarchive.org

www.railpictures.net - Rail Pictures Worldwide

www.railpro.co.uk - Rail Professional Magazine

www.railwayherald.co.uk

www.railwayheritage.org.uk

www.railwayregister.co.uk - railway register

www.semgroup.org.uk - Southern E-Group

www.sixbellsjunction.co.uk

www.srps.org.uk

www.steamdreams.com

www.steamyaffairs.net

www.theironroad.fotopic.net

www.thejunction.org.uk - The Junction

www.therailwaycentre.com - The Railway Centre

www.tracks.revisited.fotopic.net

www.traintrips.co.uk

www.uksteam.info

www.vintagetrains.co.uk

www.wnxx.com - End of the Line

<http://class66.railfan.nl/>

Acknowledgements

I would like to thank the following for their generous contributions to this issue: Geoff Bamborough, Andy Barclay, Tony Booth, John Dewing, Phil Lewis, Steve Payne, John Reader, John Sanderson, Robin Skinner, Paul Slater, Chris Theaker, Chris Tyas, TJ, Tosca and to Steve Philpott for the Barrow Hill photos.

Next Issue

The Winter 2007 Issue of Trans Pennine is due for publication on 19th December. Would contributors please let the coordinator have their information by Wednesday 21st November - THANK YOU. Remember, you can email your contributions to david@whitlam145.freemove.co.uk.

