

TRANS PENNINE

The Magazine of the Pennine Railway Society



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Committee Briefs

Season's Greetings

The Committee of the Pennine Railway Society join together in wishing all our members, their families and friends a very Happy Christmas and a Prosperous New Year.

We thank you for your support and friendship in 2007.

Membership Fee

With the magazine you will find a renewal of membership form. There is a slight increase in the fee this year to enable the Society to meet rising costs, but we hope that you feel the annual fee of just £6 to be value for money.

The Society is a non-profitable organisation and all income received is used to support our activities.

Free 2008 Diaries

All members rejoining for 2008 (and any new members) will receive a complimentary Pennine Railway Society pocket diary.

Yet another good reason for renewing your membership.

Annual General Meeting

You are invited to attend the Society's Annual General Meeting which will be held at 12 noon on Sunday 13th January 2008 at the Salutation Inn, South Parade, Doncaster.

This is the opportunity for you, the members to have a say in how you wish the Society to be run, and to form a plan for events in 2008.

It will also be a chance to socialise with friends you may not have seen for some time.

Any member who wishes to raise an issue is welcome to notify this to our Chairman, Robin Skinner, or any other Committee Member, in advance of the meeting.

Social Meetings

Members are reminded of our social evenings, arranged by Robin, which are held on the 1st and 3rd Wednesday of every month.

The winter 2008 programme is shown elsewhere in this magazine. Curtains rise at 8.00pm in our private, well-appointed, function room.

Entertainment is guaranteed and is open to non-members.

Nene Valley

We hope to run a visit to the Nene Valley Railway on Saturday 5th April 2008. The trip will be to remember Andy Dalby and his love of the Class 31s.

Our friends from FAST Tours have already been approached to provide transport by preserved bus from South Yorkshire.

Further details will follow.

100,000 Extra Rail Seats

Network Rail has promised to provide more than 100,000 extra seats a day for rail travellers under modernisation plans for the next 5 years to 2014. It follows an announcement from the government for investment from 2009 to increase services and lengthen trains. Proposals include:

- * 1700 extra carriages and redevelopment of stations in Reading and Birmingham
- * Modernisation of the Thameslink service
- * Remodelling of Kings Cross
- * Glasgow airport link
- * Airdrie - Bathgate link

Dorset History

First GBRf has made Dorset History when 66704 hauled an engineer's ballast train from the national network down the preserved Swanage Railway's re-laid Purbeck line. The use of Swanage Railway's connection with the national railway system at Motala, near Furzebrook, for the running of an "auto-ballaster" train took place on 10 October 2007. The trains of 15 wagons weighed 1,476 tonnes.

The train brought stone ballast to support the track between Motala and Norden.

Thameslink Expansion

The Thameslink route, operated by First Capital Connect has ambitious expansion plans. Already work has started to enable Luton Airport Parkway to take 12-car trains, and by 2014 it is hoped the current Bedford - Brighton route will be extended to destinations such as King's Lynn, Peterborough, Dartford and everyone's favourite, Littlehampton.

Crossrail Green Light

Finally, the Crossrail project for a tunnel link between east and west London has been given the go ahead, with construction starting in 2010. Expected to open in 2017 it will link Maidenhead and Heathrow with Shenfield and Abbey Wood, including new stations at Bond Street, Farringdon and Canary Wharf.

Ten coach trains will run at a frequency of 24 per hour between Whitechapel and Paddington. The journey time from Canary Wharf to Heathrow will be 43 mins.

Sleeper Refurbs

Railcare at Wolverton has won the contract from First Great Western to refurbish 17 carriages used on the Night Riviera Sleeper which runs between London and Penzance.

Stagecoach Launches East Midlands Franchise

Stagecoach took over the new East Midlands franchise on 11 November 2007, The livery of East Midlands Trains will be mainly red, white and blue, similar to that already used by Stagecoach for its South West Trains operation.

East Midlands Trains will combine the Midland Mainline franchise operating out of St Pancras with regional services operated by Central Trains.

Passengers on the St Pancras - Sheffield run will immediately see the withdrawal of the tree tea and coffee service. Traditional buffet cars will be withdrawn, replaced by a trolley service (if it can get through crowded trains). The traditional restaurant facility will also be rationalised.

Return of “The Footballers”

First GB Railfreight has named 66725 “Sunderland”. The nameplate is based on that carried decades ago by a LNER steam locomotive. The original 1937 nameplate included a cast football. This could not be replicated on the Class 66 as it would have made it “out of gauge”.

Metrolink Expansion

Greater Manchester PTE is expanding its Metrolink network, building new Metrolink lines to Oldham and Rochdale, Droylsden and Chorlton.

Sheffield Railwayana Auctions

At the first Sheffield Railwayana Auction to be held in Derby, at the Derbyshire County Cricket Club’s Gateway Centre, on 15 September 2007 the following locomotive nameplates all sold for more than £10,000:

- * “THE ESSEX REGIMENT” as carried by the LNER 4-6-0 “Sandringham” B17/4 class loco No. 2858 (originally named “NEWCASTLE UNITED”) - £15,000
- * “PRINCESS MARY” as carried by the GWR 4-6-0 4000 “Star” class loco No. 4046 - £12,000
- * “THE GREEN HOWARDS” as carried by Deltic D9008 (55008) - £17,000
- * “MEG MERRILIES” as carried by the LNER 4-6-2 Pacific A1 class loco No. 60115 (built at Doncaster) - £17,000
- * “SAUNTON” as carried by the SR “West Country Class” 4-6-2 Pacific loco No. 34093 - £11,500
- * “SIR RALPH WEDGEWOOD” as carried by the LNER 4-6-2 Pacific class A4 loco No. 4469 and then by loco No. 4466 (both built at Doncaster) - £25,000

The total auction of 500 lots made a total of £312,560.

Axe for Travel Centres

The “position closed” signs at South West Trains travel centres will be made permanent. It is closing 9 of its 10 travel centres, replacing them with shops. The only one to escape is, not surprisingly, Waterloo, which is already awash with shops.

Pennine Slide Competition

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

The event saw 40 slides entered, of an extremely high quality (as usual).

This year’s competition was judged by Glynn Gossan and the result was as follows.

1st Chris Theaker LNER J27 65894 on the NYMR on 4 October 1997 (front cover)

2nd Chris Theaker SBB RE4/4 1639 working a Locarno - Basel service approaching Steinen on 31 July 2007

3rd Chris Theaker Llandudno Tramway Car No 4 working a Llandudno - Halfway service on 1 May 2006

Congratulations to Chris for his clean sweep, and thanks to all who entered and to Glynn for judging.

International Update

- * Eurostar carried 2.23m passengers, a record, July - September 2007.

- * Eurostar estimated it carried over 125,000 passengers to and from the World Cup rugby matches. It ran 19 extra services during the tournament, carrying 13,000 additional travellers.
- * Troubled transport firm Eurotunnel is slashing the prices it charges freight customers as part of its bid to boost business volumes. Eurotunnel is dropping its freight charges by 50% to £3,000 per train from next year. The Channel Tunnel can take 10 million tonnes of freight per year but business has slumped to just over 1 million tonnes a year.
- * Return tickets from Sheffield - Paris go on sale from 14 November 2007. East Midlands Trains (i.e. Stagecoach) has signed an agreement with Eurostar to operate through ticketing to Paris, Brussels, Lille, Disneyland Resort Paris and 75 other connecting destinations in France and to any station in Belgium. East Midlands Trains replace Midland Mainline (i.e. National Express) on the Sheffield - St Pancras route franchise. Tickets will be available from the Continental position.
- * St Pancras International was officially opened on 6 November 2007 by the Queen. Three trains gave a choreographed "ballet" performance with a synchronised entry into the station, music provided by the Royal Philharmonic Orchestra, with the evening culminating in a "son et lumiere" presentation.
- * A new 2011-wide clock has been specially made to go high on the wall and a £1m bronze sculpture, "The Meeting Place", which features a couple embracing, will stand directly below it.
- * The former Midland Grand Hotel is being refurbished. The Marriott Renaissance grand Hotel will have 245 rooms, 2 restaurants, 2 bars, a ballroom and a health complex. At the top of the building will be 67 luxury apartments. A triple penthouse has already been sold for £12m.
- * In the station is a gastro pub, The Betjeman Arms and a 295ft champagne bar, the longest in Europe.
- * Records have been set on High Speed One during test runs prior to opening of public services. On 20 September 2007 a Eurostar ran from Brussels to St Pancras International covering the 232 miles in 1hr 43mins 53secs. Earlier, on 4 September 2007, a Eurostar ran from Paris GDN to St Pancras International taking 2h 3mins 39secs for the 306 miles reaching 202mph in France and 195mph in England.
- * The Eurostar "engineering centre" moves from North Pole to Temple Mills.
- * The first Eurostar left St Pancras International at 11.03GMT on 14 November 2007, arriving on time in Paris at 13.17GMT.
- * The first commercial passenger train for Brussels departed 6 minutes before the first arrival from Brussels pulled in, at 11.09GMT.
- * The last Eurostar left Waterloo at 18. 12GMT on 13 November 2007.



Andy Dalby Rest in Peace

by Robin Skinner

Andy Dalby was no ordinary member of the Pennine Railway Society.

Andy was one of those special people who worked hard and unselfishly to ensure others thoroughly enjoy their hobby.

Andy came to work at BREL The Plant in Doncaster in the 1980s after the closure of the workshops at Shildon.

Not long afterwards he started coming to The Pennine meetings at the Corporation Brewery Taps. It became obvious for all to see this guy was railway through and through. He had an eye for a good slide and would revel at shots of 31s, 40s and Deltics. Over the years Andy did quite a few slide shows for The Pennine Railway Society, delighting many at The Taps and in later years at The Sal.

Andy was also involved in many preservation efforts including Class 31s and Flying Scotsman. Having worked in BR workshops starting as an apprentice Andy's knowledge, work rate and drive was a major asset to any group or organisation.

In later years Andy was a Pennine Railway Society Committee member. In that role he excelled, assisting The Pennine Railway Society in getting a stall at events at The Plant. He ran two trips to Appleby Frodingham works at Scunthorpe; both well organised and well patronised. But most of all throughout Andy's association with The Pennine Railway Society, he could be relied upon to turn up at meetings or events helping with the arrangements required by the speaker, assist with the raffle and any other organisational aspect of the evening required. As Chairman I could not have asked for better, this guy was a dream come true.

On the 17th September this year at about 07.55 in the morning I got an answer phone message from Geoff on my mobile telling me Andy had just passed away.

I had just joined 1S05 07.00 Kings Cross - Glasgow service at Peterborough to go to work and apart from talking to a few other Pennine members on the phone, I tried to take it in. I just sat there looking out of the window watching the countryside fly by thinking how lucky we were to have had Andy in the Society. But then how cruel life can be on the Hip side! He will be a hard act to follow. Andy leaves his wife Sue and son Nick who will both be very welcome at Pennine events in the future.

On Wednesday 2nd July 2008 Nick Dalby will be doing a slide show, showing many of his Father's slides as a tribute.

Andy may you rest in piece it was a pleasure to know you, a true Railwayman and an Enthusiast.

Andy Dalby
by Derek Porter

I knew Andy for many years from the Plant Works. Andy was what you would call a fanatic, whenever we had Open Days you could always find him available to help and get stuck in, his energy was tireless. When we had the council open days at the Railport, who would we find to help once again, Andy. And of course he was one of the few volunteers to have his name in the accident book at the NRM. I found him a very good friend and I could always rely on him to keep me informed of anything taking place on the railway and he will be very sadly missed.

Andy Dalby Colleague & Friend
by Chris Tyas

I first got to know Andy in the mid 80s when he moved to Doncaster when Shildon Works closed in 1984. When he first came to the Plant he was based in the fabricating shop but soon moved to the Crimpsall where I got to know him as a colleague and fellow enthusiast.

Colleague

Andy was always a good colleague and always ready to help out in a crisis. I remember once on the night shift when Steve Maw and I were lifting a class 101 DMU to do a bogie swap, when we started the lift we realised that one of the lifting arms had not engaged and it had ripped a gash in the body side. Andy who was working nearby was soon on the scene and after some serious leg pulling swung into action cutting out the offending tear in the body side and replacing it and then organising the painters to repaint it. This was all done without any senior manager ever finding out, so nobody got into trouble.

That's the sort of good friend and colleague that he was.

Friend

One Saturday in April 2002 we went out to photograph a couple of charters. Sue had recently taken delivery of a new Volkswagen Golf so wanted Andy to give it a good run, first we went to Cliffe just east of Selby on the line to Hull from here we drove to Ryther to photograph 86223 on a Norwich to York charter before heading to Bolton Percy for purple 9016 on a charter from Crewe, which on arrival at York was replaced by 37521 + 37682 for the run to Scarborough via Selby & Hull. We worked out that we could photograph them at Ulleskelf which we duly did and then have enough time to drive back to Cliffe to get a second shot. But we had failed to take into consideration an old lady driving at 35mph for the 11 miles to Riccall. When we finally managed to get past her on the A19 he put his foot to the boards and were soon touching three figures. With Andy commenting away "don't tell are lass we've been doing the ton in her new car". We finally arrived at the line side at Cliffe at exactly the same time as the train was storming past and I can't repeat in these pages what Andy said about old lady's driving cars.



Andy kneeling to take a photo at Etlebruck (Photo printed by kind permission of Paul Bigland)



Andy and Geoff Bambrough after a driving lesson on “Arnold Machin” at the Appleby Frodingham Railway Preservation Society within the Corus Scunthorpe Steel Works. This photo and the one on the previous page were taken on the Pennine trip to Corus on 8 September 2007

The Sound of the Special

by Paul Slater

I heard the special coming from miles away. It was a mild, calm afternoon in early October, the air very still, and sounds carried with unusual clarity. A few regular trains had already passed, and I had heard the noise of them gradually fading away into the distance for long minutes afterwards. The last train had been a southbound express, and I knew that the special should be following not far behind it. I listened intently, ready to signal to my parents, who were waiting in the car a few yards away.

I was surprised how much I could hear: voices, and footsteps on the tarmac, as other railway enthusiasts took up positions by the bridge; the soft purr of boat engines on the Oxford Canal half a mile away; seagulls crying, rooks cawing, and the ringing, laughing call of a woodpecker. The occasional vehicle coming along the lane sounded very loud, as did a passing aeroplane; and there was an almost continuous noise of traffic on the A423 main road nearby. Lorries, climbing a slight hill, made a different sound from cars, and it could be mistaken for the deep throb of a diesel locomotive on the railway. I remembered, from years back, how the noise of the wind sighing and rustling in the trees beside a railway line could sound like an approaching train; but today there was no breath of wind at all.

I listened to the first faint murmur of sound coming from the north; I strained my ears to identify the noise. In fact, it was the engine of the special, 5051 “Drysllwyn Castle”, accelerating on full power up the gradient south of Leamington; but the individual exhaust beats were indistinguishable, merging into one another with the speed which the train had already attained, and so muted and softened by the intervening miles that the sound was not at first recognisable as a steam locomotive.

Almost imperceptible at first, the sound became slowly louder. My father, cupping a hand to his ear, looked at me questioningly from the car, and I nodded. A little later, on the threshold of hearing, and much quieter than the steadily increasing clamour of the train, came the high-pitched note of a whistle. I turned towards the car and raised one finger, to tell my parents that the special was indeed coming.

Soon the thunder of the train filled the autumn afternoon, and I looked expectantly for smoke in the sky to the north; but the train was further off than I thought, the calm conditions making the noise carry with deceptive ease. For a few minutes more I, in company with all the other people who had gathered to see the train, had to be content with listening to the approaching sound growing ever louder. I found it very exciting to hear the as yet unseen express rushing towards me. Then at last there was grey smoke above the trees, the noise was suddenly cut off as the train reached the summit just up the line, and then the engine was in sight, coming very fast on the long curve; it rushed past us - it carried a “Devonian” headboard - and sped on under the bridge and downgrade towards Banbury.

We drove off in pursuit of the special; it was due to wait half an hour at Banbury and we got ahead of it. Soon we were with another crowd of spectators at the little unstaffed station at Kings Sutton, just within the

boundaries of my home county, Northamptonshire. The afternoon, growing very dull as evening came on, seemed more grey and still than ever, and again the sound of the special carried clearly, the first vigorous exhaust beats audible as the train re-started from Banbury. Then there was silence for a minute or two as the train began to accelerate, but soon the roaring of the locomotive could be heard as it got its train moving ever faster on the slight falling gradient down the Cherwell valley.

I hadn't seen a steam locomotive at work in my home county for over fifteen years, and it was a memorable experience to stand on Kings Sutton station and listen to "Drysllwyn Castle" approaching, the sound swelling through the grey October dusk. The engine was making a tremendous noise, and I imagined people in towns and villages for miles around hearing it and recognising it, a thrilling sound from a bygone age of transport. The noise had become very loud when the locomotive at last came in sight; it was travelling very fast, smoke and steam erupting from its copper-capped chimney and leaving a white trail in the evening air. I thought the engine must be already on full power; but when the driver saw the spectators waiting at Kings Sutton, he put on yet more steam. The blast from the chimney redoubled to a deafening crescendo, and the train stormed through the little station with smoke and steam and sparks flying and hot cinders raining down. In a moment it was past, the splendid sight and sound diminishing away southwards, the noise gradually fading as the train sped on towards Oxford.

I had never seen a preserved steam locomotive give such an impression of speed and power. Full of nostalgia for the days of steam, we drove home as darkness came down. It is twenty-five years since I saw "Drysllwyn Castle" on the "Devonian" and thrilled to the sound of the special, but I have not forgotten it.

Tosca's Travels

(Beer and Bashing Abroad)

Part 4b

The summer bash of 1991 (Week 2)

Saturday 15th June 1991

Started with a Belgium summer Saturday's train.

SNCB 5148 Gent St Pieters - Bruges
SNCB 2152 Bruges - Bruxelles Midi
SNCB 2558 Bruxelles Midi - Berchem
SNCB 1192 Berchem - Antwerpen C
SNCB 5541 Antwerpen C - Berchem
SNCB 6267 Berchem - Antwerpen C

Went for lunch and a beer in the very grotty station buffet at Antwerpen. Had a couple of Mort Subite fruit beers, 1 kriek (cherry) and 1 framboise (raspberry).

SNCB 6268 Antwerpen C - Berchem
SNCB 6299 Berchem - Antwerpen C
SNCB 1190 Antwerpen C - Rotterdam CS
NS 1611 Rotterdam CS - Den Haag HS
SNCB 2552 Den Haag HS - Amsterdam CS
NS 1658 Amsterdam CS - Sloterdijk
NS 1615 Sloterdijk - Utrecht CS
NS EMU 4083 Utrecht CS - Apeldoorn

Booked into the Hotel Suisse at Apeldoorn.

NS 1 134 Apeldoorn - Deventer
NS 1223 Deventer - Olst
NS EMU 879 Olst - Deventer
NS EMU 4023 Deventer - Apeldoorn

Found a Chinese restaurant where the four of us enjoyed a very pleasant meal.

Sunday 16th June 1991

The reason we had come up to this area of the Netherlands was that Andy had been given the gen about a railtour involving 4 Dutch diesels.

NS EMU 4017 Apeldoorn - Amersfoort CS
NS 2450 + NS 2413 Amersfoort CS - Zwolle

Amersfoort to Zwolle is 66 kilometres (about 42 miles). It had taken just over 2 hours due to the Dutch enthusiasts requiring photo stops at virtually every station and passing point. This tedium, coupled with the gen that only 1 other engine would work, as 1 had failed, gave the rest of the tour a lack of appeal for me. Also just after departure I had needed to go to the loo. Luckily that's when the ticket check was done and the lads had been changed for about 50 guilders. As I had avoided this I decided to do something else.

NS EMU 4028 Zwolle - Utrecht CS
NS 1649 Utrecht CS - Eindhoven

The train was full of football fans as it was the last day of the season. I got talking to some PSV Eindhoven fans. It turned out that their team and Ajax were on the same points and both were at home that day. I joined them for a few beers, although it was only Amstel lager, and then went with them to the game. Eindhoven beat Volendam 3-0. Ajax also won 3-0 but Eindhoven won the title due to scoring more goals. I then went back to bashing.

NS 1206 Eindhoven - s'Hertogenbosch
NS 1 159 s'Hertogenbosch - Arnhem
NS EMU 339 Arnhem - Nijmegen
NS EMU? Nijmegen - s'Hertogenbosch
NS 1210 s'Hertogenbosch - Utrecht CS
NS 1646 Utrecht CS - Amersfoort CS
NS 1129 Amersfoort CS - Apeldoorn

The lads also got on the train as the tour had arrived just before I did. We then went out for a beer session as both Rob and Ian would be going back to England the next day.

Monday 17th June 1991

We were heading to the East/West German border town of Braunschweig. Many of the old centre cab diesels worked from here.

NS 1139 Apeldoorn - Bad Bentheim
DB 110251 Bad Bentheim - Osnabruck
DB 141084 Osnabruck - Herford
DB 103220 Herford - Minden
DB 141071 Minden - Hannover Hbf
DB 218271 Hannover Hbf- Lehrte
DB 110329 Lehrte - Braunschweig Hbf
DB 216159 Braunschweig Hbf - Salzgitter Bad
DB 212055 Salzgitter Bad - Braunschweig Hbf
DB 211204 Braunschweig Hbf- Wolfenbittel
DB 212008 Wolfenbittel - Braunschweig Hbf
DB 212086 Braunschweig Hbf- Salzgitter Lebenstedt & Salzgitter Lebenstedt - Braunschweig Hbf
DB 218262 Braunschweig Hbf- Wittingen.

Oh dear. We had sussed that we could do the above train, have something to eat and then catch the last one to Uelzen for the overnight to Munchen. We had the food but back at the station discovered that we had misread the timetable and that the later train was Sundays only. This sort of mistake is known by bashers as "Rover brain" and was the 1st time, but not the last, that I had succumbed. We luckily found a hotel with beers from the Wittingen Brauerei and spent the night there.

Tuesday 18th June 1991

Up early to rescue the move although Munchen was out of the question.

DB 218249 Wittingen - Uelzen

DB 750003 Uelzen - Hannover Hbf

The above loco was actually a 103 being used by the test centre, akin to Derby RTC renumbering locos to class 97s

DB 103172 Hannover Hbf- Koln Hbf

DB 110476 Koln Hbf ~ Koln Deutz

DB 110277 Koln Deutz - Koln Hbf

DB 111142 Koln Hbf- Koln Deutz

DB 212098 Koln Deutz - Koln Hbf (with a failed 218)

DB 215121 + DB 212327 Kohl Hbf- Koln Deutz

(Presumably to position the 212)

DB 110313 Koln Deutz - Koln Hbf

DB 140263 Koln Hbf- Koln Deutz

DB 110119 Koln Deutz - Koln Hbf

DB 143951 Koln Hbf- Koln Deutz

DB 110302 Koln Deutz - Koln Hbf

DB 111164 Koln Hbf - Koln Deutz

DB 110260 Koln Deutz ~ Koln Hbf

DB 218141 Koln Hbf- Koln Deutz

DB 111143 Kohl Deutz - Koln Hbf

DB 111135 Koln Hbf- Koln Deutz

DB 215039 Kohl Deutz - Koln Hbf

DB 215129 Koln Hbf- Koln Deutz

DB 111173 Koln Deutz - Koln Hbf

DB 110455 Koln Hbf- Koln Deutz

DB 110135 Koln Deutz - Koln Hbf

DB 111152 Koln Hbf- Koln Deutz

Desperate, I know, but one hell of a way to cane in as many engines as possible.

DB 215129 Kohl Deutz - Trier Hbf

CFL 1602 Trier Hbf - Luxembourg

Lightning strikes twice. Last Tuesday bumped into Rob Dale on Luxembourg station, today its John Sandham (Aka the Bradford bender)

Wednesday 19th June 1991

Another huge breakfast at Johnny's then out for the day.

CFL 3603 Luxembourg - Berchem

CFL 3607 Berchem - Luxembourg

CFL DMU 203+213 Luxembourg - Dommeldange

CFL EMU 2001 Dommeldange - Luxembourg (Rover brain again! misread diagram)

SNCB 5505 Luxembourg - Kautenbach

SNCB 5510 Kautenbach - Luxembourg

CFL 3614 Luxembourg - Mersch

CFL 1804 Mersch - Ettelbruck

SNCB 5542 Ettelbruck - Luxembourg

CFL 1806 Luxembourg - Kautenbach

SNCB 5515 Kautenbach - Luxembourg

CFL 1819 Luxembourg - Walferdange

CFL EMU Walferdange - Luxembourg

CFL 3607 Luxembourg - Petange via Hollerich
CFL EMU 253 Petange - Luxembourg via Hollerich
CFL 3616 Luxembourg - Petange via Hollerich
CFL 3612 Petange - Esch-sur-Alzette
CFL EMU 2001 Esch-sur-Alzette - Luxembourg
SNCB 6215 Luxembourg - Mersch
SNCB 5542 Mersch - Luxembourg
SNCF 22288 Luxembourg - Thionville
SNCF 15059 Thionville - Luxembourg

Went to a Chinese restaurant near to the hotel and then a few beers.

Thursday 20th June 1991

A lie in followed by the usual breakfast.

SNCB 6215 Luxembourg - Poulseur
SNCB 6274 Poulseur - Rivage
SNCB 5512 Rivage - Liege Gullemins
SNCB 1601 Liege Gullemins ~ Bruxelles N
SNCB 2366 Banking out of Liege Gullemins
SNCB 2740 Bruxelles N - Bruxelles M
SNCB 2127 Bruxelles M - Bruxelles C
SNCB 2225 Bruxelles C - Bruxelles M
SNCB 2102 Bruxelles M - Bruxelles C
SNCB 2113 Bruxelles C - Bruxelles M
SNCB 2104 Bruxelles M - Bruxelles C
SNCB 2208 Bruxelles C - Bruxelles N
SNCB 2158 Bruxelles N - Bruxelles C
SNCB 2011 Bruxelles C - Bruxelles N
SNCB 2150 Bruxelles N - Bruxelles M
SNCB 5102 Bruxelles M - Gent St Pieters
SNCB 6233 Gent St Pieters - De Pinte
SNCB 6237 De Pinte - Gent St Pieters
SNCB 6219 Gent St Pieters - Gent Dampoort
SNCB 6214 Gent Dampoort - Gent St Pieters
SNCB 6212 Gent St Pieters - De Pinte
SNCB 6392 De Pinte - Gent St Pieters
SNCB 6391 Gent St Pieters - Gent Dampoort
SNCB 6219 Gent Dampoort - Gent St Pieters
SNCB 6322 Gent St Pieters - De Pinte
SNCB 6222 De Pinte - Gent St Pieters

Had a nice meal with a Rodenbach beer in the Station buffet.

Friday 21st June 1991

The last full day before making our way home.

SNCB 6265 Gent St Pieters - Landskouter
SNCB 6315 Landskouter ~ Gent St Pieters
SNCB 2718 Gent St Pieters - Bruxelles M
SNCB 2351 Bruxelles M - Bruxelles C
SNCB 2758 Bruxelles C - Bruxelles M
SNCB 1188 Bruxelles M - Bruxelles C
SNCB 2742 Bruxelles C - Bruxelles M
SNCB 2712 Bruxelles M - Bruxelles C
SNCB 2020 Bruxelles C - Bruxelles M
SNCB 2745 Bruxelles M - Bruxelles C
SNCB 2755 Bruxelles C - Bruxelles N'

SNCB 2557 Bruxelles N - Berchem
SNCB EMU 935 Berchem - Antwerpen C
SNCB 5501 Antwerpen C - Berchem
SNCB 5517 Berchem - Antwerpen C
SNCB 1207 Antwerpen C - Berchem
SNCB 5521 Berchem - Antwerpen C
SNCB 5506 Antwerpen C - Berchem
SNCB 1211 Berchem - Antwerpen C
SNCB 1188 Antwerpen C - Bruxelles N
SNCB 2130 Bruxelles N - Bruxelles C
SNCB 2757 Bruxelles C - Bruxelles M
SNCB 2220 Bruxelles M - Bruxelles C
SNCB 2732 Bruxelles C - Bruxelles N
SNCB 5103 Bruxelles N - Bruxelles C
SNCB 2112 Bruxelles C - Bruxelles N
SNCB 2720 Bruxelles N - Bruxelles C
SNCB 2309 Bruxelles C - Bruxelles N
SNCB 2137 Bruxelles N - Bruxelles C
SNCB 2749 Bruxelles C - Bruxelles N
SNCB EMU? Bruxelles N - Bruxelles M
SNCB 1607 Bruxelles M - Gent St Pieters

As it was our last night we decided to go back to the Taverne Royal Oak for dinner and a few too many beers. We tried all the different beers we hadn't yet seen and were pretty drunk wandering back to the station.

SNCB 2749 Gent St Pieters - Oostende

Saturday 22nd June 1991

Ferry Princes Maria-Esmarelda Oostende - Dover Western Docks
EMU 1550 Dover Western Docks - Victoria via Ashford
Tube to Kings Cross
91018 Kings Cross - Peterborough
43041 + 43090 Peterborough ~ Grantham
DMU 51228 Grantham - Sleaford
47474 Sleaford - Leeds via Askern

So that was it, the great summer bash of 1991. 6 countries and 265 different locos had for haulage, not counting the British ones on the way out and back. Loads of nedding around, it has to be said. However, it was the best way to get started in mainland Europe. Belgium and Luxembourg were hellfire; Germany and Denmark good and the Netherlands OK. As we had hardly touched France I reserved judgement. The Belgian beer was to die for. I knew I would be back for more. We had got the gen about the Belgian Train, Tram and Bus weekend in October. I could hardly wait

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

Aug 31 60035/038/053 and 92016
Sep 03 60041/045/062 and 92037
Sep 04 60097 and 92027
Sep 05 60044/045
Sep 06 60053/056/062/075/500
Sep 07 60014/044/063/075 and 92004
Sep 10 37038/602/606, 47237, 60041/045/062 and 92001
Sep 11 60034/043-045/047/059
Sep 12 37038, 57309 and 60077

Sep 13 37038 and 60077
Sep 14 47810/813
Sep 17 37038 and 60027/076
Sep 18 37038, 60056/076 and 92030
Sep 19 37038, 60017/018/076 and 92029 37038, 60017/095 and 92030
Sep 21 37038, 60017/024/026/045/075 and 92004
Sep 24 47813/818, 57601, 60007/024/053/065/075/ 094 and 92001
Sep 26 60009/018/024/034/048 and 92001
Sep 27 60009/025/027/034/048/083 and 92037
Sep 28 60027/028/041/048
Oct 01 57309 and 60021/028/029/076
Oct 02 60017/041/097 and 92005
Oct 03 31105/285, 60017/028/039/076/095 and 92009
Oct 04 92016
Oct 05 92036
Oct 08 31190/459, 40145, 47703, 50049, 55022, 60017/026/028/058 and 92004
Oct 09 47703 and 60026/097
Oct 10 20306, 31106/602, 37038, 47703, 60026/039 and 92022
Oct 11 47703, 60009/028/065 and 92013
Oct 12 37410, 60002/027, 86101 and 92041
Oct 15 60020/025/028/041/062, 86101 and 92036
Oct 16 60020/026/028/059, 86101 and 92007
Oct 17 60020/026/041/059, 86101 and 92003
Oct 19 47245/804, 60054 and 92019
Oct 22 47828, 60062/ 100 and 92019
Oct 23 47828, 60091/093/097/100 and 92027
Oct 24 31105/285, 60018/062/089/100 and 92009
Oct 25 37411/425, 60023/089/ 100 and 92004
Oct 26 60023/034/047/ 100 and 92037
Oct 29 37069/411/425, 4737 5/828, 60062/066/076/ 092 and 92003/037
Oct 30 47703, 60012/023/065 and 92004
Oct 31 50049, 60012/023/034/065/ 100 and 92005
Nov 01 60053/100 and 92013
Nov 02 31105/106/285/602, 47790, 60053 and 92002
Nov 03 66149 on steel train, 66533 on container train and 66609 + 66621 on coal train
Nov 05 60007/054/058/097 31105/285, 37059/259, 47828, 60028/039/ 054/062/065/093 and 92029
Nov 08 60028/053/054 and 92007
Nov 9 47703 and 60021/054/055/097
Nov 11 60028/043
Nov 13 31105/285, 60010/028/042/047/068/089/095 and 92037
Nov 14 60010/014/028/042/044/068/089/095 and 92004
Nov 15 60010/028/042/059
Nov 16 60010/014/024/028/045/068/091 and 92004
Nov 19 60010/028/071 and 92005
Nov 20 60010/056/073/082/089
Nov 21 60018/028/071/091 and 92042
Nov 22 60028/055 and 92009
Nov 23 31601, 60014/025/055/063/092 and 92011
Nov 26 60029/082 and 92026
Nov 27 60038/056/059/063/082 and 92026

Recent sightings on the Gainsborough - Barnetby line have been:

Sep 1 66139 on coal train
Sep 8 66181 on coal train
Sep 29 66151 on goods train
Oct 13 66178 on goods train
Nov 1 66034 on coal train
Nov 10 60021 on goods train 66116 on coal train

Recent sightings at Lincoln have been:

Aug 18 67002 northbound with failed HST 43367/43006 (empty stock from Doncaster)

Sep 2 60026 on tanks

Sep 13 60065 and 66027 on oil trains

Sep 26 66070

Oct 2 67023/** on track-cleaning train

Oct 5 66151 on tanks

Oct 11 66135 emerges wrong line from Immingham, into station bay and then reverses into Gt.N.Terr. scrap sidings!

Nov 12 67015/026 on track-cleaning train

Nov 12 66148 on tanks 60046 with 9 tanks!

Other recent sightings have been:

Sep 15 66539 on container train at Egmonton Crossing 66088 on steel train and 66114 on Plasmor train at Sutton on Trent Sep 20 67028 light engine at Newark

Sep 22 60095 light engine and 66568 on container train at Grassthorpe Crossing

Oct 6 60066 on oil train and 66055, 66235 and 66507 on coal trains at Melton Ross

Oct 10 60073 on oil train and 66575 and 66726 on container trains at Claypole

Oct 13 66237 on oil train and 66594 on container train at Scrooby

Oct 17 67022/023 on track-cleaning train at Saxilby

Oct 18 60014/076 on iron-ore trains; 66018/075/079/088/108/552/557 on coal trains and 66622 on oil train at Barnetby

Oct 24 66039 on mineral train at Scrooby

Locos seen on ballast train at Cottingham have been:

Sep 25 66181

Sep 30 66039 and 6076

Oct 22 66140

Locos noted at Peterborough on 13 September were

37259/608, 47237, 57011, 60026/056, 66053/069/082, 66111/114/121/122/128/140, 66574/586 and 66701/702/703/704/706/712 /716 /721.

Refurbished DMU 158910 was named "William Wilberforce" on 19 October by Lord Mayor of Hull at Hull Paragon Interchange (new bus station connecting rail station) on the 200th anniversary of passing of Abolition of Slave Act.

Locos seen on Norwich - London services on 2 November were 90004, 90009 and 90015.

Locos noted at Colchester on 2 November were 47818, 37038, 20312, 66708 and 66021.

Western Region

Locos noted on 23.45 Paddington - Penzance sleeper have been 57604 (Sep 7) and 57603 (Nov 2).

Midland Region

Locos seen at Birmingham Freightliner Terminal on 9 September were 66589-591.

Locos noted at Rugby, Nuneaton and Stafford on 10 September were 57307/314, 66048/061/069/079/090/137/148/230, 66402/407/408 /415, 66502/565/572/579/589/594 66721/726, 90041/044 and 92027

Locos seen at Stafford on 11 September were 37248, 40145, 47826, 57002, 57301, 66048/144/192, 66408/412-414/421/424-426, 66504/532/553/592, 86605/627, 90028/044/047 and 92039.

Locos noted at Nuneaton and Bletchley on 14 September were 57302, 66075/148/176/184, 66406/408/418, 66536/539/565/579, 66710/720, 90045/047/049, 92026/036 and steam loco 6201.

Locos seen at Birmingham Freightliner Terminal on 20 October were 66579/5 80/5 87; at Bescot were 08844, 37411/425, 66187, 66574 and 67011; at Toton were 60019/40/41 and 67008/010.

Locos seen on a trip to Birmingham on 14 November were 08536/908/956, 31601, 37069 and 66726 at Derby; 47307/733 at Kingsbury; 66502/951 at Curzon Street; 66053/080/ 100 at Washwood Heath; 57317 at New Street and 66177 at Nottingham.

Railtours and Charter Trains

Locos seen working on charters and railtours have been:

Aug 18 (Kings Cross - Carlisle) 90026 and 67026

Aug 23 (Scarborough Spa Express) 60009

Sep 14 (Queen of Scots Luxury Train) 57315/316

Nov 11 (Silverlink Swansong) 50049, 37410 and 08774

Nov 13 (Pullman charter to Carlisle) 67029

Nov 17 (The City of Lincoln) 4965 Rood Ashton Hall

Preserved Railways

Locos used at the Butterley Anniversary Gala on 28 August 08590, 20007, 20189, 47327 and 73129.

Locos working at the Bodmin & Wenford Steam Gala on 8 September were 5552, 5553, 4247, 30585, 30587 and 4612.

Locos used at the Battlefield Line Railway Diesel Gala on 15 September were 31101, 31130, 33019, 37227, 47640 and 73114.

Locos seen at the Spa Valley Mixed Gala on 15 September were 6695, 9466, 47493, Fonmon, Lady Ingrid, D7612, 15224, D3668, 33063 and E6047.

Locos working at the Shildon 'Locomotion' weekend on 22 September were 61306, 30662, 813 and Beyer Peacock No. 1827.

Locos used at the North Yorkshire Moors Railway Autumn Steam Gala on 29 September were 30926, 60007, 49395, 53809, 63395, 61994, 61264, 45212 and 75029.

Locos working at the Nene Valley Railway Diesel Gala on 6 October were D306, D8007, D8137, 31271, 37518, 33063, 47270, 56003, D9504, D9516, D9520, D9523, 10202 and DL83.

Locos used at the Keighley and Worth Valley Autumn Steam Gala on 13 October were 90733, 80002, 3802, 47279, 41241, 957 and 85.

Locos working at the Chasewater Railway Diesel Gala on 20 October were 37219, 73128, 11517, 6678, D2911 and NCB No. 11.

Locos used at the South Devon Diesel Gala on 3 November were D2246, D7612, 20110, 20118, 31108 and 37321.

Locos working at the Barrow Hill LNER Steam Gala on 10/ 11 November were 61264, 1306 'Mayflower', 4771 'Green Arrow', 61994 'The Great Marquess', 62005 'Lord of the Isles', 65462 and 2000. On display were 506 'Butler Henderson', 60532 'Blue Peter' and 45593 'Kolhapur'

Steam Buffs Quiz No 2 Answers

- 1.1948
- 2.1938
- 3.1935
- 4.2631
- 5.G. J. Churchward
- 6.1931
- 7.1st January 1932
- 8.Liverpool Docks and Mersey Harbour Board
- 9.John Ramsbottom
10. 1985
- 11.Class T9
- 12.August 1921
- 13.Tregenna Castle
- 14.English Cathedrals
- 15.John Elliot
- 16.Lord Nelson Class
- 17.74
- 18.£5,720 per loco
- 19.60027 'Merlin' and 60031 'Golden Plover'
- 20.Bradford

The winner was Malcolm Bell.

Pennine Quiz No. 130

HST Names Part 3

Andy Barclay

Andy is donating a copy of "The Heyday of the HST" book by Gavin Morrison for the winner, so make sure you get your entry in. (Note - this will be the only prize for this quiz)

The following power cars have carried more than one name (all names required).

1.43002

2.43004

3.43013

4.43016

5.43027

6.43038

7.43041

8.43053

9.43063

10.43076

11.43078

12.43088

13.43092

14.43093

15.43095

16.43096

17.43097

18.43098

19.43100

20.43101

21.43102

22.43103

23.43104

24.43105

25.43106

26.43107

27.43108

28.43109

29.43110

30.43113

Pennine Quiz No. 129
The Answers

1. Abraham Derby - 86247
2. Ballymoss - 55018
3. William Cookworthy - 37207
4. Thor - 47091 - 47846
6. Meteor - 86216 - 37178 - 45734 - 46128 - 3320
7. Lancashire Witch - 86213 - 6125
8. Fair Rosamund - 47836 - 1473
9. Clive of India - 70040
10. Archimedes - 26046
11. Agincourt - 50013
12. Charles Dickens - 70033 - 92022
13. Waverley - 47708 - 509 - 2990
14. The Lord Provost - 47709
15. Coeur-de-Lion 87012 - 70007
16. Cock o' the North 87022 - 501 - 2001
17. Excalibur 73081 - 30736 - 3256
18. Ivernia - D221
19. Lord Kitchener - 70043
20. Phoenix-86219-31160-45736-6132

Pennine Quiz No. 129

The Winners

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

Congratulations to all the winners.

Pennine Meetings 2008

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

Wednesday 2nd January 2008	Brian Longbone 'Doncaster Rebuilding'
Sunday 13th January 2008	ANNUAL GENERAL MEETING 12noon SALUTATION INN
Wednesday 16th January 2008	Paul Micklethwaite
Wednesday 6th February 2008	Robin Patrick 'After Steam'
Wednesday 20th February 2008	Peter Marsh
Wednesday 5th March 2008	MEMBERS SLIDE COMPETITION
Wednesday 19th March 2008	Steve Gay
Wednesday 2nd April 2008	Roger Butcher
Wednesday 16th April 2008	Chris Nicholson
Wednesday 7th May 2008	PENNINE SLIDE QUIZ Tony Smith

Acknowledgements

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Next Issue

The Spring 2008 Issue of Trans Pennine is due for publication on 19th March. Would contributors please let the coordinator have their information by Wednesday 20th February -THANK YOU. Remember, you can email your contributions to david@whitlam145.freemove.co.uk



