

TRANS PENNINE

The Magazine of the Pennine Railway Society



No.143 - Spring 2008

Committee Briefs

Robin Havenhand - New Committee Member

We are delighted to announce that at the recent AGM, Robin Havenhand was invited to join the Society's Committee, and that Robin gladly accepted the invitation.

Robin has been a member of the Society for many years, is a regular attendee at our social evenings and has always supported our programme of visits.

Robin will work with Chris Tyas on staging our social evenings at The Salutation.

An extended report on our AGM appears elsewhere within these briefs.

Renewal of Membership Fees

We would like to thank all those members who have renewed their subscription to the Pennine Railway Society for 2008. It is not too late to rejoin. Simply send your cheque for £6, payable to the Pennine Railway Society, to Tony Caddick, our Membership Secretary, at the address shown at the front of the magazine. By return you will receive a free 2008 PRS pocket diary.

For those of you who are not rejoining, this will be the final magazine you will receive. In these circumstances we thank you for your past support and hope you may consider rejoining the Pennine at some future date.

Social Evenings

Robin has produced an excellent programme of social events for 2008. Come and join us on the 1st and 3rd Wednesdays of every month at The Salutation, South Parade, Doncaster (approx 12 minutes walk from Doncaster Station). A regular bus service passes the venue.

We have a well - furnished private function room. All welcome, members and non-members. Don't be late, Wednesdays at 8 (pm). Our Spring 2008 programme is shown elsewhere in this organ.

Pennine Visit to Nene Valley Railway

Members are reminded of our visit to the Nene Valley Railway on Saturday 5 April 2008.

For details of times and transport arrangements please contact Chris Tyas on 07985 778412.

The visit is held in memory of Andy Dalby. Class 31 haulage has been offered to the Society, along with reserved accommodation on the train.

Annual General Meeting

The Society's AGM took place on Sunday 13 January 2008 at The Salutation Inn, Doncaster, attended by 16 members.

Robin opened the meeting, the 33rd AGM held by the Society, and paid tribute to Andy Dalby, a valued Committee Member, who sadly passed away recently.

On a happier note, congratulations to Maurice Ockleford whose 65th birthday was honoured by Doncaster Rovers FC who asked him to choose the Man of the Match at the recent home game against Carlisle Utd.

Robin reported on a successful programme of social evenings held at The Salutation in 2007. A similar, quality programme would take place in 2008. In honour of Andy Dalby, at the Members' Slide Competition, to be held on 5 March 2008, the winner will receive the Andy Dalby Memorial Trophy.

Dave Whitlam, Magazine Coordinator, thanked all those who had sent him contributions for publication in the magazine in 2007. Same again in 2008 please.

Tony Caddick reported that membership numbers were remaining about the same, but new members were always welcome!

John Sanderson presented his usual thorough financial report. Membership fees had been revised in 2008 to take account of ever increasing costs, but he remained convinced that the fee represented excellent value for money.

Members accepted a proposal that Robin Havenhand be invited to join the Committee to support the staging of the social evenings at the Salutation. The Committee welcome Robin aboard. He has been a valued supporter of the Society for very many years.

A number of suggestions were made for visits in 2008. We already have the visit to the Nene Valley Railway on Saturday 5 April, in memory of Andy Dalby. Other suggested visits included Barrow Hill (see next item), KWVR, Middleton Railway, Sheffield Supertram and Doncaster Grammar School Railway Museum. Will seek details and further visits will be announced in the magazine.

The Pennine Shield quiz will remain the same in 2008, with a Pennine "A" and Pennine "B" taking on the Dore Loco Group.

Geoff Bambrough closed the meeting with his eagerly awaited President's Address. He particularly thanked those who had donated prizes to the raffles at the social evenings and those who had bought tickets, providing a valuable source of revenue to society funds.

Barrow Hill Visit

It was proposed to visit Barrow Hill again this year. However it has not yet been possible to agree a suitable date for the visit with Barrow Hill and at the moment it does not look like we will be visiting in 2008. Members will be advised should a date be agreed.

End of Year Chaos

Well before the 2007 year end, criticism had been received about the amount of engineering work taking place between Christmas and New Year and the complete closure of certain sections of track.

The end result was a fiasco with work on the WCML in the Rugby area overrunning by several days, with Network Rail identifying Jarvis as a major contractor, and late opening of Liverpool Street station in London with suburban services terminating at Stratford.

It is likely that Network Rail will suffer massive fines at the hands of the Office of Rail Regulation.

The good news, however, over this period was that Sir Ian McAllister, chairman of Network Rail, received a knighthood in the New years Honours for services to transport. Sir Ian received a salary as chairman of £250,000 per annum for a three-day-week.

Germans Take Over Chiltern

German state rail operator Deutsche Bahn (DB) have bought Chiltern Railways owner Laing Rail. The move effectively takes the 20-year passenger rail franchise, which runs from Marylebone to Aylesbury, Warwick and Birmingham into German state ownership.

DB may bid for more UK rail contracts. It is not yet known what style of uniform staff will wear.

One's Gone

When National Express took over the franchise covering East Anglia and parts of eastern England in 2004 it called its new company One.

There was immediate uncertainty among passengers who did not know whether the announcement of a 7.20 One service was really about a 7.21 service.

One has now been sidelined with National Express introducing a new name, National Express East Anglia. The change will involve new uniforms for staff and a new livery for trains.

Flooded Railway to Open at Easter

The Severn Valley Railway will reopen at Easter after being badly damaged during the summer 2007 floods. It is expected to reopen on Good Friday, 21 March 2008.

The total repair bill for the track, which was damaged by landslides, is expected to exceed £3m and the railway is thought to have already lost revenue of £1.8m.

The railway has raised more than £500,000 towards the repairs and it has also benefited from a number of grants.

Eurostar Christmas Spectacular

Eurostar's twice weekly ski train to Bourg-St-Maurice began running again on 22 December 2007. The daytime service leaves London at 10.00, arriving Bourg-St-Maurice at 18.20.

The overnight service began on Friday 28 December 2007 departing London at 20.31, arriving Bourg-St-Maurice at 06.27.

Eurostar passengers also received a special Christmas on-board menu. Between 20 December and 3 January those in Leisure Select enjoyed a meal of roast turkey with all the trimmings, or cod fillet with a dill sauce, followed by Christmas mince pie with brandy cream, a special chocolate and Christmas cracker.

Eurostar ran services throughout the Christmas and New Year period, with the exception of Christmas Day.

Christmas Highland Sleeper Delayed

More than 200 passengers were stranded after the 23 December 2007 20.02 Euston - Inverness service hit "ballast" on the track at Beattock Summit.

The accident happened at 03.15 Christmas Eve. The train was moved to Carstairs at 09.40 from where buses took passengers to Aberdeen, Fort William and Inverness.

The incident happened on the day many flights were grounded in the south of England due to severe fog.

Grand Central Opening Disaster

The new rail service between the north-east of England and London hit early setbacks.

Grand Central's service from Sunderland to London via Teesside and North Yorkshire began on 18 December 2007.

However on 20 December the service's only train was unable to leave its Newcastle depot because of a technical fault.

The company had hoped to resume the service the following day but this was also cancelled due to the on-going technical fault.

Introduction of the service had already been delayed by several months.

Highland Sleeper Troubles (continued)

Following on from the delays to passengers on the Highland Sleeper on Christmas Eve morning, the train was terminated at Gleneagles on the morning of 4 January 2008 after a light engine hit an articulated lorry on the Whitemoss level crossing between Gleneagles and Perth.

The incident blocked the line between Dunblane and Perth. Passengers on the sleeper service were taken forward by coach.

Extra Turbostars for London Midland

The extra Turbostars trains agreed for London Midland in its franchise agreement have been ordered.

A deal has been signed with Bombardier and Porterbrook for 12 x 2 car and 15 x 3 car Class 172 trains which Bombardier will build at Derby.

FCC Runs into St Pancras International

A huge concrete box built under St Pancras International now serves First Capital Connect passengers travelling into and through London from Bedford and Brighton. It replaces King's Cross Thameslink half a mile away. The last departure from King's Cross Thameslink was the 01.13 from Brighton on 9 December 2007. The first train arrived at St Pancras International at 09.12 on the same day at the launch of the new winter timetable. A Class 319 has been named "King's Cross Thameslink" to mark the closure of the station.

NEG Replaces GNER

The last GNER service left King's Cross at 20.30 on 8 December 2007 bound for Newcastle. The franchise is now with National Express Group and trains will now be repainted in its white livery and red and blue lettering. In 2010 NEG will add 5 more trains to its fleet, allowing 25 extra East Coast services a day, bringing the total to 161.

This includes a new service to Lincoln, while the fastest London ~ Edinburgh services will complete the journey in less than 4hr 20mins.

East Midlands Parkway

Construction has started on the new East Midlands Parkway station, situated on Ratcliffe on Soar, close to the M1 and within easy access of East Midlands Airport.

The four-platform station will open in December 2008.

People Movers for Stourbridge Branch

The railcars have been ordered by London Midland from Parry People Movers Ltd for work on the Stourbridge Jcn - Stourbridge Town line, the shortest branch on the rail network, at ¾ mile in length. They will begin operation in December 2008.

March Depot Revived

The Victorian railway shed at March has been converted to service Class 66s used by First GBRF. It is close to Network Rail's Whitemoor distribution yard and will save the locos having to go to Peterborough.

Anyone for an Adelante

First Great Western want rid of Class 180 Adelantes, modern 125mph diesels, but no-one else seems interested.

Also whilst South West Trains persevere with Class 458 Junipers, the Class 442 Wessex Electrics have gone into store, an electro-unit version of Mark 3s.

National Rail Timetables - No End to Hard Copy

Last year came the announcement that the national rail timetable published by National Rail would no longer be available in printed form following expiry of the May 2007 edition.

However, although that has gone, we know have 2 replacements, one "Rail Times" and one "UK Rail Timetable".

For those who have difficulty sleeping, the UK Rail version may help with 2736 pages.

More American Locos on Order

In a collaborative effort with Freightliner called "Project Genesis" an order has been placed for 30 locos with GE-Transportation, part of the General Electric Company.

It is the largest ever order placed by Freightliner, with delivery starting mid-2009.

Go Ahead for HST2

Three consortia bidding for the new Intercity Express (HST2) project have been given the green light to start design work.

The consortia are Alstom-Barclays Rail Group, Express Rail Alliance (made up of Bombardier, Siemens, Angel Trains and Babcock & Brown) and Hitachi Europe Ltd.

The first new trains will start working trains in 2012 and begin to replace existing HST'S from 2015. Designs must allow for three train types, one powered from 25KV overhead electric supply, a self-powered train (almost certainly diesel) and a bi-mode train.

The contract will be awarded in winter 2008/9.

Royal Anglian Regiment

90012 has been named Royal Anglian Regiment. It brings back memories of the famous ode:

"I can't read, I can't write

But that don't really matter

'Cos I'm a Royal Anglian

And I can drive a tractor"

Chunnel Freight

EWS is to buy the intermodal rail freight terminal at Grangemouth as part of its plan to run more trains through the Channel Tunnel. It will complement the yard at Mossend Eurocentral.

EWS is launching new services to the continent through the Channel Tunnel. Trains will be hauled through the Tunnel by Class 92 dual-voltage locos, whilst Class 60s and 66s will be used on conventional routes in the UK. Planned services are:

Brussels - Daventry (3 per week)

Duisberg - Manchester (Trafford Park) (6 per week)

Milan - Manchester (5 per week)

Island Line Goes into Red

Isle of Wight trains that ran on the London Underground 70 years ago are being painted in their original colours of red and cream.

The trains originally entered service in 1938 and run 68 services a day on the Island Line, a part of Stagecoach owned South West Trains.

HSBC (UK) Rail sold the trains to Stagecoach South Western Trains Ltd for £1 and pledged £80K for the repainting work.

Trains run on the 8-mile route from Ryde Pierhead to Sandown and Shanklin.

Another Rugby Closure

Spring Bank Holiday in May will see a 59 hour blockade from the northern part of Rugby station from the afternoon of Saturday 24 May as part of the station remodelling.

Wrexham and Shropshire News

Wrexham and Shropshire open access operator, running under the name “The Wrexham, Shropshire and Marylebone Railway Company”, a joint venture between the share holders of Renaissance Trains Ltd and Laing Rail (which is being bought by German operator Deutsche Bahn) plans to run a service from this spring from Wrexham to Marylebone, with main calls at Shrewsbury, Telford, Tame Bridge Parkway (for the West Midlands) and Banbury before running fast to Marylebone.

The new service will use refurbished Mk3 coaches powered in push-pull mode by EWS Class 67s. **BOOK YOUR TICKETS NOW LADS!!!**

Barrow Hill 2008

The events planned for Barrow Hill Roundhouse in 2008 are:

Fri/Sat 16/17 May - RAIL ALE Festival

Fri/Sat/Sun 22/23/24 August - RAIL POWER 2008

Encompassing the following celebrations:

1998 - 10 years since the first Barrow Hill open day after the Roundhouse was preserved

1968 - 40 years since the end of steam on BR

1958 - 50 years since the introduction of diesel classes 26 & 40 (plus other diesel types)

1948 - 60 years since Nationalisation

1848 - 160 years since the death of George Stephenson

Pennine Shield

The result of the 2007 Pennine Shield quiz was:

1st Great Pretenders (58 pts)

2nd Dore Loco Group (56 pts)

3rd Pennine Railway Society (41 pts)

The "Great Pretenders" team was made up of Pennine members Glen Williamson, Glynn Gossan and Roger Butcher.

Sheffield Railwayana Auctions

At the Sheffield Railwayana Auction held at the Derbyshire County Cricket Club's Gateway Centre, on 8 December 2007 the following locomotive nameplates all sold for £9,000 or more:

- * "CLAN MACKINTOSH" as carried by BR Standard "Clan" class 6 4-6-2 Pacific loco 72007 built at Crewe in March 1952 - £21,000
- * "THE HURWORTH" as carried by the LNER 4-4-0 D49/2 "Hunt" class locomotive numbered 282 built at Darlington in October 1932 - £17,000
- * "OAKLEY GRANGE" as carried by the GWR 4-6-0 "Grange" class loco 6823 built at Swindon in January 1937 (brass cabside numberplate * "6823" also included) - £9,000
- * "HYDERABAD" as carried by LMS 4-6-0 "Jubilee" class 5XP later 6P loco 5585 built at North British Co. Queens Park in December 1934 - £11,600
- * "HEATHERDEN HALL" as carried by the GWR 4-6-0 4900 "Hall" class loco No 6946 built at Swindon in December 1942 (matching cabside numberplate "6946" also included) - £9,100

The engraved brass locomotive works plate "No 1868 DONCASTER 1938" carried by the A4 class 4-6-2 Pacific loco 4466 which entered service in January 1968, and was originally named "HERRING GULL" and renamed in January 1944 "SIR RALPH WEDGWOOD", sold for £10,200.

The total auction of 500 lots made a total of £269,073

Blackpool Tramway Upgrade

At last, on 1st February, Government approval finally was announced to upgrade the famous Blackpool Tramway to a modern light rail system. The £84m cost covers the cost of 16 new modern trams, completion of the ongoing track renewal programme, tram stop modifications and upgrading of depot and workshop facilities. The work is planned to be undertaken at the end of the 2009 season, but trams will still run during the holiday seasons until the work is completed - hopefully within 2/3 years.

When the new system is up and running it is still hoped to be able to run approximately 20-25 members of the iconic 'Heritage' fleet at busy times such as the Autumn Illuminations. Although no scrappings are planned at the moment, it is hard to see how the remaining unwanted trams will all be able to find new homes!

The tramway will celebrate its 125th Anniversary in September 2010 and, although it is early days, plans are being drawn up for some old friends to visit the Fylde Coast again from Crich etc. With the impending modernisation it will certainly be an event not to be missed.

Railwayana Auctions UK

Andy Dalby's family will be selling some of the railway items that Andy collected at the auction at Stafford on 3 May 2008. A flyer for the auction is included with this magazine.

Front Cover

The photo on the front cover shows 31271 'Stratford 1840-2001' at Peterborough Nene Valley on 7 October 2006 during the Nene Valley Diesel Gala. This is the loco that will be used on our visit on 5 April.

Railway Club Trip to South Wales **by Paul Slater**

My second day and night trip with my school Railway Club was to South Wales in July 1958. We travelled up to London from Wellingborough on an evening express, and left from Paddington some time after midnight on the night train to Swansea, hauled by 4-6-0 no. 5005 "Manorbier Castle". It began to get light at Gloucester, and we met a succession of eastbound goods trains. From Severn Tunnel Junction onwards there was plenty of railway activity to see; it was still early morning, but visibility was by now quite good, and there were many locomotives around, in shed yards, stations and goods sidings. We arrived at Swansea in time for breakfast; I think we were all glad to leave the slow night train and after a quick meal board the coach which was to take us on our shed-visiting tour before we boarded a Paddington-bound express at Cardiff in the late afternoon.

We visited eight engine-sheds that day, and the first four were in Swansea itself. Landore (87E) was the first on our itinerary. This was the shed serving the main station in Swansea, and was in fact the largest of the four depots in the town; we saw 31 engines there. Landore was the home of the express passenger locomotives working out of Swansea, and I noted five "Castles" and two "Halls" from its own allocation; from English sheds there were a "Castle" and two "Halls" from Old Oak Common in London, a "Hall" from Reading, a "Cormty" nom Swindon, two "Castles" from Bristol Bath Road and a "Hall" from St. Philip's Marsh, while from further west in Wales there were a "Castle" and a "Hall" from Carmarthen. Smaller tender engines comprised a "43xx" 2-6-0 from Newport and two "2251" 0-6-0s, one from Landore and one from Neyland in West Wales. The remainder of the locos we saw at Landore were all tank engines: two "72xx" 2-6-2Ts, a "52xx" 2-8-OT, a "51xx" 2-6-2T, two "56xx" 0-6-2Ts and five "57xx" 0-6-0PTs.

From Landore we went to Swansea Victoria shed, 87K. This served the Central Wales line from Craven Arms, and had a largely ex-LMS allocation: two Stanier 2-8-0s, two Fowler 2-6-4Ts and two "Jinty" 0-6-0Ts from 87K itself and from Shrewsbury a 2-8-0 and a "Black Five" 4-6-0. Ex-Great Western motive power was represented by five of the ubiquitous "57xx" pannier tanks, all based at 87K; there was also a BR Standard class 5 4-6-0 from Cardiff Canton. Victoria was the smallest of the Swansea sheds, and we saw 14 engines there.

Our next port of call was Danygraig (87C) in the Swansea dockland. Apart from a "Castle" and a "56xx", both from Landore, and a "45xx" 2-6-2T from Neyland, all the engines here were small tank locos: ten "57xx", three of the lightweight "16xx" 0-6-0PT class, two "11xx" 0-4-0Ts and one ex-Swansea Harbour Trust 0-4-0ST, no. 1143. This latter was a great rarity for us spotters from Northamptonshire, but I remember our shed guide cursing it as a useless engine. There were 19 engines at Danygraig. Curiously, there were two engine-sheds within a short distance of each other in the Swansea docks, and the second one, Swansea East Dock (87D), was next on our list. There were 18 engines here, all but one of which were on their home shed; the exception was from Cardiff Canton. Large tank locos predominated: three "72xx", four "52xx", two "56xx" and six of the heavy "94xx" 0-6-0PTs. There were also two "57xx" and another ex-Swansea Harbour Trust 0-4-0ST, no. 1144.

Our next shed was a little further away, at Neath (87A). Here there were 28 engines; five were new diesel shunters, the remainder ex-Great Western tank engines. I noted two "72xx", six "52xx", five "94xx", two "56xx", one "51xx", one "81xx" 2-6-2T and six "57xx". Most were from Neath itself but a few were from other South Wales sheds: Cardiff Canton, Aberdare, Duffryn Yard and Landore. If I remember correctly, Neath was the only roundhouse out of the eight sheds we visited that day.

From Neath our coach took us on quite a spectacular drive over the mountains and down to Pontypridd, where we had lunch. I had already seen something of industrial south Wales that day, from the train and while visiting the engine-sheds in and around Swansea, but this was my first glimpse of the Welsh mining valleys inland from the coast. Just outside Pontypridd was Abercynon engine-shed (SSE), at a junction of former Taff Vale lines. I think that by 1958 all former Taff Vale engines had been withdrawn, and we did not see any; the only pre-Grouping engines nom any of the South Wales companies which we saw were the two ex-Swansea Harbour Trust 0-4-0STs. Abercynon and the other Cardiff Valleys Division shed we visited, Radyr, were populated entirely by Great Western tank locos; we saw huge numbers of these during our day in South Wales, and to recite the list of types we saw at each shed now seems a little tedious, but at the time Western Region engines were comparatively new to all of us, and I at least was glad to note down more and

yet more. By the time we returned home after our day-and-a-half excursion, I had acquired over 500 new engine-numbers for my collection; this remained the most I ever saw on one trip, and accounted for quite a chunk of my final total, acquired over eight years "spotting", of just over 6,000 numbers.

Abercynon was the smallest shed we visited that day, with only eleven engines on view; one was from Aberdare shed (86D), the other ten from Abercynon itself. There was one of the lightweight "16xx" class of 0-6-0PTs as well as two of the "64xx" class; these were a small class of light 0-6-0PTs equipped for push-and-pull working on branch passenger trains. There were also three of the standard "57xx" 0-6-0PTs - with over 800 of them in existence, they were the most numerous class on British Railways at the time, and that day in South Wales I could readily believe it - and five "56xx" 0-6-2Ts.

Radyr, situated at a junction of former Taff Vale lines to the north-west of Cardiff was a sub-depot of Cardiff Cathays, but it was a large place for a sub-shed, and was probably more populous than its parent depot 88A. By the time we got there, the weather had turned hot and sunny, and I can still remember the pleasant walk through a field from the nearest road, past goods yards where several of the by now very familiar Western Region tank engines were shunting. There were 25 engines at Radyr, composed of the following types: one "72xx" 2-8-2T, one "52xx" 2-6-0T, three "51xx" 2-6-2Ts, seven "56xx" 0-6-2Ts, seven "94xx" 0-6-0PTs, five "57xx" 0-6-0PTs and one "64xx" 0-6-0PT. The engines' home depots included Cardiff Canton, Merthyr, Abercynon and Treherbert as well as 88A itself. Radyr was notable in that our party aroused the anger of some railwaymen; it was sometimes said among the "spotters" that on every shed-visiting tour there was one depot where things got unpleasant, and on this trip it was Radyr.

The last shed we visited on our itinerary was Cardiff Canton, coded 86C. This was the main line depot serving Cardiff General station, and was probably the largest shed in South Wales; it was certainly the largest of the depots we visited, with 83 locomotives on view. Canton's allocation was very varied, including express passenger engines as well as locomotives for shunting and local and main-line freight work. The most distinctive engines based there were the "Britannia" Pacifics; by 1958 all the Western Region's allocation of "Britannias" were at Canton, and were often used on expresses between Paddington and South Wales, although the trains on which we travelled to and from London that day were both hauled by "Castles". We saw eight "Britannias" at Canton: 70016 "Ariel", 70018 "Flying Dutchman", 70020 "Mercury", 70024 "Vulcan", 70023 "Venus", 70025 "Western Star", 70027 "Rising Star" and 70029 "Shooting Star". There were also a few other BR Standard types at Canton: four class 5 4-6-0s (one each from Canton, Swindon, Chester and Shrewsbury), two class 4 4-6-0s (locally based) and a class 9F 2-10-0 from Banbury.

As far as I remember, "WD" 2-8-0s were not found on the Western Region in large numbers, but I noted four at Canton, one of which was from a long way off Woodford Halse on the former Great Central section of the Eastern Region; I believe that there were through workings of iron-ore trains between the Great Central and South Wales at this time, which would account for the 3813 "WD" at Canton. The rest of the engines on view at Canton were the by now familiar Great Western types. There were many more tender engines here than at the sheds further north and west. Express locomotives included two of Canton's own "Castles" as well as one each from Bristol Bath Road and Carmarthen, three Canton "Halls" as well as one each from Oxley Reading, Gloucester and Bristol Bath Road, and two "Granges" from Llanelly. For only the second time that day, we saw some of the "43xx" mixed-traffic 2-6-0s on shed; there were two of 86C's plus two from Bristol St. Philip's Marsh, one from Worcester and one from Stourbridge Junction in the West Midlands. A numerous class at Canton was another which had been absent from the South Wales sheds so far, the "28xx" 2-8-0s, used extensively on the long-distance coal trains going east; I noted ten from 86C, two from Newport Ebbw Junction and two from Severn Tunnel Junction. Canton also had its share of the Great Western tank engines so numerous in South Wales. I noted five "52xx" - two from Llanelly, one from Aberdare and two from Severn Tunnel Junction - a "51xx" from Newport and another from Tondu, three "56xx" from 86C and one from Pontypool Road - seven "94xx" - one from Newport, the rest from Canton - and ten "57xx".

Canton was our final shed, and we then went to Cardiff General station to catch an express for Paddington hauled by a "Castle"; this took us up to London via the Severn Tunnel and the Badminton route, and from London we returned home on a northbound train from St. Pancras. I remember the journey from Cardiff to London as very enjoyable, through a warm sunny afternoon and early evening, and with a lot of railway interest. Two details stick in my mind: the huge variety of locomotives ranged outside Swindon works, and the preserved Great Western 4-4-0 "City of Truro", which in 1958 was restored to work, and which our train

met somewhere along the line between Swindon and Reading. I remember the South Wales excursion as, in a way, the high point of my trainspotting days.

The Skirl o' the Bagpipes by

Chris Tyas

Friday 31st March 1995 and I was heading to Kings X with 91027, this was going to be a very special and historical weekend. I went to Victoria on the tube arriving with a couple of hours to spare, just after I arrived 73101 arrived with the VSOE Pullman stock; the loco having recently been painted in Pullman livery and named "The Royal Alex". I met up with Andy Jessop and we went for a pint at a pub called the Stage Door close to the Victoria Theatre before heading back to the station to meet up with Neil Taylor and joining our train - 1Z33 "The Skirl o' the Bagpipes".

We left Victoria on time at 18.08 behind 33116 + 33109 with the Scotch piper playing a skirl as we departed, this was to be the last ever train operated by the Inter City Charter Unit. We headed out via Stewarts Lane Junction to Longhedge Junction then Latchmere No 3 Junction and then on through Kensington Olympia to Mitre Bridge Junction where we were to join the West Coast Main Line at Willesden West London Junction. But owing to a signalling error we were wrongly sent down the South & West line at Mitre Bridge, so we had to set back to the previous signal to regain the correct route.

We headed north up the West Coast Main Line to the first pick up at Watford Junction and then to Hanslope Junction where we took the Northampton line to Rugby and the next pick up point at Nuneaton and on to Crewe and Preston where we had a short 25 minute break, where many tripods were hurriedly erected to grab a shot of the locos. We left Preston on time at 22.37 still heading north to Carlisle where we arrived a few minutes early shortly before midnight, when the train officially became the first ever privatised train to run on the British Railway network, it being transferred to the Waterman Railways Charter Company at midnight.

After leaving Carlisle we continued on through Carstairs at Law Junction we took the line to Mossend avoiding Motherwell. After a quick crew change we set off north passing through Coatbridge Junction, Garnqueen North Junction, Carmuir West Junction, Labert Junction, Stirling, Dunblane and Perth arriving at 02.50 where the locos were booked to be fuelled.

We departed Perth at 05.30 heading through Pitlochry, Blair Athol, Dalwhinnie and Kingussie. At Aviemore signal A25 we were turned on to the Strathspey Railway and we ran through to Boat of Garten where we had a break of about an hour so could have a look round the railway and grab some breakfast.

We headed back to Aviemore behind D5394 (27106). After a photo session with the 27 and 33s the train was set back out onto the main line to signal A25 and we carried on northwards over Slochd Summit through Moy and Culloden to Inverness where we arrived 25 minutes early at 10.10 this being the furthest north that a Class 33 had ever been.

We duly retired to the Phoenix for a couple of pints where I tried the Wellpark Brewery Aitkens 80/- and a Caledonian Phoenix Centenary before going back to the station to get some photos of 33109 + 33116.

We left Inverness 6 minutes late at 12.26 retracing our route via Aviemore and Perth to Mossend, but on the return we went via Motherwell to Carstairs and Carlisle, Preston, Crewe, Nuneaton also going via the main line avoiding Northampton before our final set down at Watford Junction and the final run into Euston, after getting a few photos it was soon time to go to the B&B for a good nights kip. We had covered a total of 1153 1/2 miles all but 5 miles was behind 33116 + 33109 and it was probably the best tour I have ever or likely to have travelled on in Britain. Sunday 2nd of April after breakfast found me catching the tube to St Pancras where I had 43049 + 43044 to Loughborough, and then I walked to the Great Central Railway who were holding a diesel gala. I had D9019 to Leicester North; then D4 + D9019 back to Loughborough; then D7659 to Rothley and then 8F 48305 + D8098 to Rothley, where 48305 worked through to Leicester North and back to Rothley. Next I had D7659 back to Leicester North and back to Rothley where D8098 was coupled up for the run back to Loughborough; my final run of the day was with D9019 to Leicester North and return.

I managed to get a lift by car to Chesterfield with my old friend Steve Rush from where I had 43083 with 43075 being dead in tow to Sheffield, alter a pint in the Howard, I then had 156483 back home to Doncaster and a quick pint in the Leopard before the last bus home and the end of a fantastic weekend.



33116 at Victoria



The Skirl o' the Bagpipes at Aviemore



33116 and 33109 at Boat of Garten

Tosca's Travels

(Beer and Bashing Abroad)

Part 5

The Belgian Train Tram and Bus weekend

(October 1991)

Thursday 3rd October 1991

Every year the Belgians have a tram-train-bus day. It used to be all weekend but is now just a day. I took a couple of extra days off to return to Belgium. I started with 91016 from Doncaster on the 13.05 Leeds - Kings

Cross. I then met some friends in London for a few beers at the Nelsons Head at Bethnal Green. The Batemans mild was just the thing to wash down a chilli-con-carne.

An EMU from Victoria to Dover Western Docks was followed by a late running overnight ferry to Oostende.

Friday 4th October 1991

Due to the late departure I missed the 1st loco out of Oostende. I did the following move.

SNCB 1608 Oostende - Gent St Pieters

SN CB 2201 Gent St Pieters - Gent Dampoort

SNCB 2513 Gent Dampoort - Gent St Pieters

SNCB 5101 Gent St Pieters - Bruxelles Midi

SNCB 1183 Bruxelles Midi- Bruxelles Nord

SNCB 2557 Bruxelles Nord - Bruxelles Midi

SNCB 8040 Shunt at Bruxelles Midi

SNCB 1503 Bruxelles Midi- Mons

SNCB EMU Mons - St Ghislain

SNCB 6241 St Ghislain - Quivrain

SNCB 6241 Quivrain - St Ghislain

SNCB EMU 822 St Ghislain - Bruxelles Midi

SNCB 1605 Bruxelles Midi - Bruxelles Central

SN CB 2716 Bruxelles Central - Bruxelles Midi

SNCB 2140 Bruxelles Midi - Bruxelles Central

SNCB 2708 Bruxelles Central - Bruxelles Nord

SNCB 2108 Bruxelles Nord - Bruxelles Central

SNCB 2149 Bruxelles Central - Bruxelles Nord

SNCB 2118 Bruxelles Nord - Bruxelles Central

SNCB 1603 Bruxelles Central - Bruxelles Nord

SNCB 2241 Bruxelles Nord - Bruxelles Central

SNCB 2214 Bruxelles Central - Bruxelles Midi

SNCB 2738 Bruxelles Midi - Bruxelles Central

SNCB 2217 Bruxelles Central - Bruxelles Midi

SNCB 2609 Bruxelles Midi - Bruxelles Central

SNCB 5122 Bruxelles Central - Bruxelles Midi

SNCB 2014 Bruxelles Midi - Bruxelles Central

SNCB 2148 Bruxelles Central - Bruxelles Midi

SNCB 2723 Bruxelles Midi - Bruxelles Central

SNCB 2725 Bruxelles Central - Bruxelles Midi

SN CB 2747 Bruxelles Midi- Gent St Pieters

SNCB 1211 Gent St Pieters - Gent Dampoort

SNCB 6211 Gent Dampoort - Gent St Pieters

SNCB 6247 Gent St Pieters - De Pinte

SNCB 6207 De Pinte - Gent St Pieters

SNCB 6222 Gent St Pieters - Gent Brugge

SNCB 6315 Gent Brugge - Gent St Pieters

SNCB 6333 Gent St Pieters - De Pinte

SNCB 62 I4 De Pinte - Gent St Pieters

I then quickly checked into my hotel before grabbing a tray of fries and a chicken skewer from the van outside St. Pieters station. The van is still there to this day and does a roaring trade, especially at lunchtime. One last spin before turning in for the night.

SNCB 6292 Gent St Pieters - De Pinte

SNCB 6256 De Pinte - Gent St Pieters.

Saturday 5th October 1991

Day 1 of the TTB weekend with loads of additional trains out.

SNCB 2212 Gent St Pieters - Bruxelles Midi

SNCB 2721 Bruxelles Midi - Bruxelles Central

SNCB 2623 Bruxelles Central - Bruxelles Midi

SNCB 2159 Bruxelles Midi- Bruxelles Central

SNCB 2209 Bruxelles Central - Bruxelles Nord

SNCB 2554 Bruxelles Nord - Bruxelles Midi

SNCB 8052 Shunt at Bruxelles Midi

SNCB 2724 Bruxelles Midi - Bruxelles Central

SNCB 2138 Bruxelles Central - Bruxelles Midi

SN CB 1 186 Bruxelles Midi - Antwerpen Central

SNCB 1210 Antwerpen Central- Berchem

SNCB 6316 Berchem - Antwerpen Central

SNCB 6261 Antwerpen Central - Berchem

SNCB 6326 Berchem - Antwerpen Central

SNCB 1184 Antwerpen Central- Berchem

SNCB 6326 Berchem - Mol

SNCB 6281 Mol - Hasselt

Had lunch in a bar near Hasselt station, burnt the roof of my mouth as the lasagne I had chosen was piping hot.

Washed it down with a couple of bland St Louis fruit beers.

SNCB EMU 775 Hasselt - Liege Gullemins

SNCB 6251 Liege Gullemins - Angleur

SNCB 5510 Angleur - Liege Gullemins

SNCB 5510 Liege Gullemins - Angleur

SNCB 6260 Angleur - Liege Gullemins

SNCB 5520 Liege Gullemins - Angleur

SNCB 5531 Angleur -Aywaille

Found a bar near Aywaille station. I managed to get a ham and cheese baguette washed down with an excellent Chimay Brune and a mediocre Cinay Brune.

SNCB 5505 Aywaille - Liege Gullemins

I had booked in the Metropole Hotel opposite the station. I went for a few more beers in a nearby bar.

Sunday 6th October 1991

A bit of a lie in due to a sore head. The breakfast coffee livened me up.

SNCB 5540 Liege Gullemins - Angleur'

SNCB 5504 Angleur - Liege Gullemins

SNCB 2349 Liege Gullemins - Tienen

SNCB 2321 Banking out of Liege Gullemins

SNCB 2346 Tienen - Hasselt

SNCB 6246 Hasselt- Mol

SNCB 6326 Mol to Lier

SNCB 5517 Lier - Geel

SNCB 6297 Geel - Berchem

SNCB I 188 Berchem - Antwerpen Central

I had some lunch then bumped into some English cranks who gave me the gen on a shuttle running over the Dutch border over a freight line.

SNCB 1203 Antwerpen Central - Berchem

SNCB 5517 Berchem - Neerpelt

SNCB 5129 Neerpelt - Weert (Netherlands)

SN CB 5145 Weert - Neerpelt

SNCB 6261 Neerpelt - Herentals

Walked into the buffet and sat at the bar were Dave Reed and Ian Parkinson, 2 friends from West Yorks. As they were staying in the Florida at Antwerp I phoned through and booked myself in.

SNCB 5535 Herentals - Geel

SNCB 6295 Geel - Mol

SNCB 6297 Mol- Lommel

Rover Brain!!! Bailed here to visit the bar next to the station - pity it was shut.

SNCB 6297 Lommel - Antwerpen Central.

The three of us visited the Argentinean Steak House 2 doors from the hotel. Washed it down with a couple of Bland beers.

Monday 7th October 1991

A fantastic pig yourself breakfast in the hotel set me up for the day. The main target being the diesel operated branch to Couvin, which I had never done before.

SNCB 6291 Antwerpen Central - Berchem

SNCB 2555 Berchem - Bruxelles Midi

SNCB 1501 Bruxelles Midi- Mons

SNCB EMU 809 Mons - St Ghislain

SNCB 6288 St Ghislain - Quivrain

SNCB 6288 Quivrain - St Ghislain

SNCB EMU 694 St Ghislain - Mons

SNCB EMU 347 Mons - Charleroi-sud

Charleroi - probably the ugliest city in Belgium. Dominated by the Steelworks and with very few decent bars.

Definitely not my favourite place in Belgium. Got some fries from the counter next to the buffet and spent an hour watching the trams. Note for Mr Caddick - They terminate at the station.

SNCB 6290 Charleroi-sud - Couvin

SNCB 6290 Couvin - Berzee

SNCB 6224 Berzee - Walcourt

SNCB 6249 Walcourt - Yves Gomezee

SNCB 6234 Yves Gomezee - Walcourt

SNCB 6271 Walcourt - Charleroi-sud

SN CB 2728 Charleroi-sud - Couillet

SN CB 2633 Couillet ~ Chatelet

SNCB 2245 Chatelet - Charleroi-sudF

SNCF 40103 Charleroi-sud - Namur

SNCB EMU 415 Namur - Gent St Pieters via Aalst

The French engine was a surprise as I was expecting the loco to be a Belgian 18, although they are virtually the same as the French 40s. Quite late back at Gent so I went straight to the pre-booked hotel and off to bed.

Tuesday 8th October 1991

Last day so last chance to get a few winners before heading home.

SNCB 2223 Gent St Pieters - Gent Dampoort

SNCB 2504 Gent Dampoort - Gent St Pieters

SNCB 6393 Gent St Pieters - Merelebeek

SNCB 6205 Merelebeek - Gent St Pieters

SNCB 6202 Gent St Pieters - Eine

SNCB 6391 Eine - De Pinte

SNCB 6306 De Pinte - Gent St Pieters

SNCB EMU 838 Gent St Pieters - Oostende

I then had a new form of transport in the jetfoil Princess Stefanie Oostende - Dover followed by EMU 1809 Dover WD - Victoria. For some reason I haven't recorded how I got back to Leeds. Overall a great trip with 80 new engines for haulage and some new lines done. Back to work for a few weeks before my next trip.

Pennine Observer Notes

Eastern Region

Recent sightings on the Gainsborough - Barnetby line have been:

Dec 29 66151 on coal train
Jan 5 60039 on goods train
Jan 12 66211 on coal train
Jan 26 60026 on goods train 66012 on coal train
Jan 27 66012, 66025 and 66053 on coal trains
Jan 28 66012 and 66219 on coal trains
Jan 29 66021, 66025 and 66148 on coal trains
Jan 30 66211 on coal train
Jan 31 66057 on coal 'train
Feb 1 60017 on oil train 66012, 66041, 66066, 66155 and 66170 on coal trains
Feb 2 66021 on goods train 66041 and 66182 on coal trains

Recent sightings at Lincoln have been:

Dec 21 66016, 66053 and 66122 on coal trains
Dec 28 66093 and 66133 on coal trains 66606 on oil train
Jan 2 66034 and 66084 on coal trains
Jan 16 60041 on oil train
Jan 18 60012 on oil train 66044 on coal train
Jan 25 66037 and 66173 on coal trains
Feb 1 66061, 66173 and 66206 on coal trains
Feb 8 66041 on coal train

Recent sightings at Hykeham have been:

Jan 10 66127 on coal train
Jan 17 66724 on container train

Other sightings have been:

Dec 20 66053 at Holton-le-Moor
Jan 08 66171 at Langworth
Jan 19 66018 on steel train at Scrooby
Feb 05 66061 at Stow Park
Feb 06 66724 Light engine at Eaton Lane Crossing
Feb 11 66169 on ballast train at Cottingham

Locos seen at Doncaster on 13th Jan after AGM were:08493/08529/08819 66520/715/727 and 67003.

Western Region

Locos noted in the Willesden/ Wembley area on 15 December were 66517, 66720, 66147, 66129, 66197, 66047, 66143, 67012, 67023, 92002, 37608, 37610 and 56069; at Acton were 59202, 59203, 59206 and 59103; at Dollands Moor were 66420, 60009, 67005, 92042, 66072, 66070, 92026, 60052, 56106, 56078 and 58035.

Railtours and Charter Trains

Locos seen working on charters and railtours have been:

Dec 1 (Bristol - York) 47703 and 47828 (Kings Cross - York) 60019 "Bittern" and 47 826 (Northern Belle) 67021 and 67025 (Norwich - Skipton) 47828 and 47823 (Harrogate - Edinburgh schools special) 67015

Dec 7 (Linlithgow - Lincoln) 55022

Dec 15 (The Moor and More) 66170, 66703, 92029, 73209, 73205, 90016 and 66158

Preserved Railways

Locos working the Embsay Railway 'Santa' trains on 8 December were 31119, 1369 and NCB No. 140.
Locos used at the Great Central Railway Winter Steam Gala on 26 January were 4141, 4953 'Pitchford Hall', 30777 'Sir Larniel', 44422, 48305 and 78019.

Locos working at the Keighley and Worth Valley Steam Gala on 16 February were 41312, 41241, 80002, 62005, 47299 and Taff Vale Tank 85.

Old Sightings

Maurice Ockleford

5 April 1959

56E (Sowerby Bridge)

42707 52411 90360 47299 90412 90142 52351 42311 90289 90197 47379 90122 47266 90667 42044 42149
47508 90404 48705 90206 42380 40147 90210 90632 52452 40190 9031 641251 48491 52400 90310 47509
42405 90710 90113

24B (Rose Grove)

42706 42717 44948 47577 90274 90382 90533 90577 42828 44780 42438 42555 90371 90314 90231 47575
52095 44926 47386 42547 52526 90143 90335 90138 42546 90181 90109 42869 42716 42474 90692 90420
44940 47576 61131 47586 45209 45205

24A (Accrington)

42643 42661 42295 45078 45229 47201 90399 45068 52179 44930 45318 42294 47562 42110 44689 42433
42480 42280 90374 90171 45227 42619 42153

24D (Lower Darwen)

42648 40183 42485 44398 90555 42796 44932 44823 84011 44479 40090 43397 42559 40120 84010 44483
90715 40162 42147 76084 42718 76082 42729 84012 42558 76083 76080

24C (Lostock Hall)

42296 42298 52429 90266 90568 52456 42286 90398 52458 52182 45201 42821 90541 45329 90331 90564
42481 40192 90584 42436 42634 90556 90367 52445 90658 52290 90720 42158 D3374 D3820 D3818
D3371

24K (Preston)

78036 49141 49104, 49382, 45546, 45092, 49196, 45633, 45454, 47360, 48111, 47293, 40657, 40683,
45297, 40694, 40565, 44872, 40677, 40566, 49396, 47319, 45449, 47008, 45241, 45582, 40197, 45464,
45501, 13172, 45035, D3581 D3369, D3368

27C (Southport)

42592, 45218, 75017, 42292, 40194, 42621, 42435, 40196 45061, 42631, 42473, 42293, 44728, 42637,
50781, 75019 40195, 45228, 40191, 42537, 44887, 40199, 50746, 40198 40163

27D (Wigan)

49637 42632 42475 40587 42299 90107 42644 78060 90121 48115 44486 40681 44544 48074 49378 90364
42569 44221 78061 78063 90599 90561 78062 49150 49007 44225 42640 44240 42614 42554 42641 42642

44464 42557 90570 43952 78040 78064

8F(SpringsBranch)

49018,49321,42442,42920,49049,65177,49311,42119 90507,42120,49023,49020,48915,42662,49267,45394
42959,48736,90509,4889565138, 45601,44280 48905 49203,49160 44438,44808,45314

Horwich Works

51305 76035 No 3, 41008, 51304, 51368, 51394, 51368 43042, 42732, 51404, 48385, 48460, 42982,
44385, 12028 42950, 42900, 51429, 51324, 51457, 52268 50647, 48407 42822, 48455, 42947, 42896 48357,
42818, 51241, 44525 48646, 44079 52311, 42922 51397, 42859, 48341, 43119 44308, 42723,43112 48717,
42851, 48429, 40203, 44487, 51229 , 12025, D3821, D3822, D3823, D3824

26C (Bolton)

42626 40122 49544 42630 49618 40063 75045 45303 52393 44696 45700 40014 42635 52348 84019 90102
48430 44697 51408 Z40065 50850 42545 90707 49592 42656 51486 51498 42633 42653 47440 42472
42565 84014 92076 90725 40013 52415 49674 42654 40015 49662 44000 42652 52523 42655 90140 40062

26D (Bury)

42460, 46416, 90718, 90419, 42550, 47584, 42444, 46436 52275, 46417, 46404, 42712, 42455, 42700,
52527, 90568 42820, 52443, 52129, 52289, 46414

26E (Lees (Oldham))

52269 52183 42115 90141 52466 48692 52410 90655 52322 42657 84013 52240 42114 90667 90205 90123
90525 52248 41206 42551

55G (Huddersfield)

44734, 90619, 90325, 42408, 90680, 90243, 45352, 90624, 90336, 42377, 90694, 42414, 42310, 42412,
90332, 90347, 90621, 42384, 73166, 42409, 42413, 73162, 42312, D2270 D3376, D2269

Pennine Quiz No.130

The Answers

1. Top of the Pops/Technique
2. Swan Hunter/Borough of Swindon/first for the future/first ar gyfer y dyfodol
3. University of Bristol/Cross Country Voyager
4. Gwyl Gerddi Cymru 1992/Garden Festival Wales 1992/Peninsula Medical School
5. Westminster Abbey/ Glorious Devon
6. National Railway Museum the first ten years 1975 1985/City of Dundee
7. Granite City/Bristol Phillips Marsh (question 7 should have read 43040 and not 43041, sorry for the mistake)
8. County of Humberside/Leeds United
9. Maiden Voyager/Rio Challenger

10. BBC East Midlands Today/The Master Cutler 1947- 1997
11. Shildon County Durham/Golowan Festival Penzance
12. XIII Commonwealth Games Scotland 1986/Rio Campaigner
13. Highland Chieftain/Institution of Mechanical Engineers 150th Anniversary
14. York Festival 88/Lady in Red
15. Heaton/Perth
16. The Queens Own Hussars/The Great Racer/ Stirling Castle
17. The Light Infantry/The Environment Agency
18. Tyne and Wear Metropolitan County/The Railway Children
19. Craigentenny/Blackpool Rock
20. Edinburgh International Festival/The Irish Mail/ Tren Post Gwyddelig
21. City of Wakefield/HST Silver Jubilee
22. John Wesley/Helston Furry Dance
23. County of Cleveland/City of Edinburgh
24. Hartlepool/City of Inverness
25. Songs of Praise/Fountains Abbey
26. City of Derby/Tayside
27. BBC Television Railwatch/Old Course St Andrews
28. Yorkshire Evening Press/Leeds International Film Festival
29. Darlington/Stirlingshire
30. City of Newcastle upon Tyne/The Highlands

Pennine Quiz No. 130

The Winner

The winner of the book, "The Heyday of the HST", donated by Andy Barclay is Ken King; congratulations to Ken and thanks to Andy.

Pennine Quiz No. 131

John Dewing

1. In which year was the Severn Tunnel opened?
2. Which C.M.E. of the S.R. was once works manager of Inchinore, Dublin?

3. Which 'Schools' class locomotive was preserved for many years in North America before returning to the UK?
4. Which 'Lord Nelson' class locomotive was experimentally built with smaller wheels?
5. Which was the 'First Merchant Navy' class locomotive to be rescued from Barry?
6. Which is the only preserved G.W.R 'Manor' class locomotive not to have been rescued from Barry?
7. Which holiday camp owner bought 'Coronation' class locomotives No's 46229 and 46233 in 1963/64?
8. 'Coronation' class locomotive No. 46244 King George VI was renamed in 1941, from what?
9. Which 'Britannia' class steam locomotive was never named?
10. Which 'Britannia' class locomotive was named after a BR Board member?
11. Which two class 33 diesel locomotives hauled Lord Mountbatten's funeral train in 1979?
12. Only one push/pull class 33/1 locomotive ran in green livery, which was it?
13. Which class 40 diesel locomotive was written off in an accident in 1966?
14. What was the nickname of the class 40 locomotives in the 1980s?
15. Which class 40 locomotive was the first to be built with centre headcode panels?
16. What was the purported name of class 40 locomotive D226, not believed carried?
17. What was the name of the first class 44 Peak locomotive?
18. How many class 46 Peak locomotives were built?
19. What was the name applied to test Peak locomotive No 97403?
20. Which was the first Deltic locomotive to be scrapped?
21. Which Deltic locomotives were loaned to the Western Region for high speed trials in 1975?
22. Which Deltic locomotive took part in the 1980 Rainhill Cavalcade?
23. Who designed the roof span of St Pancras station?
24. The overall roof of which London terminus collapsed in December 1905?
25. How long is Bramhope Tunnel?

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 19th March 2008	Steve Gay	'The Local Rail Scene 1978-90'
Wednesday 2nd April 2008	Roger Butcher	
Wednesday 16th April 2008	Chris Nicholson	

Wednesday 7th May 2008	Neil Taylor	(Subject to Confirmation)
Wednesday 21st May 2008	PENNINE SLIDE QUIZ	Tony Smith
Wednesday 4th June 2008	Derek Porter	
Wednesday 18th June 2008	Ron Chaplin	'In and around S. Yorkshire 1970s-1980s'
Wednesday 2nd July 2008	Nick Dalby	
Wednesday 16th July 2008	Robin Skinner	

Acknowledgements

I would like to thank the following for their generous contributions to this issue: Andy Barclay, John Dewing, Steve Payne, John Sanderson, Paul Slater, Tosca and Chris Tyas.

Next issue

The Summer 2008 Issue of Trans Pennine is due for publication on 19th June would contributors please let the coordinator have their information by Wednesday 21st May

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

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3rd May 2008

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Steam Nameplates: "LOCH GARRY" L.N.E.R. K2 61774, "SIR SACRAMORE" S.R. KING ARTHUR CLASS 39771, "BEDFORDSHIRE" L.N.E.R. D49 62724, "ONTARIO" L.M.S. JUBILEE 45554, "BROCKTON GRANGE" G.W.R. 6832, "OWEN TUDOR" L.N.E.R. A2 60520, "RIVER FAI." G.W.R. BULLDOG 3379, "FRITWELL MANOR" G.W.R. 7815. Diesel Nameplates: "GRENADIER GUARDSMAN" PEAK D65/45111, "GREAT BRITAIN" C47 47508, "CHRISTOPHER WREN" C60 60003, "PRIDE OF EASTLEIGH" C47, "ARENIG FAWR" C60 60017. Industrial Nameplates: "BENJAMIN HENSHALL" Hudswell Clarke. Smokebox Numberplates: 46423, 62060, 48394, 61387, 63829, 8458, 42640, 47314, 76039, 69319, 48337. Cabsides: 4908, 6809, 7815, 8706, 8437, Southern Railway. Brass Oval No 1450. S.A.R. Cabsides: 1864-12R, 35 438 - C35, 35 025-C35, 35 440 - C35. Workspates: L.N.E.R. ENGRAVED "DONCASTER" 1973-1944 ex 8002/15002, L.M.S. Oval DERBY 1938, B.R. Oval's DERBY 1958, 1960, HORWICH 1891, B.R.Oval's SWINDON 1959, 1961, GORTON 1055/26048 ex (HECTOR), HYMEK 7966/D7062, HYMECK Bogie 7000/32-D7016, NBL WARSHIP Diamond Bogie ex D840, NBL Diamond ex D6356, E/E C40 ex 40059, 40119, 40151, Etc, Etc. Items: (NE) GOOLF, (SCR) BLANTYRE, (M) THATTOO HEATH, WARRINGTON CENTRAL, ADLINGTON, HEST BANK, RHV1, TAMWORTH, POLESWORTH, CASTLE BROMWICH, GREENFIELD, HALE, HARTFORD, KNUTSFORD, PRESBURY, (WR) BOURNE END, GOBOWEN, (BR) CHESTERFIELD MIDLAND (S) GILLINGHAM, STONELEIGH, BROMLEY SOUTH, SYDENHAM HILL, GORING-BY-SEA, EPSOM DOWN, EARLSWOOD, CHESTERFIELD AND SWALECLIFF HALT, PLUCKLEY, DEPTFORD, TOOTING, PECKHAM RYE, CHEAM. S.R. Targets: FOLKSTONE HARBOUR, HORLEY, SALFORDS, REDHILL, EXETER CENTRAL, BARNES BRIDGE, ELEPHANT & CASTLE. Station Enamel signs: WELSH HIGHLAND RAILWAY, (L.T.), (F.R.), (M), (NE) TYNEMOUTH Lamp, "STATION" (SR), "STATION" (WR), ("SOUTH LYNN" (ER)) "L.N.E.R. C/I Seatbacks: "TADCASTER", Signal/Box Board: WASHWOOD HEATH NO2, ARHINGTON NORTH, G.W.R C/I "ARENIG FAWR SIGNALBOX". Shedplates: 85A, 85B, 85C, 85D, 1B, 28R, 82C, 71A, 24B, 65D, 9A, 71B, 17B, 82B, 2C, 40F, 72A, 31D, 61A, 53B, 75E, 41A, 11D, 89D, 75A, 2F, 24E, 84F, 16A, 70G, 1F, 64B, 21B, 75C, 9H, 70F, 34E, 82F, 73B, 81E, 73A, 2K, 88E, 70D, 84A (Alloy) 1H, 73F, 82A (Alloy), 84B, 70B, 81A, 75F, 84E, 10F, 41D. Enamel Doorplates: (M) LADIES AND TEA ROOM, (WR) PARCELS AND LIGHT LUGGAGE, STAFF ONLY, (S) SEASON TICKET WINDOW, -Wagon Plates: Cast Iron: Canteen Badges: Key Tokens: Tablets: Brass shelf plates, "NEWTON KYME", "STUTTON", Lamps: N.E.R. "THORPE ARCH", M. S. & L. Rly, G.N.R. "STRATHERN", L.N.E.R. "LUTON-HOO", "BOSTON", "SUTTON BRIDGE", (L.T.) Bus & Transport items: China: Silverware: Poster: Whistles: also a selection of miscellaneous items: Special Items: L.N.E.R. ENGRAVED WORKSPATES ex 8002 / 15002, WELSH HIGHLAND RLY ENAMEL, SOUTHERN RAILWAYS BRASS NO 1450 Cabside, 7% STEAM LOCO, UNIQUE "1868 PURSE OF GOLD PLATE, LUDLOW".

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