

# TRANS PENNINE

## The Magazine of the Pennine Railway Society



**No.146 - Winter 2008**

## **Committee Briefs**

### **Season's Greetings**

The Committee of the Pennine Railway Society join together in wishing all our members, their families and their friends a very Happy Christmas and Prosperous New Year. We thank you for your support and friendship during 2008.

### **Neil Taylor - Welcome**

We are pleased to announce that Neil Taylor has accepted an invitation to join the Committee of the Society.

Neil has been an enthusiastic supporter of the Society for many years and we welcome the experience that he will bring to the Committee.

### **Membership Fee**

With this magazine you will find a renewal of membership form. Despite, and possibly because of the current credit crunch, we are pleased to announce that we are able to maintain the membership fee of £6 for another year.

We hope you feel this continues to be excellent value for money and look forward to you rejoining your Society for 2009.

### **Free 2009 Diaries**

All members rejoining the Society in 2009, and any new members joining for the first time, will receive a complimentary Pennine Railway Society pocket diary. Yet another good reason to renew 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 11th January 2009 at The Salutation.

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 2009.

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

Any member who wishes to raise an issue is welcome to advise this to our chairman, Robin Skinner, or to 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 early 2009 program is shown elsewhere in this organ.  
Curtains rise at 8.00pm in our private, well-appointed function room.  
Entertainment is guaranteed, and is open to non-members.

### **Christmas Smile**

A new public house at Martlesham, near Ipswich, has been named after Sir Douglas Bader, the RAF's legless wartime hero (Daily Telegraph).

## **Bendy Buses Under Threat**

Pennine's bus correspondent, Gerry "Roadcar" Collins of Lincoln reports on Boris Johnson's, London Mayor, proposals to rid the streets of London of bendy buses in "the most cost-effective way". The first routes targeted are 521, 507 and 38.

## **Christmas Smile (2)**

Chip shop owner battered man (Gateshead Post)

## **Full Channel Tunnel Reopening In February**

The Channel Tunnel will reopen completely in mid-February 2009 following the fire on 11 September 2008 on a freight train which closed the tunnel for almost 2 days.

Services are now 93% back to normal, with only the final third of the south bound tunnel closed, with trains crossing to the north bound line under single-line working. Many services have extended journey times under the existing temporary timetable.

## **Christmas Smile (3)**

### **- One for Paul Slater of Gainsborough**

The Authorities at Ongar Library have received a number of complaints about a card in the index file which read :

SEX: SEE LIBRARIAN This has been changed. The new entry reads : SEX : FOR SEX, ASK AT THE DESK (Eastem Gazette)

## **The Whyte Notation**

Our veteran steamer, President Geoff Bambrough, reminds us of the Whyte Notation, the LNER's classification of locomotives.

For example, a Pacific "A" had a leading bogie with 4 small wheels, 6 large driving wheels coupled together, and a 2-wheeled truck under the firebox and driver's cab (4-6-2).

Other configurations were;

B (4-6-0) C (4-4-2) (Atlantic) D (4-4-0) E (2-4-0) F (2-4-2) G (0-4-4) H (4-4-4) J (0-6-0) K (2-6-0) (Mogul) L (2-6-4) M (0-6-4) N (0-6-2) O (2-8-0) (Consolidation) P (2-8-2) (Mikado) Q (0-8-0) R (0-8-2) S (0-8-4) T (4-8-0) U (2-8-8-2) Beyer-Garratt articulated type) V (2-6-2) (Prairie) W (4-6-4) Y (0-4-0) Z (0-4-2)

If there were both tender engines and tank locomotives within a wheel arrangement (e.g. J), the tender engines took the lower-type numbers (e.g. J1, J2) and tank locomotives the higher (J50, J51).

## **Christmas Smile (4)**

Due to an error in transmission we stated in an inquest that Mrs Vincent of Porth was found dead with a bottle in her left hand and a plastic bag over her head. This should have read "a Bible in her left hand" (Swindon Evening Advertiser)

## **Eurostar Monopoly To End**

On 1 January 2010 the EU will open the railways to competition, ending the Eurostar monopoly. Air France has already announced plans to run a rival service to Eurostar by employing a new generation of trains capable of carrying 900 passengers at 224mph and taking London - Paris journey times under 2 hours.

## **Christmas Smile (5)**

The Irish Stammerers' Association will hold a seminar entitled "Aids for Stammerers" tonight (The Irish Press)

## **WCML "Lighter Timetable"**

There will be a lighter timetable on the WCML lasting 6 weeks from 14 December 2008 to allow the huge upgrade to bed in. The full, new, winter timetable will start from 26 January 2009, including Virgin's three trains an hour VHF - Virgin High Frequency - services from London to Manchester and Birmingham.

Services affected include the new Chester through service from London, which would be a shuttle service from Crewe.

## **Christmas Smile (6)**

Due to a printing error a story in last week's Gazette referred to athletics coach Billy Hodgins as an "old waster". This should have read "old master" (Eastern Gazette)

## **More Standing Room On Class 378 Trains**

Construction of Class 378 trains for TFL's London Overground services in north London are under way at Bombardier, Derby. The first sets will enter service on the North London line in early 2009. The fleet will extend operations to the East London line between Dalston, New Cross Gate, Crystal Palace and West Croydon on completion of the line's reconstruction in 2010.

In a first for heavy trains, seating will be installed lengthways against windows to give more standing room space for the train's short-stop journeys.

## **And Finally - Christmas Smile 7**

Children shot for Christmas in the home - Regent Photographic Studios (Morecambe Visitor)

## **Eurostar Looks To Amsterdam**

When the Dutch high speed opens, Amsterdam will be only 4 hours from London. However, there would be problems for Eurostar as the new line would operate under ERTMS - the new signalling and train control system, and Eurostar trains are not equipped for that. In addition, for 20K through Rotterdam there is a different system and differences in the electrical system, meaning expensive modifications to trains.

## **EMT Changes From 15 December 2008**

The new timetable into St Pancras International sees the 06.47 ex Sheffield named "The Sheffield Continental" and the 07.44 departure "The South Yorkshireman".

In addition, Class 222 Meridians will work new services between Lincoln and St Pancras.

The new East Midlands Parkway station at Ratcliffe on Soar will, however, not be ready for opening until early 2009.

## **NXEC Plan Expansion Of Services**

NXEC has applied to the Office of Rail Regulation to increase hourly off-peak services to and from Kings Cross from 4 to 5 from December 2009.

One train each hour would be extended from Leeds to Bradford, and another hourly service would run to Lincoln via Newark or Harrogate via Leeds. Also one daily service would be extended from Lincoln to serve Market Rasen, Grimsby and Cleethorpes.

This counters proposals to increase services from Grand Union and Harrogate services of Hull Trains.

### **Will Robin Move To Templecombe?**

Colas Rail Class 47, 47739 has been named "Robin of Templecombe".

Our Chairman, Robin Skinner, thinks it is named after him, but is unsure of the connection with Templecombe. Well, sorry to disappoint, but the loco is named after former Somerset & Dorset railman Robin Gould.

### **From Air To Rail**

Air France has withdrawn flights between Paris and Brussels. It now charters coaches on the Thalys high-speed trains between the two cities.

### **Tornado At Work**

The newly built A1 Class steam locomotive, 60163 "Tomado" has been moved to NRM, York following 2 months of test running at up to 60mph on the Great Central Railway, Loughborough.

It will now undertake main line trials at speeds up to 75mph in preparation for her passenger debut in the New Year.

It is proposed that in 2010 the loco will be dragged through the Channel Tunnel and operate in France and Germany. The engine was built at Darlington, funded by the A1 Steam Locomotive Trust.

### **Tony Smith**

Congratulations must go to Pennine member Tony Smith, the c2c fleet manager at East Ham Depot, for winning the Outstanding Personal Contribution (Management) award in the 2008 National Rail Awards. He was presented with his award at the Grosvenor House Hotel in London on September 18. There was also a 5-page feature about Tony in Issue 605 of Rail.

### **Pennine Slide Competition**

The Pennine Slide Competition, held at The Salutation on 1 October, was this year judged by Chris Theaker. A total of 47 high quality slides were entered and the result was as follows.

1st Neil Taylor OBB Nostalgie 2050.04 at Twimberg, Austria on 10 August 2008 with a Desperate Railtour (see front cover)

2nd Roger Butcher ICE at Cologne with Cathedral in the background in July 2008

3rd Glyn Gossan Class 158 heads for Hull under Humber Bridge as sunsets in November 2007

Congratulations to the winners, and thanks to all who entered and to Chris for Judging.

### **Sheffield Railwayana Auctions**

At the Sheffield Railwayana Auction held at the Derbyshire County Cricket Club's Gateway Centre on 13 September 2008 the following locomotive nameplates all sold for £8,000 or more:

- \* “PIONEER” as carried by Burry Port & Gwendraeth Valley Railway 0-6-0T outside cylinder No 8 built by Hudswell Clarke and entered service in March 1909 - £8,000
- \* “BALMORAL” as carried by the ex-LNWR 2-4-0 “Precedent” class loco No 862 built at Crewe in May 1877 - £9,800
- \* “DUMFRIES-SHIRE” as carried by the LNER 4-4-0 class D49/ 1 “Shire” class loco No 2757 built at Darlington in March 1929. It was renumbered 2732 in April 1946 and 62732 by BR in September 1948 - £8,200
- \* “COMPTON CASTLE” as originally carried by the GWR 4-6-0 4073 “Castle” class loco No 5047 built at Swindon April 1936. In August 1937 this loco was renamed “EARL OF DARTMOUTH” and the “COMPTON CASTLE” plates were held in store. The name “COMPTON CASTLE” was finally bestowed from new on 4-6-0 “Castle” class loco No 5099 which was built at Swindon in May 1946 - £18,000
- \* “DUCHESS OF KENT” as carried by LMS 4-6-2 Pacific “Princess Royal” class 8P loco 6212 built at Crewe and entered service in October 1935 - £20,000
- \* “BIRCHWOOD GRANGE” as carried by the GWR 4-6-0 6800 “Grange” class loco No 6807 built at Swindon in September 1936 - £9,300

Also selling for £10,000 was the brass regimental crest carried by the GWR 4-6-0 “4000 Star” class loco No 4037 built at Swindon in December 1910 and named “QUEEN PHILIPPA.”

## **The Cleethorpes Coast Light Railway**

**by Paul Slater**

On the first Saturday in May I drove to Cleethorpes, as I wanted to see something of a gala which was being held over the bank holiday weekend at the 15-inch gauge Cleethorpes Coast Light Railway. When I arrived, a well-filled train was ready to depart from the terminal station at the south end of the promenade, adjacent to a large modern leisure centre. The locomotive was 4-4-2 no. 1 “Sutton Belle” in red livery, built in 1933 and carrying the initials of the defunct Sutton Miniature Railway. I last saw “Sutton Belle” at the Railfest event at the National Railway Museum in 2004, and it is featured on one of my railway videos.

A sonorous chime whistle announced the approach of another train; hauled by American-style 2-6-2 no. 24, and once this train - also very well filled - had run into the arrival platform at the terminus, “Sutton Belle” departed. I watched no. 24 run round its train, then went to buy a ticket for a return trip over the line. No. 24 shunted its train into the departure platform, and I took my place in an open carriage. “Battison”, a yellow diesel locomotive with the outline of a 2-6-4 steam tank engine, ran into the arrival platform with another train, and then no. 24 was on its way. The Cleethorpes Coast Light Railway replaced an earlier miniature railway on which I rode in the 1970s. Chris and I had a round trio on the present line in 2003, our train being hauled to Lakeside station and back by an odd-looking little green 0-4-0 tank engine named “Eflie”. Now, in fine weather during the gala weekend, I enjoyed my ride in the open carriage, past a car-park, over a low viaduct across a corner of a boating lake, and then behind the sea-shore until the line turned inland. I saw the engine-shed and workshops, and outside was “Effie” with steam up. My train ran into a loop and halted for a service in the other direction to pass; this was hauled by 0-4-0 no. 4 “The Bug” from the Romney Hythe & Dymchurch Railway in Kent. My train restarted and ran into the through platform at Lakeside station. In the terminal platforms stood another visiting engine, 0-4-4-0T “Owl” from the Kirklees Light Railway in West Yorkshire. I alighted to photograph “Owl”, which I had snapped on a previous occasion in the shed at Clayton West, then confirmed with the guard that my train was continuing further along the line and got back on board.

Beyond Lakeside station the line was new to me. No. 24 whistled loudly for a level crossing, and then ran once more by the shore, with views of the sea. In another loop stood a train heading back towards Cleethorpes behind “Sutton Belle” and sister engine “Sutton Flyer”. My train arrived at North Sea Lane station, the end of

the line. I got off, and watched no. 24 run round. Plenty of families were riding on the trains, and there were several photographers by the line side recording the intensive service with its different locomotives; there was also a beer festival in progress near Lakeside station.

I rode back to Cleethorpes behind no. 24. In the first loop we passed ‘Effie’ with a train for North Sea Lane, and in the second loop we waited for ‘Owl’ to be coupled on ahead of no. 24 as well as for ‘The Bug’ to pass with a service in the other direction. ‘Battison’ stood outside the shed. Back at the terminus, ‘Sutton Belle’ and ‘Sutton Flyer’ were ready to depart, and when they had steamed away, I watched ‘Owl’ in orange-yellow livery and no. 24 in black run round and then form another double-headed departure for North Sea Lane. I stayed in the vicinity of the car-park and viaduct to see the next few arrivals and departures. ‘Effie’ with its slender con’ chimney was the motive power on the next train to come in from North Sea Lane, and the following one was hauled by ‘The Bug’, in orange-brown livery and carrying a ‘Romney Explorer’ headboard. ‘The Bug’ is the smallest of the Romney Hythe & Dymchurch steam locomotives, and was used in the construction of the line during the 1920s; it is described on another of my railway videos. I have never seen the Romney Hythe & Dymchurch Railway in operation, but I have photographed two of the line’s locomotives on static display, one at a Tyseley open day and the other at the National Railway Museum.

Trains for North Sea Lane were now departing nearly empty, but the breezy sunshine was pleasant and the frequent service was still running, so I stayed by the line for a little longer before heading for home in the early evening. The last departure I saw was double-headed by the two ex-Sutton Miniature Railway 4-4-2s, no. 1 ‘Sutton Belle’ in red and no. 2 ‘Sutton Flyer’ in blue, which looked very attractive. I had seen seven locomotives at work during the afternoon and had enjoyed the gala atmosphere.

## **Tosca’s Travels**

### **(Beer and Bashing Abroad)**

#### **Part 8**

#### **I’ve been to Skeg and Blankenskeg, but now Zandvoort en Skeg!!**

Friday 2nd October 1992

Off to Benelux again. The annual Train, Tram and Bus weekend had been reduced to one day. However, with the full week off it fitted into my plans. As usual Dave Reed and Ian Parkinson were also present for most of the week.

91028 Doncaster to Peterborough.

Met Ian off a train from Leicester.

91018 Peterborough to Kings Cross.

Had a mini pub crawl in WC1 before the boat train. The pubs we did were The Lamb, Rugby Tavern, Newton Arms and (most notable) The Citty of Yorke, a Sam Smiths pub which is a gem.

EMU 1532 Victoria to Dover Western Docks.

Saturday 3rd October 1992

Ferry Prins Filip Dover Eastern Docks to Oostende.

Found a very nice reclining chair for the night and had a good doss. Woke in Oostende to the usual Belgian drizzle.

SNCB 1606 Oostende - Gent St Pieters.  
SNCB 6201 Gent St Pieters - De Pinte.  
SNCB 6315 De Pinte - Merelbeke.  
SNCB 6219 Merelbeke - De Pinte.  
SNCB 6230 De Pinte - Merelbeke.  
SNCB 6293 Merelbeke - De Pinte.  
SNCB 6392 De Pinte - Gent St Pieters.  
SNCB 2735 Gent St Pieters - Bruxelles Midi.  
SNCB 2553 Bruxelles Midi - Bruxelles Nord.  
SNCB 1185 Bruxelles Nord - Berchem.  
SNCB 1207 Berchem ~ Gent St Pieters.  
SN CB 1212 Gent St Pieters - Antwerpen Central.  
SNCB 6279 Antwerpen Central - Berchem.  
SNCB 6291 Berchem - Antwerpen Central.  
SNCB 1189 Antwerpen Central - Roosendaal.  
NS 1132 Roosendaal - Breda.  
NS 1110 Breda - Etten-Leur.  
NS EMU 723 Etten-Leur - Breda.  
NS 1205 Breda - Tilburg.  
NS 1602 Tilburg - Breda.  
NS 1130 Breda - Roosendaal.  
SNCB 1186 Roosendaal - Antwerpen Central.  
SNCB 6291 Antwerpen Central ~ Berchem.  
SNCB 6246 Berchem - Antwerpen Central.

It had been a long day and we had been grabbing snacks as we went along so we turned in for the night. We were booked into the Hotel Florida opposite the station. We knew we needed to be on the 06.09 in the morning to get both of the 51 hauled additional trains in the morning.

Sunday 4th October 1992

Up with the lark and despite being too early for breakfast the day got off to a good start.



SNCB 6294 Antwerpen Central - Herentals.

SNCB 5156 Herentals - Geel.

SNCB 5168 Geel - Herentals.

SNCB 2501 Herentals - Lier.

SNCB 6240 Lier - Antwerpen Central.

Went back to the hotel for a long overdue breakfast, it was still only 08:30 and checked out.

SNCB 2159 Antwerpen Central - Berchem.

We then got a bit of a surprise. We did not know of an additional 08:24 Leopardsberg - Antwerpen C. Luckily we were at Berchem when it rolled in with one of the few DB engines fitted to work into Belgium.

DB 215028 Berchem - Antwerpen Central.

Then got the gen from someone on board that top & tail 51s were working Neerpelt - Weert shuttles.

SNCB 2121 Antwerpen Central - Berchem.

SNCB 6255 Berchem - Neerpelt.

SNCB 5175 Neerpelt - Weert.

SNCB 5144 Weert - Neerpelt.

Whilst at Weert we saw NS 1304 heading to Heerlen. This was required by all of us and as we had planned to stay the night in Tilburg we headed back for it.

SNCB 5175 Neerpelt - Weert.

NS 1304 Weert - Eindhoven.

NS 1216 Eindhoven - Tilburg.

NS 1144 Tilburg - s'Hertogenbosch.

NS 1211 s'Hertogenbosch - Eindhoven.

NS 1208 Eindhoven - s'Hertogenbosch.

NS 1301 s'Hertogenbosch - Eindhoven

NS 1216 Eindhoven - Tilburg.

Tilburg is not the most inspiring of cities. Found a bar near the station that did adequate food and bland beer. Had a few bottles of Amstel. If we had looked a little further afield there is a wonderful bar about 15 minutes walk from the station.

Monday 5th October 1992

North Sea resorts are much the same no matter what country you are in, although I might discount Whitby from that statement. Skegness, Cleethorpes, Yarmouth, Clacton only the accents change not the people or the seaside shops and cafes. Well I already knew Blankenberge, the Belgian version, and yes it is known as Blankenskeg because it is so like Skeggy. Today I discover the Dutch version - Zandvoort-en-Zee.

NS 1624 Tilburg - Den Haag CS.

NS 1649 Den Haag CS - Den Haag HS.

SNCB 1186 Den Haag HS - Amsterdam CS.

NS 1218 Amsterdam CS - Sloterdijk.

NS 1645 Sloterdijk - Amsterdam CS.

NS 1722 Amsterdam CS - Sloterdijk.

NS 1603 Sloterdijk - Amsterdam CS.

NS 1211 Amsterdam CS - Sloterdijk.

NS 1107 Sloterdijk - Amsterdam CS.

NS 1306 Amsterdam CS - Zandvoort-en-Zee

Checked into the hotel and had a brief look around the town.

NS 1306 Zandvoort-en-Zee - Amsterdam CS.

NS 1720 Amsterdam CS - Sloterdijk.

NS 1658 Sloterdijk - Amsterdam CS.

NS 1609 Amsterdam CS - Sloterdijk.

NS 1305 Sloterdijk - Amsterdam CS.

NS 1639 Amsterdam CS - Sloterdijk.

NS 1606 Sloterdijk - Amsterdam CS.

NS 1718 Amsterdam CS - Sloterdijk.

NS 1605 Sloterdijk ~ Amsterdam CS.

NS 1702 & 1721 Amsterdam CS - Sloterdijk

NS 1124 Sloterdijk - Amsterdam CS.

NS 1631 Amsterdam CS - Sloterdijk.

NS 1608 Sloterdijk ~ Amsterdam CS.

NS 1107 Amsterdam CS - Sloterdijk.

NS 1155 Sloterdijk - Amsterdam CS.

NS 1635 Amsterdam CS - Amsterdam Amstel.

NS EMU 2847 Amsterdam Amstel - Amsterdam CS.

NS 1613 Amsterdam CS - Zandvoort-en-Zee.

A bar near the hotel sold Wickse Witte a Dutch wheat beer. I think I had 6, but it could have been more.

Tuesday 6th October 1992.

A few sore heads were being nursed so we didn't get up too early. Pity as our choice of train had failed and a unit was kicked out.

NS EMU 436 Zandvoort-en-Zee - Haarlem

NS 1613 Haarlem ~ Sloterdijk.

NS 1716 Sloterdijk - Amsterdam CS

NS 1310 Amsterdam CS - Sloterdijk.

NS 1711 Sloterdijk - Amsterdam CS.

NS 1603 Amsterdam CS -Amsterdam Amstel.

NS EMU 2836 Amsterdam Amstel - Amsterdam CS.

NS 1709 Amsterdam CS - Sloterdijk.

NS 1655 Sloterdijk - Maastricht

SNCB 2749 Maastricht - Liege Gullemins.

SNCB EMU 340 Liege Gullemins - Liege Palais.

SNCB 6238 Liege Palais - Liege Jonfosse.

SNCB 2362 Liege Jonfosse - Liege Gullemins.

SNCB EMU 302 Liege Gullemins - Liege Palais.

SNCB 5514 Liege Palais - Liege Jonfosse.

SNCB 2308 Liege Jonfosse - Liege Gullemins

SNCB 5523 Liege Gullemins - Angleur.

SNCB 5511 Angleur - Liege Gullemins.

SNCB 1801 Liege Gullemins ~ Namur.

SNCF 40109 Namur - Liege Gullemins.

Stayed in the Metropole Hotel opposite Liege Gullemins station and had a nice Chinese meal in the restaurant next door.

Wednesday 7th October 1992

SNCB 2105 Liege Gullemins - Leuven

SNCB 2383 Banking out of Liege Gullemins

SNCB 2514 Leuven - Bruxelles Nord

SNCB 2232 Bruxelles Nord - Bruxelles Central

SNCB 2142 Bruxelles Central- Bruxelles Nord

SNCB 2746 Bruxelles Nord - Bruxelles Central

SNCB 2313 Bruxelles Central - Bruxelles Midi

SNCB 2756 Bruxelles Midi - Bruxelles Central

SNCB 2706 Bruxelles Central - Bruxelles Midi

SNCB 5 106 Bruxelles Midi - Bruxelles Central

SNCB 2147 Bruxelles Central - Bruxelles Midi

SNCB 2754 Bruxelles Midi - Bruxelles Central

SNCB 2631 Bruxelles Central - Bruxelles Midi

SN CB 8049 Bruxelles Midi Shunt

SNCB 1802 Bruxelles Midi - Mons

SNCB 6258 Mons - St Ghislain

SNCB 6269 St Ghislain - Quivrain

SNCB 6269 Quivrain - St Ghislain

SNCB EMU 614 St Ghislain - Mons

SNCB EMU 345 Mons - Charleroi-sud

SNCB EMU 614 (AGAIN) Charleroi-sud ~ Chatelet

SNCB 6234 Chatelet - Charleroi-sud

SNCB 6218 Charleroi-sud ~ La Villette

SNCB 2601 La Villette - Hourpes

SNCB EMU 612 Hourpes - Charleroi-sud

SNCB 2201 Charleroi-sud - Chatelet

SNCB 2615 Chatelet - Charleroi-sud

SNCB 2304 Charleroi-sud - Chatelet

SNCB 2234 Chatelet - Charleroi-sud

SNCF 40103 Charleroi-sud - Leige Gullemins

A long day with quite a few new engines. On arrival back at Liege we visited a bar next to the hotel for a couple of beers.

Thursday 8th October 1992

SNCB 1802 Leige Gullemins - Namur

SNCB 2004 Namur - Luxembourg

CFL EMU 2006 Luxembourg - Petange via Hollerich

CFL 3603 Petange - Luxembourg via Hollerich

CFL 1814 Luxembourg - Wasserbillig

DB 181216 Wasserbillig - Luxembourg

SNCF 16637 Luxembourg - Bettembourg

CFL EMU 255 Bettembourg - Luxembourg

SNCF 16699 Luxembourg - Bettembourg

CFL EMU 2011 Bettembourg - Luxembourg

SNCF 16713 Luxembourg - Bettembourg

CFL EMU 255 Bettembourg - Audin-le-tiche

CFL EMU 255 Audin-le-tiche - Esch-sur-Alzette

CFL EMU 2014 Esch-sur-Alzette - Oberkorn

CFL 3610 Oberkorn - Luxembourg

Back to the Carlton Hotel for an early night with no beer!

Friday 9th October 1992

SNCB 2004 Luxembourg - Bruxelles Nord

SNCB 2554 Bruxelles Nord - Bruxelles Midi

SNCB 1188 Bruxelles Midi - Antwerpen Central

SNCB 6260 Antwerpen Central - Berchem  
SNCB 1204 Berchem - Antwerpen Central  
SNCB 6299 Antwerpen Central - Berchem  
SNCB 1208 Berchem - Antwerpen Central  
SNCB EMU 942 Antwerpen Central - Berchem  
SN CB 1202 Berchem - Antwerpen Central  
SNCB 1186 Antwerpen Central - Bruxelles Nord  
SNCB 2116 Bruxelles Nord - Schaerbeek  
SNCB EMU 023 Schaerbeek - Bruxelles Nord  
SNCB 2101 Bruxelles Nord - Bruxelles Central  
SNCB 2722 Bruxelles Central - Bruxelles Nord  
SNCB 2211 Bruxelles Nord - Bruxelles Central  
SNCB 2019 Bruxelles Central - Bruxelles Nord  
SNCB 5114 Bruxelles Nord - Bruxelles Central  
SNCB 2359 Bruxelles Central - Bruxelles Midi  
SNCB 2319 Bruxelles Midi - Bruxelles Central  
SNCB 2237 Bruxelles Central - Bruxelles Nord  
SNCB 2160 Bruxelles Nord - Bruxelles Central  
SNCB 2242 Bruxelles Central - Bruxelles Nord  
SNCB 1804 Bruxelles Nord - Gent St Pieters  
SNCB 6228 Gent St Pieters - De Pinte  
SNCB 6219 De Pinte - Gent St Pieters  
SNCB 6392 Gent St Pieters - Gent Dampoort  
SNCB 6264 Gent Darnpoort - Gent St Pieters  
SN CB 6225 Gent St Pieters - De Pinte  
SNCB 6220 De Pinte - Gent St Pieters  
SNCB 6202 Gent St Pieters - De Pinte  
SNCB 6206 De Pinte - Gent St Pieters

SNCB 1202 Gent St Pieters - Antwerpen Central.

Another early night after just 1 beer in the Hotel bar.

Saturday 10th October 1992

SNCB 1210 Antwerpen Central ~ Gent St Pieters

SNCB 2719 Gent St Pieters - Brugge

SNCB 2738 Brugge - Torhout

SNCB 2137 Torhout - Oostende

Boat Princes Maria Esmerelda Oostende-Dover Western Docks

EMU Dover WD - Wctoria

EMU Victoria - Brighton

So another successful trip to the Low Countries with 108 new locos for Haulage. My next holidays were in February 1993 and Ireland called once again.

## **Pennine Observer Notes**

### Eastern Region

Recent sightings on the Gainsborough - Barnetby line has been:

Sep 8 66090 on coal train

Sep 13 66063 and 66140 on coal trains

Sep 17 66232 on coal train

Sep 19 66058 on coal train

Sep 20 66133 and 66148 on coal trains

Sep 23 66248 on coal train

Sep 24 66134 on coal train

Sep 26 66011 on coal train

Sep 27 66011, 66059 and 66140 on coal trains

66068 and 66194 light engine

Sep 28 66068-166081 and 66076 on coal trains 66077 on steel train Oct 1 66175 on coal train

Oct 4 60005 and 66194 on goods train 66059 and 66221 on coal train

Oct 5 66059, 66081 and 66175 on coal trains 66194 light engine

Oct 7 66126 on coal train

Oct 9 66711 on coal train

Oct 10 660124-66018 on van train

Oct 11 66158 and 66201 on coal trains

Oct 12 60051 and 60084 on goods trains 60082 on p.w. train 66089, 66148 and 66150 on coal trains Oct 18

60043 and 66017 on goods trains 66008, 66091, 66137 and 66187 on coal trains

Oct 19 66096 on goods train 66152 on p.w. train 66011, 66137 and 66187 on coal trains Oct 24 60018 on van train

Oct 25 66088, 66137, 66175, 66583 and 66712 on coal trains Oct 26 66171 and 66193 on coal trains

Nov 1 60065 on goods train 60079 on steel train 66018 and 66117 on coal trains

Recent sightings at Hykeham have been;

Sep 10 66727 on goods train

Sep 11 66723 light engine `

Sep 17 66722 on container train

Sep 26 66606 on oil train

Oct 3 66727 on container train

Oct 15 66725 on container train

Oct 29 66615 on oil train 66710 on container train

Oct 31 66722 on container train

Other recent sightings have been:

Sep 2 60068 at Lincoln

Sep 6 66076 on steel train at Eaton Lane Crossing

Sep 13 66561 on coal train at Marsh Lane Crossing

Sep 18 66188 on mineral train at Hatfield and Stainforth 60054 at Lincoln

Sep 27 66081-166140 and 66127 on coal trains at Barnetby 67024 with 47245 at Kings Cross Sep 28 66230 on coal train at Welham

Oct 8 60049 and 66720 on goods trains and 66517 on container train at Barnetby

Oct 18 66171 on steel train at Eaton Lane Crossing 66014 on coal train at Rushey Sidings Oct 22 66016 on mineral train at Eaton Lane Crossing Nov 1 66125 on steel train at School Lane Crossing

Nov 6 66114 and 66155 on water canon at Sleaford

Nov 7 67027 light engine at Lincoln

Nov 10 66075 and 66172 on water canon at Stow Park

Nov 11 66103 on Water canon at Stow Park

Nov 14 66058 and Fastline 66 at Lincoln

On 22 August, 37423 with an observation car visited Hull Docks (for “official opening”) and Hull Paragon, with officials and VIPs on completion of double track from Hessle Road to King George & Queen Elizabeth Dock.

Locos noted at Barnetby on 13 September were 08735, 60071, 60047, 60026, 60100, 66140, 66158, 66547 and 66561.

Locos seen at Peterborough have been:

Sep 27 66709, 66716, 66724, 66138 and 67027

Oct 9 66718, 66726, 66727, 66729, 66730, 73136, 66076, 66030, 66119, 66056, 66168 and 66139 Oct 23 66711, 66713, 66715, 66728, 66730, 66030 and 66188

Locos seen at Carlisle Kingmoor on 25 August were 66109, 66558, 66609, 66406- 409, 66415, 66424, 66237, 37667, 47832 and 57312. Also seen at Carlisle station were 57311, 66583, 66554 and 66551.

Locos noted in the Washwood Heath and Saltley area on 26 August were 66501, 66568, 66570, 66591, 60093, 66193, 66121 and 66143.

Locos seen at Carlisle Kingmoor on 24 September were 66401, 66403-407, 66409, 66410, 66414, 66417, 66427, 20302, 20304, 66021, 60020, 92005, 66100, 66165, 66418 and 66430.

Also seen at Carlisle station were 66021, 66622, 66555, 66058, 66565, 57316, 86610 and 86637.

Locos noted in the Willesden/ Wembley area on 27 September were 92015, 92016, 92036, 92039, 90028, 66104, 66105 and 66517.

### Southern Region

Locos noted in the Southampton area on 23 August were 66571, 66594, 66540, 66568, 66533, 66615, 66567, 66577, 66592, 66543, 66576, 08575, 08624, 08745 and 08691.



Also seen were 37401, 66093, 66156, 66098, 66163, 66085 and 08482 at Eastleigh.

EMUs seen at Bournemouth in the week commencing 15 September were 444001-003/005-013/015-019/021 - 025/027- 029/031-036/038-045 and 450019/020/026/034/07 1/085/090/101/106/122/123. Noted at Havant on 25 October were 450002-004/007/012/016-019/027/029/038/041/065/073/079-08 1/084/086/089-090/092/105-106/ 113/ 1 15/ 123/ 125-126 and 377108

### Western Region

Seen in Devon in the week commencing 13 October were 142001/004/009/028/030/058/062/067/068, 150219/263/278/281, 153319, 159001/002/006/008-010,015,017, 104, 43003/021/042/063/089/098/122/124/125/132/142/158/160/162/169/172/175/180-83/186/188/195 and 66119/138/176.

Noted at Didcot on 18 October were 66009/041/113/154, 60009 and 165102.

### Midland Region

Locos seen on the Wrexham & Shropshire service between Wrexham - Marylebone have been;

Aug 26 67015 with 67012

67019 with 67028

67013 with 67014

Oct 08 67025 with 67003

67013 with 67022

67023 with 67014

Oct 17 67013 with 67022

67015 with DVT

67012 with DVT

As from Monday 20 October all services were working with a DVT.

### Scottish Region

Locos seen on 25 August were 67020 at Edinburgh Waverley, 66008, 66199 and 60100 at Millerhill and 66087 at Dunfermline.

### Railtours and Charter Trains

Locos seen working on railtours and charters have been;

Aug 23 ("The Dorset Coast Explorer") 33207 and 33025

Aug 24 ("Shakespeare Express") 4965 Rood Aston Hall

Aug 24/25 ("Alloa Alloer") 66074, 37417/422, 60100, 92002 and 66187

Aug 27 (Scarborough Spa Express) 45231

Sep 13 (Cranmore - Chester charter) 59005 and 59104

Sep 18 (Kings Cross - Scarborough charter) 67001 and 67021

Oct 9 (Kings Cross Redmire charter) 67001 and 67002

Nov 8 (BLS railtour to North Blyth and Berwick) 66232 and 66101

Nov 15 (“The industrious Invader”) 37417 and 37401

### Preserved Railways

Locos working at the Swanage Railway on 23 August were 34028 and 80104.

Locos used at the Severn Valley Railway on 24 August were 7812, 5164, 7802, 45110 and 50044.

Locos working the shuttle service into the Hope Works open day on 6 September were 08892, D9520, 20168, “Blue John”, 1300 and Hudswell Clarke 0-6-0 No. 1704 “Nunlow”.

Locos used at the Embsay Railway “Harvest of Steam” gala on 20 September were Garfield No. 1, Monkton No. 1, D5600, D49/1 and 62712.

Locos working at the Wensleydale Railway Diesel Gala on 20 September were 60040, 47703, 47715, 31108 and 03144.

Locos used at the North Yorkshire Moors Railway Autumn Steam Gala on 26/27 September were 71000, 45231, 60007, 63395, 45212, 49395, 30926, 825, 5224 and 75029.

Locos working at the Nene Valley Railway Diesel Gala on 2 October were 56312, 20069, 37518, 31271, 25067, 66729, D9520, D9523, D306, 47270, 73136 and D9516.

Locos used at the Great Central Railway Steam Gala on 11 October were 5690 “Leander”, 60163 “Tornado”, 63601, 70013 “Oliver Cromwe” and 78019.

Locos working at the West Somerset Railway Autumn Gala on 25 October were 9351, 34046, 6695, 88, D832, D9526, D1661, D6566 and 4160

### **Foreign Summer Gen**

#### **Chris Theaker**

##### **12/7/08**

3019/3020 1257 St Pancras - Midi

1187 1615 Midi- Amsterdam

2747+2758 1727 Central - Blankenberg Knokke (splitter)

1357 1844 Ostend - Eupen

##### **13/7/08**

1192 0915 Midi - Amsterdam

1824 0919 Venlo - Den Haag

1839 1221 Den Haag - Venlo

1191 1015 Midi -Amsterdam V

1725 tnt 1728 1545 Amsterdam - Zandvoort

1182 1656 Amsterdam - Midi

##### **14/7/08**

2635 0738 Antwerp Berchem - Midi

2505 07?? St Niklaas - Schaerbeek

2118 0942 Schaerbeek- Ostend (Contril Relief)

2364 1648 Antwerp - Aarschot

2326 1723 Antwerp - Aarschot

##### **15/7/08**

1347 0824 Midi- Maastricht  
1360 1107 Maastricht - Midi  
3016 0915 Luxembourg - Liers  
2706 1306 Liege-Queivrain  
7756 1306 Liege- Queivrain (Liege banker)  
3008 1518 Liege- Luxembourg  
1503 1618 Liege- Gouvy  
3019 1515 Luxembourg- Liers

**16/08/08**

3013/3014 1257 St Pancras - Midi  
1192 1615 Midi- Amsterdam  
1183 1556 Amsterdam - Midi

**17/08/08**

3005 1656 Ostend- Luxembourg  
2123 1814 Ostend- Kortrijk  
1358 1843 Ostend- Eupen

**18/08/08**

2360 07 38 Antwerp Berchem - Midi  
2204 07?? St Niklaas- Schaerbeek  
1601 0777 Ostend- Schaerbeek  
2507 0900 Lueven - Midi  
2732 0953 Midi- Antwerp  
2128 1028 Essen - Midi  
1187 1115 Midi - Amsterdam  
186-121 0956 Amsterdam - Midi  
186-119 1415 Midi - Amsterdam  
1306 1524 Midi- Maastricht  
2213 1540 Midi- Gent  
2349 1605 Schaerbeek- Tournai  
2323 1710 Schaerbeek- Binche  
2381 1640 Midi- Dendermonde

19/08/08

2510 0719 St Niklaas - Schaerbeek , (see Tony Caddick's photo on back page)  
2002 1309 Midi- Chur (to Luxembourg)  
3005 1233 Luxembourg - Midi  
2733 1453 Midi - Antwerp  
1187 1656 Amsterdam - Midi

20/08/08

2002 0733 Midi- Zurich (to Luxembourg)  
26149 0733 Midi- Zurich (from Luxembourg)  
16659 1216 Metz- Forbach  
143932 1505 Saarbrucken ~ Koblenz  
110300 1901 Koblenz- Cochem  
143194 1705 Saarbrucken - Koblenz  
143953 1951 Koblenz - Mainz  
143147 2030 Mainz - Koblenz

21/08/08

120142 tnt 120102 0530 Nurnburg - Hamburg Altona  
146028 0740 Emmerich - Koblenz

101004 0624 Emden - Stuttgart  
218412 1320 Boppard Sud - Emmelhausen  
143905 1451 Koblenz- Mainz  
143184 tnt 143114 1502 K\_oblenz - Frankfurt  
143280 1430 Mainz - Koblenz  
101-101 1624 Luxembourg - Dortmund  
120156 tnt 120155 1532 Hamburg Altona - Nurnberg

### **Pennine Quiz No. 134**

#### **Shed Codes**

**List all the shed code allocated to the following depots between 1948 and 1971.**

1. Aberbeeg
2. Aberdare
3. Aintree
4. Annesley
5. Ardsley
6. Ashford
7. Banbury East
8. Bangor
9. Barrow
10. Bath (Green Park)
11. Beattock
12. Bescot
13. Birmingham (Aston)
14. Birmingham (Monument Lane)
15. Birmingham (Saltley)
16. Birmingham (Tyseley)
17. Blackburn (Lower Darwen)
18. Blackpool Central
19. Bletchley
20. Bolton
21. Borough Gardens

22. Bournemouth Central
23. Bradford (Hammerton Street) 24, Bradford (Low Moor)
25. Bristol (Barrow Road)
26. Bromsgrove
27. Burton
28. Cardiff (Canton)
29. Cardiff(Cathays)
30. Cardiff (East Dock)
31. Cardiff (Radyr Junction)
32. Carlisle (Kingmoor)
33. Carlisle (Upperby)
34. Carlisle Canal
35. Carnforth
36. Carstairs
37. Chester (West)
38. Coalville
39. Consett
40. Croes Newydd

### **Pennine Quiz No. 133**

#### **The Answers**

##### York

46142 The York and Lancaster Regiment

60847 St Peters School York AD 627

62737 The York and Ainsty

43051 The Duke and Duchess of York

43064 City of York

43093 York Festival

43152 St Peters School York AD 627

47673 York InterCity Control

59201 Vale of York

91026/91126 York Minster

Doncaster

60048 Doncaster

61657 Doncaster Rovers

08562 The Doncaster Postman

08575 The Doncaster Postman

43045 The Grammar School Doncaster ad 1350

43112 Doncaster

47522 Doncaster Enterprise

56078 Doncaster Enterprise

58020 Doncaster Works BRE

66703 Doncaster PSB 1981-2002

Sheffield

46249 City of Sheffield

61649 Sheffield United

61661 Sheffield Wednesday

62657 Sir Berkley Sheffield

08879 Sheffield Children's Hospital

09008 Sheffield Children's Hospital

43055 Sheffield Star

**Pennine Quiz No. 133**

**The Winners**

1st Stuart Earl

2nd John Dewing

3rd= Ken King

3rd= Malcolm Bell

## **Pennine Meetings 2009**

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

Wednesday 7th January 2009	Geoff Griffiths - "20 Years Ago"
Sunday 11th January 2009	ANNUAL GENERAL MEETING 12 noon at The Salutation
Wednesday 21st January 2009	Derek Porter
Wednesday 4th February 2009	Barry Plues - "Steam & Diesel 1960s to 1980s"
Wednesday 18th February 2009	Geoff Procter
Wednesday 4th March 2009	THE ANDY DALBY MEMORIAL SLIDE COMPETITION
Wednesday 18th March 2009	Ken Horan - "Steam Through The Eyes of an Ex Fireman"
Wednesday 1st April 2009	Rhys Jones
Wednesday 15th April 2009	Geoff Warnes - "The South Yorkshire Railway"

## **Acknowledgements**

I would like to thank the following for their generous contributions to this issue: Tony Caddick John Dewing. Phil Lewis. Steve Payne. John Sanderson Ian Shenton, Robin Skinner. Paul Slater. Chris Theaker and Tosca. Due to personal circumstances. I have not spent much time at home in the last 2 months, so if you have sent me some information and I have not picked it up, I apologise. Hopefully things will be back to normal for the next issue.

## **Next Issue**

The Spring 2009 Issue of Trans Pennine is due for publication on 18th March would contributors please let the coordinator have their hand written and typed information by Wednesday 18th February and emailed information by Wednesday 25th February.

THANK YOU. Email your contributions to [david@whitlam145.reeserve.co.uk](mailto:david@whitlam145.reeserve.co.uk).

## **A Winter's Journey**

### **Reg Batten, London**

Back in the early 1980's. British rail ran an annual promotion for those holding Senior Citizens Railcards, whereby during a particular month they could travel anywhere on a day for a flat fare - originally. a mere £1, This was great value. and thousands of us retired people made the most of the opportunity. At first you did not have to specify a destination when buying the ticket so I was able to make elaborate round trips from London through some of the most interesting and scenic routes.

However, so many people took up the offer that trains got crowded at the expense of full-fare paying passengers, so later, the fares were increased and there were restrictions on tickets. The only disadvantage was that the promotion was held at a traditionally "quiet" time of year - November.

This meant that the return journey would be largely in darkness and the weather could be wintry. On one particular day I had no destination in mind but had a slight premonition of impending doom. It was dry but misty and extremely cold following a night when severe frosts and ice had been reported further north, I bought a ticket and boarded a local train to Liverpool Street, from where I caught a fast train to Cambridge. On arrival, I walked the length of the platform pondering where to go next. Kings Lynn perhaps or do the round trip to Norwich via Ely, and back to London via Ipswich? Then I saw a Diesel Multiple Unit (DMU) in a bay platform and asked the driver where he was going. He replied: "I will be going to Lincoln via Ely, Peterborough and Sleaford. in about ten minutes".

"Right," I replied "I'll come with you, although I doubt you'll get to Lincoln in that thing". The DMU was an old one in deplorable condition. and the engines didn't sound too healthy.

It was time to go and, as there were few passengers, I was able to get my favourite seat at the front, where you could see ahead through the driver's cab. We headed up the main line to Ely, with its lovely cathedral dominating the fens. North of the station, the line splits three ways - to Peterborough, Kings Lynn and Norwich. We took the left-hand turn for our next stop at March passing flat fen country covered in thick frost.

"It's getting cold in here". I remarked to the driver through the partly opened door to the cab, through which he had been making intermittent conversation. "It's freezing in here as well", he replied. At Whittlesey I went to use the toilet, only to find it frozen up. I notified the driver and he showed me a piece of card and asked me to write an 'out of order' notice and fix it to the toilet door. We stopped at Peterborough, another cathedral city, and junction for the East Coast Main Line. Most of the passengers alighted here and a few more joined. If I had listened to my forebodings I should have alighted too, but I decided to carry on. Soon it was too late to change my mind as we were heading off the main line, en-route to Spalding. The bulb fields of Spalding may look lovely in season but now they were all covered in frost. The train was just as cold inside and getting colder by the minute. "That's it" declared the driver, "the heating's gone in this cab and I'm refusing to take this train beyond Spalding. I'll get out and request a replacement at the next signal". "I told you that you wouldn't make it". I said. "So what happens now?" "Well, they have another unit spare at Spalding, so we'll see if that's any better", came the reply. On arrival at Spalding, the few passengers were asked to disembark and transfer to the other train. Meanwhile, what with the cold, I was dying to use the toilet. Not wanting to trust my luck on the new train's toilet being usable, I asked a staff member if there was one on the station. "Yes, over the bridge". he said. "We have a few minutes, so make it Snappy"

So it was up the stairs and over the bridge, which seemed to be about 400 feet long! Someone had lit a brazier near the cistern - a wise precaution under the circumstances.

I made it back to the train and we set off towards Sleaford and Lincoln. At least the heating seemed to be working on this one. This was flat, bleak, but fertile countryside with sparse habitation. It was getting dark now and there were only the occasional lights from farmhouses to brighten the gloom. Then, as we approached Lincoln, there glowed the lights of the city and above them all was the cathedral (the third of the trip), all lit up and dominating the surrounding fens.

On arrival I bade farewell to the driver and walked the short distance to Lincoln's other station, St Mark's (now closed), to catch a train to Newark. The train another DMU, passed through more farming country, with little to see in the dark to draw into the bay platform at Newark North Gate. All change and wait for the main line train to London.

A cup of tea or coffee while you wait? Well, there was no buffet open and the town is a good half mile or more from the station. There was, however, a newish vending machine on the platform dispensing tea, coffee and hot chocolate. Great. I thought, just the job. I settled on coffee. I put my money in the slot, and bing-bong, out comes this cup of so-called coffee - boiling hot in a cup with no lid - so flimsy that I could not hold it. I took



one scalding sip and nearly choked. It tasted like crushed nutmeg. I threw the rest away in disgust. So much for British Rail catering.

Still, it wasn't long before the London train arrived and this one had a buffet. I settled down with a coffee and sandwich for a fast run back to Kings Cross.

My premonitions of doom hadn't materialised too seriously. The train from Cambridge hadn't made it all the way to Lincoln as I had predicted, but luckily it was only the heating and toilet that had failed. Also, there had been a spare train available at Spalding. But what if there had not been, or if the engines had failed in one of the more remote parts of the fens?

It could have been a long, cold wait for a rescue loco to tow us away or for a relief train to transfer to. This was in the days of British Rail, when there were more trains and standby locos available. I am not sure I would want to make a similar journey today.

Still, it wasn't bad for £1 was it?

**This article is reproduced from the February 2008 issue of Best of British, a monthly magazine available from newsagents and on subscription. Please visit [www.bestofbritishmag.co.uk](http://www.bestofbritishmag.co.uk) or call 01778 342814 for further information.**

#### Photo

The photo below was taken by Tony Caddick and shows Belgian loco 2510 at Schaerbeek on 19 August 2008 after working the 07.19 St Niklaas - Schaerbeek service.

