

TRANS PENNINE

The Magazine of the Pennine Railway Society



No.147 - Spring 2009

Photos

Front Cover

The photo shows Irish Rail Class 071 loco No. 082 at Westport waiting to work the 15.30 Westport - Dublin Heuston service on Sunday 30 September 2007.

Rear Page

The photo shows Irish Rail Class 071 loco No. 078 at Kildare working the 13.25 Dublin Heuston - Limerick service on Thursday 27 September 2007.

Both photos taken by David Whitlam

Committee Briefs

Annual General Meeting

The Society's AGM took place on Sunday 11 January 2009 at the Salutation Inn, Doncaster, attended by 15 members.

Robin opened the meeting, the 34th AGM held by the Society. He referred to the resignation of Chris Tyas from the Committee during the year and commented on the valuable work he had undertaken on behalf of the Society whilst on the Committee.

He also welcomed Neil Taylor to the Committee.

He spoke about the excellent programme of social evenings held at the Salutation in 2008, along with visits to the Nene Valley Railway and Doncaster Grammar School Railway Museum, and announced a further full programme of social evenings for 2009, which will continue to be held at the Salutation. Membership Secretary, Tony Caddick, advised that membership in 2008 remained constant at 70+.

In the absence of Tony Booth, Website Manager, Robin advised that the site had been updated and it was proposed to re-vamp the site in 2009. He recommended that members visit the site regularly.

Magazine Coordinator, Dave Whitlam, thanked all those who had sent him contributions to the magazine in 2008.

Treasurer, John Sanderson, produced a balance sheet for the year and announced that due to prudence it had been possible to maintain the membership fee at 2008 levels. He thanked all those who had rejoined the Society in 2009 and had taken part in the raffles, organised by Geoff Bambrough, at the social events, in 2008, a valuable source of income.

The Committee was re-elected en-bloc, unanimously, for 2009.

At the Open Forum, it was agreed that a Working Group be established, to report to the Committee, on the potential effect to our social evenings of the digital revolution, and what actions the Committee might need to take.

Possible visits in 2009 were identified as Barrow Hill and the September 2009 Open Day at Neville Hill. President, Geoff Bambrough, closed the meeting by thanking all members for their support in 2008 and looked forward to a successful 2009.

Neil Taylor - New Committee Member

We are delighted to announce at the recent AGM, Neil Taylor's appointment to the Committee was confirmed.

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 - Renewal

We would like to thank all those members who have renewed their subscription to the Pennine Railway Society for 2009. 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 2009 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 2009. 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, and buses from Doncaster Interchange pass regularly). We have a well-furnished private function room. All welcome, members and non-members.

Make it a date, Wednesdays at 8 (pm).

Radio Trains to Killarney

An Irish acquaintance of our Treasurer has reminded him of the Radio Trains, an innovation introduced by CIE. They were primarily geared to tourism, travelling from Dublin to Galway and Killarney.

They were equipped with radio studios and comperes played records to entertain passengers. They provided commentaries on places of interest along the route, delving into folklore and history, telling stories and reciting poetries.

On arrival at the destination, passengers were served lunch and later visited local beauty spots. Occasionally, banquets at Bunratty and Knappogue castles were included in the trips.

The radio trains also carried pilgrims to visit the Marian shrine at Knock, Co Mayo. The radio carriage provided an organ and all on board could hear and join in with the rosaries and hymns.

It is thought the "success" of The Bachelors and Val Doonican led to the demise of the trains, which gave way to luxury tour buses in the late 70s, on which passengers did not have to suffer such music.

Corby Delay

The planned opening of the Corby - St Pancras service by East Midlands Trains was delayed due to problems with the acquisition of necessary additional rolling stock.

EMT is hoping to acquire 4-car Pioneer diesel units from Hull Trains to run the service.

321s to Doncaster

In a 3 year contract, GBRf will move 114 Class 321s from their depots to Wabtec Rail, Doncaster for overhaul, repainting and refurbishment work.

East Midlands Parkway Open

East Midlands Parkway station finally opened on 26 January 2009. The Ratcliffe on Soar was due to open on 14 December 2008 but was hit by delays after residents called for a 300m access road to be formally adopted as a public highway.

Eurostar Record Passenger Numbers

Eurostar achieved record passenger numbers in 2008, with 9.1m travellers carried, an increase from 8.26m the previous year.

The figures would have been greater but for the closure of part of the Channel Tunnel following a fire on board a Eurotunnel freight shuttle on 11 September (9/11!) which caused reduction in services and longer journey times.

During 2008, 92.4% of trains arrived on time or early.

The weak pound is seeing an increase in visitors to London from France and Belgium.

Aston Martin Designs Routemasters

Pennine's bus correspondent, Lincoln's Gerry "Roadcar" Collins, advises us that sports car manufacturer, Aston Martin, is joint winner of a competition to design a new Routemaster bus for London, a team effort with leading architects Foster and Partners.

The other joint winner was bus, coach and truck design firm Capoco Design, based in Wiltshire.

The winning designs will now be passed on to bus manufacturers to develop into a final proposed design. It is hoped that the first vehicles could be in service by 2011.

London Mayor, Boris Johnson, is behind the initiative, whilst Labour representatives on the London Assembly see this as little more than a vanity exercise.

End of Weymouth Quay Branch?

The Weymouth Quay line, which could be used to take spectators to the 2012 Olympic sailing events, may be lost before the games get under way Weymouth & Portland Borough Council wants to acquire the 150 years old seafront track from Network Rail and close it. The final service ran in the late 1980s but the tracks to the quayside remain and the route is still regarded as viable.

The track used to transport passengers and freight to the Channel Island ferries, with the flagship service "Channel Islands Boat Train Express" direct to Waterloo, on which our Treasurer has travelled, under steam haulage.

The Council has completed a public consultation on £6.6m plans to transform Weymouth's seafront in time for the Olympics. There are no plans for a station in the development, and therefore a railway without a station would be of no use.

Network Rail is not interested in the line or station.

Rolling Stock Cascade

The introduction of the winter 2008 timetable saw a major cascade of rolling stock. This included:

- * SouthEastern's remaining 6 active Class 508s joining 6 sister units in store as Southern takes over the Tonbridge - Redhill line using Class 377s
- * An influx of 60 Class 377s and Class 319s is due to SouthEastern in March 2009 as a result of Thameslink expansion
- * 17 ex South West Trains Class 442s to be refurbished and reliveried at Wolverton for Southern's extended Gatwick Express services to Brighton
- * London Midland's redundant Class 321s to be cascaded to First Capital Connect services to Peterborough and Cambridge as new Desiros come into service
- * Virgin Trains has relinquished its 2 Adelante DMU's in favour of Class 90 loco-hauled MK3 coaches for its Friday 18.35 Euston - Preston service and standby use

* 4 Virgin Trains Class 57s, displaced from Pendolino haulage between Crewe and Holyhead by Super Voyagers have been hired by Arriva Trains Wales for its refurbished MK3 coaches on the new Holyhead - Cardiff "One Wales" service.

Freight Expansions

Recent freight traffic developments have included:

- * a daily "high cube" capacity container service between Teesport Northern Gateway Terminal to Mossend and Grangemouth
- * a twice weekly intermodal container service between the Port of Tilbury and Cardiff
- * a daily Tuesday- Saturday intermodal service between the Port of Felixstowe and Birmingham Intermodal Freight Terminal at Birch Coppice Business Park, near Tamworth
- * reinstatement of the Donnington branch between Oakengates and Wellington on the Wolverhampton - Shrewsbury line to serve the Telford Freight Village.

Channel Tunnel Fully Open

The section of the Channel Tunnel hit by fire (interval six) in September 2008 reopened in the early hours of 10 February 2009, with Eurostar returning to a normal timetable with all services operating at full speed from 23 February.

Between 10 and 22 February Eurostar would operate to its temporary timetable but with some trains likely to arrive earlier than timetabled.

From 23 February there would be up to 19 services per day to Paris and up to 10 to Brussels. In addition, a new direct Ashford - Brussels service began.

Journey times would be restored to 1hr 51 mins London - Paris and 2hr 15mins London - Paris.

Electrification Plans Expand

Network Rail is examining plans for extensive electrification enhancement. Potential routes include:

- * Basingstoke - Salisbury
- * Ashford - Hastings
- * Uckfield line
- * Newcastle - Carlisle
- * Felixstowe - Ely - Peterborough - Nuneaton
- * Greater Manchester area including to Preston and Blackpool
- * Leeds/ West Yorkshire area + Leeds - York - Scarborough + Leeds - Hull
- * Darlington - Sunderland - Newcastle
- * Bedford - Derby - Nottingham - Sheffield
- * Great Western route to Bristol and Cardiff

Goodbye to EWS

59206 became the first loco to be given the new DB Schenker livery, the new name for EWS. The company is wholly owned by German Railways Deutsche Bahn, formed in 2008.

The company has a fleet of 386 locos which will be gradually reliveried.

Coal Trains in Central Wales

Welsh correspondent Rhys Jones reports that trains are again running on the formerly disused branch line from Gwaun-Cae-Gurwen coal terminal to Pantyffynnon on the Central Wales line.

300,000 tonnes of coal a year will be carried on trains run by Celtic Energy.

Holyhead - Cardiff Loco Hauled

The daily loco hauled Holyhead - Cardiff began on 15 December 2008. The train consists of a Class 57 at each end, 3 Arriva MK2 standard class coaches and a MK3 restaurant car with first class seating, hired from Cargo D.

The ensemble bears a new Arriva livery. The coaches were recently in open-air storage at Long Marston.

The train is primarily for business travel and does not operate at weekends.

Heritage Line Returns to National Network

At Easter, for the first time in almost 25 years, passenger trains will run between Tunbridge Wells and Ridge, thanks to the efforts of the Spa Valley Railway Society.

The first re-connection for many years of a heritage line to the national network will mean a unique mile of parallel running between 25mph Spa Valley trains and 75mph Southern Turbostars which run hourly between London and Uckfield.

The initial through-service from Tunbridge Wells West will be a weekends only steam/diesel top-and-tail operation.

Barrow Hill 2009

The events planned for Barrow Hill Roundhouse in 2009 are:

Fri/Sat 15/ 16 May - Rail Ale Festival

Sat/Sun 4/5 April - Steam Gala with 60163 "Tornado", 60007 "Sir Nigel Gresley", 60532 "Blue Peter" and 60009 "Union of South Africa"

Sat/Sun 8/9 August - Diesel Gala a rare chance to see Deltics and Westerns together.

Sheffield Railwayana Auctions

At the Sheffield Railwayana Auction held at the Derbyshire County Cricket Club's Gateway Centre, on 6 December 2008 the following items all sold for £8,000 or more:

- * LNER ENGRAVED LOCOMOTIVE WORKS PLATE: "No. 1709 DONCASTER 1929" as carried by the LNER 4-6-2 Pacific A3 class loco No.2751 "HUMORIST" which entered traffic at Doncaster in March 1929 - £8,500
- * NAMEPLATE: "PRINCESS CHARLOTTE" as carried by the GWR 4-6-0 4000 "Star" class loco No. 4054 built at Swindon works in June 1914 - £12,000
- * LOCOMOTIVE NAMEPLATE: "SWANAGE" as carried by the (SR) 4-6-2 "West Country" class Pacific No. 34105 built at Brighton in March 1950 - £12,000
- * SR BRASS SMOKEBOX ROUNDEL: "SOUTHERN 1947" as carried by one of the Bulleid "Battle of Britain" class locos constructed in that year 21C153 to 21C170. These plates were removed prior to being renumbered in the series 34053 to 34070. All were built at Brighton between January and November 1947 - £8,000
- * LOCOMOTIVE NAMEPLATE: "CITY OF CHESTER" as carried by the LMSR 4-6-2 Pacific "Princess Coronation" class 7P (later SP) loco No. 6239 built at Crewe in September 1939 - £28,000
- * LOCOMOTIVE NAMEPLATE: "FARNBOROUGH HALL" as carried by the GWR 4-6-0 4900 "Hall" class loco No. 4927 built at Swindon in May 1929 - £10,000

The total auction of 450 lots made a total of £255,837.

Pennine Shield

The result of the 2008 Pennine Shield quiz was:

1st Dore Loco Group (72½ pts)

2nd Great Pretenders (70½ pts)

3rd Pennine Railway Society (53 pts)

Congratulations to the Dore Loco Group team.

117 Nameplates on Sale

117 nameplates from Pendolinos, Voyagers, HST'S and electric and diesel locos went on sale on 14 February at the former Eurostar terminal at Waterloo, organised by Virgin Trains and Sheffield Railwayana Auctions. The total proceeds of £106,520 will be donated to the Railway Benefit Fund and Virgin Group's international non-profit foundation "Virgin Unite".

The following nameplates made £2,000 or more:

Lot 7 - Class 47 diesel electric locomotive nameplate "THE LION OF VIENNA" as carried by 47807. The locomotive was named in Bolton in September 1999 to commemorate the exploits of local football legend Nat Lofthouse, dubbed the Lion of Vienna for scoring two goals against Austria in 1952. - £2,600

Lot 15 - Class 86 electric locomotive nameplate "CHARLES RENNIE MACKINTOSH" as carried by 86226. The locomotive was named in May 1996 to mark an exhibition of the designer's work in Glasgow that year. - £4,700

Lot 23 - HST power car nameplate "DARTMOOR THE PONY EXPRESS" as carried by 43158. Named in 1995 in honour of the Dartmoor Pony. - £2,200

Lot 34 - Voyager nameplate "DEVON VOYAGER" as carried by set number 220030. Named in February 2002 to mark the introduction of the fleet to Devon. - £2,600

Lot 38 - HST power car nameplate "HST SILVER JUBILEE" as carried by 43102. Named at Paddington station in 2001 to mark the 25th anniversary of the High Speed Train. - £2,600

Lot 63 - Class 47 diesel electric locomotive nameplate "PRIDE OF TOTON" as carried by 47805. The locomotive was named in February 2002 as a thank you from Virgin Trains to the depot for their efforts in maintaining the class 47 fleet. - £3,600

Lot 69 - Super Voyager nameplate "DOCTOR WHO" as carried by set number 221122. Named in May 2002 after the fictional TV character. - £2,000

Lot 86 - HST power car nameplate "CITY OF ABERDEEN" as carried by 43155. Named in 1998 to mark the working of Virgin Trains from the city. - £2,100

Nice to 'c2c you, to c2c you, nice!

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Tony Smith, fleet manager for the London and South Essex passenger operator, may have received the personal National Rail Award glory, but it was recognition for all the staff, as he explains to RICHARD CLINNICK.

To quote the National Rail Awards judges: "Perhaps, more than any other individual, Tony Smith is the reason London and South Essex passenger operator c2c wins accolades for running its trains so closely to schedule".

Smith is the c2c fleet manager at East Ham Depot, the main hub for the National Express franchise. He was appointed to the East London depot in 2001, and since then has worked relentlessly to create one of the most reliable fleets in the country. c2c has also won praise from passengers, whom the judges say have observed a new pride in the external appearance of the Class 357 Electrostars, and a noticeable improvement in internal cleanliness.

That commitment was recognised at the 2008 National Rail Awards at London's Grosvenor House Hotel on September 18 - the biggest NRA ever - when Smith received the Outstanding Personal Contribution (Management) accolade. "For once I was speechless," he laughs.

Smith is passionate about what he is trying to achieve, an approach that appears to be rubbing off on his team.

"I don't do things for awards," he says. "We achieved our success as a team - unless they buy into what you want it will not work. They have done that, and this award is just as much for the team as it is for me. "There are lots of professionals on the railway and they do not always get the recognition they deserve. Something like this gets a little bit more positive press. The commitment is always there. They are very very professional people and we have a good railway. People compare the European systems with ours, but we are just as good, if not better." Yet it is fair to say that the Class 357s had a difficult introduction. Initially c2c ordered 44 four-car 25k Electrostars from Adtranz (now Bombardier) to work on the London Tilbury and Southend (LTS) network, due to enter traffic in 1999. They were designed to replace Class 302s and '3 10s' that had been used on the route. The older EMUS were proving unreliable and punctuality was dropping, with the route dubbed 'The Misery Line'. The idea was for the Class 357s to work alongside 25 Class 317s and help revive the fortunes of a line that has a high percentage of commuters.

"The problem was that when the '357s' arrived they didn't work," says Smith. There were major software issues and the IGBT transmission, which had been used on the railway since 1990, did not work with the new technology aboard the Electrostars. Indeed, the entire fleet was removed from service because of unreliability.

"In 2001 a partnership was formed between ourselves and Bombardier," says Smith. "This looked at issues affecting passengers, and we focused on the service by introducing various processes, but this practice does not make us better engineers than anyone else."

Smith believes that if c2c had not suffered this problem, another operator would have. "Bombardier had delivered the first new trains in a generation," he says. "The '357s' were a lot different to the '365' (which entered traffic only four years previously); the technology was very different. "It was a 'leap in the dark' and that is difficult to make. We were the first to get new electric 25kv trains. With a train you cannot build two and test them as a car manufacturer does, you have to do development while in service. Bombardier did a sterling service sorting out the issues. We didn't beat each other up; instead we developed a plan. It's that partnership that is the biggest part of the success."

Once the initial 44 units were delivered a further two were presented to c2c by the Strategic Rail Authority as compensation for the late delivery of the initial limits. They should have all been in traffic by November 1999, but by the following month 41 of the 46 trains had still to leave Derby Litchurch Lane, where they had been built. The idea to order a further 28 Class 357/2s from Angel Trains was made as a result of the need to tackle the growing capacity issue. These units replaced the Class 317s that moved to West Anglia Great Northern, and the entire c2c network was Electrostar-operated by 2002.

Getting the trains running has been some achievement. "It takes two to tango," says Smith. "You need to share experience and knowledge. There was a need to understand what the biggest cause of delays was. There was untried technology that was affecting the trains - c2c was the guinea pig." Smith confesses to being gadget-mad and to owning three iPods, each bigger than the last. He likens the rapid development in what already seems cutting-edge technology in the iPod to the huge upgrades to state-of-the-art technology on the railways.

"We have been watching our trains' performance since 2001, so that we can be proactive rather than reactive to detect faults," he says. "To be successful you have to listen to the train. It will tell you if it is being silly. Even if it doesn't the service will be noticeable and the driver will highlight any problems. The technicians at East Ham will be able to spot something when they download data from the trains."

During the dark days of reliability, there were weekly performance meetings. “We discussed problems and what the gains would be when they were solved,” recalls Smith. “Some issues had immediate engineering solutions and there were a number of ways of introducing those solutions into the performance of the trains. But the immediate solution is not always available.”

The relationship at East Ham sees c2c manage the depot and Bombardier ‘turn the screws’, according to Smith. Both companies have shift managers, though c2c has ultimate responsibility and manages its partner accordingly. A morning presentation is led by Bombardier to show how the service is running, and there is a meeting designed to detect requirements and how to deal with the required service.

“We try to balance demands with the available resources,” adds Smith.

Bombardier, he explains, understood the Class 357s because it built them, whereas the East Ham staff had not been exposed to the new equipment on them. They were, however, well- trained in what was required to provide the maximum service possible using the old fleet. “They have a really good engineering experience at East Ham, and once you bring things together it will succeed,” says Smith. “I cannot emphasise the team effort. We needed a culture change and we needed to realise the passenger comes first. Everyone at East Ham is now focused on that.”

One of Smith’s personal crusades was to improve the standard of cleanliness on trains. Previously a contractor undertook the internal cleaning, but this was unsatisfactory. “The first perception a passenger will get of c2c is when they get on the train,” says Smith. “It is very important that the ticket is sold correctly and the train is clean. We had issues with trains in the morning, so we brought the work in-house and put efforts into improving the standards. “We have zero tolerance on graffiti, for instance, while there is 98% availability of the toilets now, which is vital with the ‘357s’ as they only have one per train. We try to make Traincare very high-profile.”

c2c’s own customer satisfaction survey recorded 90% for cleanliness, a result that pleases Smith. “We are a commuter railway and commuters are hard to please, but then they have a right to expect a clean train. But we have a lot of good feedback and we are very big on customer satisfaction.”

Smith believes passionately in developing people. “If when I retire, I have improved people’s careers, then my working life will be worthwhile,” he says. One scheme he has introduced is that many Traincare staff now undertake other tasks, including minor electrical work on the ‘357s’ and label replacements.

A ‘357’ is taken out of traffic every week for a thorough clean, and the Traincare staff carry out other tasks while this work is completed. “It gives them ownership of the trains,” says Smith. “I would like to do apprentice schemes, but Bombardier is the main supplier and its engineers work with us. We do, however, sponsor a member of our staff undertaking an MSc and we feel it is important to develop new talent.” The Class 357 fleet requirements are demanding, with 71 out of 74 sets needed each weekday. At the moment there are two sets out of traffic for overhauls, leaving one spare set. One overhaul is carried out at the weekend, and the ‘357’ is removed from service at Friday lunchtime, returning to traffic on Monday lunchtime. Bombardier is contractually obliged to deliver 71 trains and Smith says the firm has always bought into c2c’s belief The current Moving Annual Average (MAA) for the trains is 57,196 miles per casualty - a phenomenal achievement considering the requirements. Other modifications include fitting wireless internet access to 357014, and this is about to be extended using software supplied by Nomad. The full ‘357’ fleet is also fitted with regenerative braking, introduced on March 32007. Work for this started in November 2006 and involved sending 357028 to the Czech Republic for tests that involved rewriting the software. “We could not have done that work in the UK,” says Smith. c2c was the first fleet to retrofit the system to its trains, and is reaping the rewards. “This will benefit Essex for 30 years,” says Smith. “The carbon footprint per train will drop from 52g per passenger kilometre to 41.5g and that is based on loadings of 29%. If we could fill every train, you would get it down to 13.49g.” So with an award and several successful projects to his name, how does Smith sum up his job? “I am privileged to do this. It is like dreaming of playing football for Manchester United or Real Madrid, doing so and scoring the winning goal in the European Cup Final. I love this industry and I work with my hobby. It is just so totally different each day.”

Judges’ comments Tony’s qualities are exactly those that one would expect a winner of this NRA award to have. He has enormous energy and commitment to his job, which he lives and breathes, and is ever prepared to make difficult decisions. As well as having a keen interest in developing his team’s skills, Tony well-known passion for new technology has resulted in the c2c fleet reducing its overall power consumption by 20%. Working alongside train supplier Bombardier, the industry-leading introduction of regenerative braking in just four months has yielded

environmental benefits as well as big cash savings. Tony is a team player who is able to motivate and empower his team by leading by example. Throughout the interview with the NRA judges, he was at great pains to stress that the improvements were a combined effort. Many believe his public recognition is overdue, but here it is now!

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The Snibston Colliery Railway

by Paul Slater

A few years ago I paid two visits to the Snibston Discovery Park at Coalville and had rides on the Snibston Colliery Railway. The railway extended from a platform adjacent to the museum - the main feature of the site - as far as Belvoir Road Halt, a quarter of a mile away. On both occasions the train consisted of a single carriage. For my first ride motive power was Cockerill vertical-boiler 0-4-0 "Yvonne", which I had once seen at the Nene Valley Railway; a Ruston 4-wheel diesel was giving shunting demonstrations, a miniature traction engine was in steam, and another diesel, a 0-4-0 shunter, was on display. The second time I travelled on the train, power was provided by a 0-6-0 diesel shunter.

The two headstocks of the disused Snibston Colliery, the Tandem Shaft and the Stephenson Shaft, have been preserved, and I found that they made an impressive background for photos of the little train. Beside the line stood the unusually tall Coalville Crossing signalbox; it was formerly sited by the level crossing in the centre of the town, and I had taken a photo of it there in 1985, as part of a photographic survey of railway remains which I was carrying out for the Midland Railway Trust. Other features of interest on the Snibston Colliery Railway were a gantry bridge carrying the colliery "tub-tippler" system across the line, an elevated fuel storage tank for the colliery diesel shunters, and the original engine-shed, dating from the 1840s. The museum at Snibston was devoted to science and industry, with particular reference to Leicestershire. A model of a prehistoric woman represented one of the earliest human inhabitants of the area, and there were displays on the Iron Age, the Tudor period and the Industrial Revolution. There were many "hands-on" displays and interactive toys, both in the museum itself and in a children's playground outside. The history of transport was represented by horse-drawn vehicles and a bus as well as a tireless locomotive and a small 0-4-0 saddle tank. A collection of railwayana included a nameplate from 4-6-2 no. 46252 "City of Leicester". Outside the museum entrance were an old railway lifting bridge from Leicester, complete with a wagon, and a dragline excavator formerly used in the ironstone quarries, which I remember as being a feature of the Northamptonshire landscape in my childhood.

As well as the museum and the railway, the colliery at Snibston was also of interest to me, and after one of my train-rides I joined a tour of the remaining buildings. A former miner was our guide, and dummies were used in several places to represent other people who worked at the mine: controllers, checkers, the nurse in the sick-bay and some of her patients, the man in charge of the lamp-room and the one who operated the winding motor. Not far from Snibston, a short length of track has been laid on the course of the old Leicester and Swannington Railway, opened in 1832 and one of the earliest railways in England. A mining heritage trail has been laid out, with colliery wheels and interpretative displays. A downhill path through a little wood follows the route of the Swannington Incline, which was worked by a stationary engine and cables until 1947. I had known of the Swannington Incline ever since I first became interested in railway history, and had often wanted to see if anything remained of it; I was pleased that I had at last done so, and my exploration of the old line added to my enjoyment of the museum and the Snibston Colliery Railway.

Tosca's Travels

(Beer and Bashing Abroad)

Part 9

A short trip to Ireland to help with some maintenance work being carried out by the Irish Traction group on their shed at Carrick-on-Suir.

Wednesday 17th February 1993

DMU Leeds - Manchester P

Visited the Lass o' Gowrie brewpub in Manchester.

Bus to Manchester Airport.

Aer Lingus EI-CDH Manchester - Dublin.

A few pints of Guinness in the Deer Park Bar near Heuston Station.

Thursday 18th February 1993

IR 160 Dublin Connolly - Howth Junction

IR EMU 8102/8302 Howth Junction - Dublin Connolly

IR 005 Dublin Connolly - Greystones

IR 186 Greystones -- Dublin Connolly

Bus Dublin Connolly to Broombridge

IR 122 Broombridge - Dublin Connolly

IR 127 Dublin Connolly - Howth Junction

IR EMU 8131/8331 Howth Junction - Dublin Connolly

Bumped into an old friend (Craig Lee) at Connolly, he joined me for the rest of the day.

IR 144 + IR 135 Dublin Connolly – Mullingar

IR 128 + IR 181 Mullingar - Dublin Connolly

IR 012 Dublin Connolly - Broombridge

IR 122 Broombridge - Dublin Connolly

IR 127 Dublin Connolly – Malahide

IR 131 Malahide - Dublin Connolly

IR EMU 8330/8130 Dublin Connolly - Bray

IR 162 Bray - Dublin Connolly

Went across to Ryan's Bar, near Heuston, for a couple of pints of Guinness with Craig.

Friday 19th February 1993

IR 084 Dublin Heuston - Templemore

IR 078 Templemore – Portarlinton

IR 085 Portarlinton - Thurles

IR 166 Thurles - Dublin Heuston

IR 035 Dublin Heuston ~ Waterford

IR 160 Waterford - Rosslare Strand

IR 174 Rosslare Strand

Not a very successful day for winners, but as they were getting harder to get I was quite happy with 035. After booking in to a B&B on the quayside I went for a pub-crawl in Waterford. I didn't take the names of any of the bars; as in the first pub I went in I met a group of people that included a girl called Siobhan who was wearing a Man Utd shirt. I took the Mickey and ended up with her and her friends all night including ending up at her friends flat at 2am. I eventually got to the B&B at 4.30a.m. Luckily I wasn't bashing on the Saturday.

Saturday 20th February 1993

Got up with a stinking hangover. Had already missed breakfast but not sure I would have kept it down anyway. Had missed the 08.30 bus to Carrick by about an hour and a half Fortunately it's roughly a 2 hourly service from Waterford to Limerick, so caught the 10.35. Arrived in Carrick feeling awful but after grabbing a ham sandwich and a coffee at a café started to feel better. A group of 6 were at the shed including Andy Marshall.

We fitted new security bars to the windows and cleaned up the inspection pit. Then we boarded up the windows on loco 226 that had arrived for preservation. Andy then drove us back to Dublin and we had a few pints.

Sunday 21st February 1993

Aer Lingus EI-CDC Dublin - Manchester

Bus to Stockport for DMU 158797 to Sheffield

Overall a reasonable trip with 8 new engines for Haulage.

Next trip - Back to Portugal.

Trainspotters on rampage ...yes, really

by Christian Wolmar

(Reproduced from The Mail on Sunday dated December 7 2008)

They trundle around Britain's railway network, harmlessly recreating, it seems, the innocence of a bygone age. But now train enthusiasts who charter vintage rolling stock for day trips are being warned their hobby could be banned because of drunken and yobbish behaviour.

Enthusiasts have been spotted yelling at people as they pass through stations - an activity dubbed as 'bellowing' - and hanging as far as possible out of old-style train windows, known as 'flailing'. Last month, during one trip between Preston and London, two men had to be ejected from a heritage train being pulled by a Class 40 diesel engine manufactured in the Fifties.

One refused to stop leaning out of a window and shouting at people, and the train was delayed at Leeds while police were called to deal with another man who had provoked a fight. The carriages were left in 'a disgusting state' by the drunken enthusiasts and required special cleaning. As a result, the operator, West Coast Railway, which owns the carriages, said it would cancel future trips if tighter policing by stewards was not enforced.

The chairman of the Class 40 Preservation Society, John Stephens, said he was furious about the unruly behaviour on the Preston to London charter, which he blamed on 'a small group of outsiders'.

'These jobs and troublemakers came from a group of lads who got on the train with an 80-pint barrel of beer at 6.30 in the morning and drank all the way to London' he said.

‘We carried the can for their behaviour but it was nothing to do with us.’

On a ‘Christmas special’ tour yesterday for dozens of enthusiasts of the classic Class 40 locomotives between Shrewsbury and Lincoln, participants were given a list of strict rules. Flailing, leaning out of the windows, smoking and drinking alcohol before 10am were banned. Mark Honey, boss of Rail Blue Charters, which organised yesterday’s tour, said: ‘We are taking a zero-tolerance line on this. Future charters will be heavily policed by stewards.’ In June, an incident involving a man seen perilously leaning out of a train on a trip organised by Spitfire Tours led to an official complaint by Network Rail.

The company wrote to Spitfire threatening to withdraw its licence to operate if there were further incidents. A spokesman for Network Rail said: ‘We don’t want to tar everyone with the same brush but we will clamp down on bad behaviour very strongly.’

One rail expert said that the craze for travelling behind particular types of locomotive was an extension of trainspotting.

He said that each class of locomotive attracted a different set of fans, often depending on which part of the country the trains were most common - but those drawn to diesels from the Fifties seemed to be the rowdiest.

‘They are allowed out to play by their wives or mums and get so excited when they are being hauled by their favourite type of engine they end up behaving like football hooligans,’ he said.

The group with one of the worst reputations is the so-called Peak Army, who followed ‘Peak’ Class 45 diesels produced in the Fifties, he added. He said they were known in the Eighties for throwing toilet seats out of the window and were described in one rail magazine as ‘the Millwall of rail enthusiast groups’. Pictures on the internet show a group of 45 enthusiasts at a 2004 Peak Army reunion giving a Nazi-style salute.

A day-trippers’ guide to railway ‘etiquette’

BELLOWING

Leaning out of carriage windows and yelling at terrified commuters on platform as train speeds past.

FLAILING

Hanging as far as possible out of old-style train windows as you race through the countryside.

DIESEL BASHERS

Phrase used by diesel enthusiasts to describe their hobby. Sometimes snootily used by steam enthusiasts about diesel fans.

KETTLE HEADS

How diesel fans describe steam engine enthusiasts.

Robin's Review

No 36 "Modern Locomotives Illustrated "

Modern Locomotives Illustrated is published by The RailwayCentre.com under franchise from Ian Allen Ltd, and is a continuation of Locomotives Illustrated that has been an Ian Allen publication for many years. Robin's Review No 15, back in the winter 2001 edition of TransPennine, covered Locomotives Illustrated.

Modern Locomotives Illustrated (MLI) is published six times a year every other month. Locomotives Illustrated ran from No 1 - 170; MLI picks up at No 171 as follows:

171 Class 37s

172 Class 86s
173 Class 59s
174 Main Line Prototypes-The Private Builders
175 Class 58s

The edition reviewed is No174 Main Line Prototypes - The Private Builders.

This publication retailing at £3.95 consists of 76 glossy pages in colour and black and white, with many excellent photographs.

Seven prototypes are covered in depth as follows: English Electric Deltic, English Electric GT3, Brush D0260 (1200) 'Falcon', Clayton DHP1, BRCW/AEI D0280 Lion, English Electric DP2 and Brush HS4000 'Kestrel'.

Each article and photograph covers the range of services operated both during the initial trials and later in service right through to preservation, scrapping or in Kestrels case sale to Russia.

If you go onto the web site www.modern-locoillustrated.com you will see at present eight editions are currently being prepared.

176 The Blue Pullman
177 The class 24 &25
178 Desiro DMU and EMUS
179 The class 40s
180 The class 47 part 1
181 The class 47 part 2
182 The class 57s
183 Eastern Region Electric units

When you consider the number of Modern traction types since 1955, there maybe scope for up to 50 editions of Modern Locomotives illustrated.

The interesting thing about this is that this new magazine starts at No171 of a series started many years ago as Locomotives Illustrated that to all intents and purposes was about steam except for No17 'The Deltics'. So is this just a case of the series moving on or has it been reinvented for a franchise. But to be fair through 169 editions dedicated to worshipping steam all or most classes of steam loco seem to have been covered except for the A4, which may have been a special done by Ian Allen before No 1. Maybe the 17th edition number 187 will be dedicated to "Tornado"

VERDICT: As you would expect from an experienced and respected railway journal editor in Colin J Marsden this is a well presented high quality magazine.

The beauty of it is you can continue your collection of Locomotives Illustrated albeit in the new world or just pick and chose according to the subject. I for one will certainly be buying most of not all the planned forthcoming editions.

Pennine Observer Notes

Eastern Region

Recent sightings on the Gainsborough - Barnetby line have been:

Dec 5 66020 on coal train 66199 on oil train
Dec 13 66708 on coal train
Dec 15 66019 on coal train
Dec 18 66146 on oil train
Dec 20 66019 and 66109 on coal trains
Dec 22 66717 on coal train
Dec 24 66206 on oil train

Dec 27 66109 on coal train
Jan 2 66061 on oil train 66091 on coal train
Jan 3 66125, 66155, and 66168 on coal trains
Jan 6 66168 on coal train
Jan 9 66168 and 66238 on coal trains
Jan 10 60026+66176 on goods train 66238 on coal train
Jan 15 60048 on oil train
Jan 17 66189 on coal train
Jan 21 66086 on coal train
Jan 22 60004 on oil train 66020 on coal train
Jan 23 66206 on coal train
Jan 27 66221 on coal train

Recent sightings at Lincoln have been:

Dec 18 66079
Dec 23 66182
Jan 20 60010
Jan 23 66238
Jan 30 60004

Other recent sightings have been:

Nov 20 66514 ex Hull Docks and 66065 for Hull Docks at Brough
Dec 3 66149 and 66194 at Boston
Dec 6 20301+20302 on weed killing train at Cottingham
Dec 12 66598 for Hull Docks and 60026 at Brough
Dec 13 66726 light engine at Retford
Jan 11 08669, 66583, 66951 and 67024 at Doncaster after the AGM
Jan 13 66103 on route learning at Cottingham
Jan 17 667124-66732 light engine at Claypole
Jan 21 66171 on coal train at Leverton
Jan 24 66523, 66618 and 66723 on coal trains, 66146 on container train and 60084 and 66016 light engine at Doncaster

A fatality occurred at Snuff Mill Crossing at Cottingham on 1 December when a middle aged male decided to "commit suicide". He was hit by the 09.42 from Bridlington to Sheffield. There were delays and cancellations for 3 hours whilst the BT. Police investigated. The train driver was badly shaken.

Another fatality occurred at Common Lane Crossing, Welton near Brough on 16 January. A pedestrian was struck by a train at 18.10. It caused delays to services in and out of Hull for 2 hours.

On 6 February a cow on the railway line between Cottingham and Hull caused major disruption between 16.30 and 18.30. The cow, which escaped from a local farm and managed to get onto the railway line, was finally cornered near Walton Street Level Crossing. The cow was sedated by a vet and eventually transported back to the farm, much to the relief of the farmer, and reunited with its calf A happy end!

Midland Region

Locos seen at Bescot on 15 November 66186, 66177, 60091, 92015, 67005, 60041, 37895, 37707, 08920, 08955, 08528, 08884, 08828, 08543, 08418, 08538 and 08907.

Locos noted at Bescot on 13 December were 92039, 66098, 66157, 66177, 66078, 66087, 66081 and 08844. Locos seen at Crewe Basford Hall on 13 December were 87006, 87003, 87034, 90046, 90048, 90042, 90016, 66609, 66591, 66574, 66519, 66554, 66619, 66551, 66588, 66423, 66426, 66428, 66608, 66523, 66047, 66119, 47289, 47830 and 86501.

Locos noted at Warrington on 13 December were 66122, 66047, 66204, 66059, 66183, 08839 and 56018.

Locos seen at Derby Research Centre on 14 December were 37069, 37605, 31 190, 31285 and 31601. Also seen at Derby station were 66302, 66303 and 66304.

Railtours and Charter Trains

Locos seen working on railtours and charters have been:

Nov 8 (“North Blyth Rail Tour”) 66101 and 66232

Nov 15 (“The Industrial Trader”) 37417 and 37401

Nov 29 (“York & Durham Christmas Shopper”) 67017

(Norwich - Scarborough) 47854

(Carnforth - Scarborough) 46115 ‘Scots Guardsman’

Dec 13 (“Lancs Links”) 59201, 92041, 66957, 60004 and 90047

Jan 24 (“The Mersey Mancunian”) 66007 and 66596

Jan 31 (Kings Cross to York charter) 67001

(“The Peppercorn Pioneer”) 60163 Tornado

Feb 6 (Swansea to Edinburgh rugby charter) 67008

Feb 8 (“The Forth McFreighter”) 66039 and 66201

Feb 9 (Edinburgh to Swansea rugby return charter) 67027

Preserved Railways

Locos working Santa Specials at the Embsay & Bolton Abbey Railway on 20 December were 6435, Garfield No. 1, Monkton No. 1 and industrial blue 0-6-0 No. 8.

Locos used at the Great Central Railway Winter Steam Gala on 31 January were 4141, 3077 “Sir Lamiel”, 48773 (48305), 63395, 63601, 70013 “Oliver Cromwell” and 78019. '

Foreign Winter Gen

Chris Theaker

28/12/08

Belgium -

1341 1833 Midi - Luxembourg

186119tr1t186118 1918 Midi- Amsterdam

29/12/08

Germany

101024 0631 Munster - Klagenfurt (to Stuttgart)

146205 1202 Stuttgart - Ulm

218156 + 218487 0945 Obersdorf - Hannover (to Stuttgart)

146203 1222 Stuttgart - Ulm

120106 1206 Karlsruhe - Munich

110-333 1607 Munich - Kufstein

218416 1539 Muhlendorf- Munich

120144 1723 Munich - Stuttgart

218163 + 218432 0904 Innsbruck - Dortmund (Lindau - Ulm)

120135 1529 Munich - Nurnburg

218437 + 218428 1618 Munich - Simbach

ES64-U-061 1633 Munich - Nurnburg

110322 1622 Munich - Frielassing

218440 1619 Munich Ost - Muhlendorf

218418+ 218401 1707 Munich - Muhlendorf

2016-065 1748 Munich Linz

218419 1723 Munich - Muhlendorf
218399 1835 Memmingen - Munich
218462 1751 Munich - Memmingen
111024 tnt 111036 1732 Munich - Augsburg
101014 1629 Nurnburg - Munich
101042 1606 Karlsruhe - Salzburg

30/12/08

Germany

218475 0851 Munich - Fussen
218141 07xx Fussen - Munich
223061 0919 Munich - Lindau
101049 0945 Munich - Nurnburg
110501 1054 Augsburg- Donauworth
110426 1009 Donauworth - Augsburg
103245 1020 Nurnburg - Munich
218416 + 218421 1234 Munich - Zurich (to Lindau)
421-373 1234 Munich - Zurich (from Lindau)

Switzerland

450056 + 450084 + 450003 1622 Winterthur - Rapperswil
450015 + 450065 1710 Zurich - Ziegelbrücke
460101 1735 Zurich - Luzern
11155 1741 Zurich - Luzern
460068 1835 Zurich - Luzern
11161 1841 Zurich - Luzern
11201 1809 Zurich - Chaisso

31/12/08

Switzerland

11108 0627 Erstfeld - Basel (to Luzern)
11203 0627 Erstfeld - Basel (from Luzern)
11252 0757 Luzern - Bern
420501 0935 Bern- Luzern
465003 1043 Thun - Fribourg
191 1005 Spiez - Interlaken
193 1308 Interlaken - Zwiesswimmen
101968 1154 Interlaken - Luzern
195 1541 Spiez - Zwiesswimmen
460058 0758 Zurich - Bern
460045 0828 Basel - Brig
460000 09xx Brig - Romanshorn
165 1109 Spiez - Interlaken
460055 1301 Interlaken - Basel
185525 tnt 185527 1346 Fribourg - Thun
460001 1804 Bern - Geneva
11125 1638 Fribourg - Romont
11157 1804 Basel - Chiasso (to Luzern)

Pennine Quiz No. 135

Are You a Railway Mastermind?

A few years ago Alan Stennett was asked to set a number of questions on ‘The Railways of North-East England’, for the BBC programme Mastermind, so sit back in that black chair and see how you rate as a “Mastermind Champion”. Thanks to Gerry Collins for providing the questions.

1. Where did trains of the GNER Company follow a route built by an earlier GNER?
2. Three companies amalgamated in 1854 to form the North Eastern Railway. The York and North Midland and the York, Newcastle and Berwick were two. What was the third?
3. The first dining car in service on a British railway was introduced in 1879. It ran between London and which north-eastern city?
4. For which line were the North Eastern Railway's electric locomotives No's 1 and 2 built?
5. Which of Sir Nigel Gresley's Pacific locomotives was destroyed by an air raid in York Station?
6. Who designed the locomotives Wylam Dilly and Puffing Billy?
7. How did the opening of the King Edward Bridge in Newcastle simplify rail services to that city?
8. Where was an additional station opened on the Hull to Scarborough line in May 1947?
9. The building of which tunnel is commemorated by a replica of its north portal in Otley churchyard?
10. Which Barnsley-born engineer built the first railway in Spain, three in France and one in the Netherlands?
11. What was the first railway in Britain to be authorised by Parliament?
12. What, according to L.T.C. Rolt, in his biography of Robert Stephenson, is the 'most romantic and evocative railway structure in the world'?
13. Five Pacific locomotives were built to a design by Sir Vincent Raven for the North Eastern Railway. They were named after cities in the area served by the company. York, Durham and Newcastle were three of them, what were the other two?
14. Which aristocratic landowners blocked plans to run a railway to Barnard Castle for more than 20 years?
15. Which council paid for a turntable to be installed to allow steam excursion trains to use the local station?
16. Where is Rowley Station?



17. Which British Rail route to Hull closed in June 1981?
18. Which two companies originally owned the Ilkley to Otley line?
19. Which town could be approached across the Lockwood, Longwood, Hillhouse or Gledholt viaducts?

20. George Hudson - the Railway King (depicted in the cartoon above) was involved in many railway enterprises, but in which company did he make his first investment?
21. A series of laminated timber bridges was designed by John and Benjamin Green in the 1830s. For which railway were they built?
22. What is the connection between 2 tons 13 hundredweight and an early type of railway wagon?
23. What was unusual about the passenger vehicles on the Derwent Valley Light Railway in the middle 1920s?
24. An all-Pullman service was introduced between Newcastle and London in 1923. What was it called?
25. Which company had to stop operating for some weeks in 1838 because an objection was raised to its use of steam engines, which were forbidden by its Act of Parliament?
26. What event took large numbers of special trains to Leyburn station in 1927?
27. Which Durham station closed to passengers in 1871, but continued in operation as a goods depot until 1966?
28. The prototype Clayton steam railcar was trialled in Yorkshire and put into service based at Newcastle. It was built as No 41, but what name was it given in December 1928?
29. Why might through running between the Stockton and Darlington and Clarence Railways in County Durham have caused some confusion?
30. Where was the first head office of the locomen's trade union, ASLEF?
31. What innovation did Thomas Barnes introduce on the Lawson Main colliery wagon way to the Tyne?
32. In which Yorkshire town did the Manchester and Leeds Railway have a temporary terminus in the 1840s described as 'a filthy dog-hole'?
33. In the 1888 Races to the North, the East Coast train achieved a record time of 7 hours 27 minutes, despite two stops in Yorkshire. One was in York, for lunch, where was the other?
34. The Spurn Head Railway used steam locomotives and internal combustion railcars as well as one other form of propulsion. What was it?
35. The Virgin rail group proposed to build a new high speed line to the north. Most of the route north of Hambleton Junction would be upgraded existing lines, but one new stretch was proposed. Which station would it by-pass?

Pennine Quiz No. 134

The Answers

1. Aberbeeg - ABEEG, 86H, 86F
2. Aberdare - ABDR, 86J, 88J
3. Aintree - 23B, 27B, SL
4. Annesley - ANN, 38B, 16D, 16B
5. Ardsley - ARD, 37A, 56B
6. Ashford - AFD, 74A, 73F
7. Banbury East - BAN, 84C, 2D
8. Bangor - 7B, 6H
9. Barrow- 11B, 11A, 12E, 12C
10. Bath (Green Park) - 22C, 71G, 82F
11. Beattock - 1213, 68D, 661'
12. Bescot - 3A, 21B, 2F
13. Birmingham (Aston) - 3D, 21D, 2J

14. Birmingham (Monument Lane) - 3E, 2IE, 2H
15. Birmingham (Saltley) - 21A, 2E
16. Birmingham (Tyseley) - TYS, 84E, 2A
17. Blackburn (Lower Darwen) - 24D, 10H
18. Blackpool Central - 24E, 28A, 10B
19. Bletchley - 2B, 4A, 1E,
20. Bolton - 26C, 9K
21. Borough Gardens - BOR, 54C, 52J
22. Bournemouth Central - BM, 71B, 70F
23. Bradford (Hammerton St) - BFD, 37C, 56G, 55F 24, Bradford (Low Moor) - 25F, 56F, 55]
25. Bristol (Barrow Road) - 22A, 82E
26. Bromsgrove - 21C, 85F, 85D
27. Burton- 17B, 16F
28. Cardiff (Canton) - CDF, 86C, 88A, 86A
29. Cardiff (Cathays) - CHYS, 88A, CAT, 88M, 88B
30. Cardiff (East Dock) - CED, 88B, 88L, 88A
31. Cardiff (Radyr Junction) - RYR, 88A, 88B
32. Carlisle (Kingmoor) - 12A, 68A,
33. Carlisle (Upperby) - 12B, 12A,
34. Carlisle Canal- CAR, 12B, 68E, 12C, 12D
35. Carnforth - 11A, 24L, 10A
36. Carstairs - 28C, 64D, 66E, 27D
37. Chester (West) - CHR, 84K, 6E, 6A
38. Coalville - 17C, 15D, 15E
39. Consett - CON, 54D, 52K
40. Croes Newydd - CNYD, 84J, 89B, 6C

Pennine Quiz No. 134

The Winners

1st Ken King

2nd= Stuart Earl

2nd= John Dewing

Congratulations to all the winners.

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 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"
Wednesday 6th May 2009	Neil Taylor "2008"
Wednesday 20th May 2009	PENNINE SLIDE QUIZ Tony Smith
Wednesday 3rd June 2009	Tony Caddick
Wednesday 17th June 2009	Martin Fisher - "Tosca's Travels Slide Show"
Wednesday 1st July 2009	To be advised

Wednesday 15th July 2009.

To be advised

Wednesday 5th August 2009

To be advised

Wednesday 19th August 2009

Robin Skinner

Acknowledgements

I would like to thank the following for their generous contributions to this issue: Gerry Collins, John Dewing, Steve Payne, John Sanderson, Robin Skinner, Paul Slater, Chris Theaker, Tosca and to Rail Magazine for allowing us to reprint the Tony Smith article.

I must apologise again, I have not spent much time at home since Christmas, so if you have sent me some information and I have not picked it up, I apologise.

Next Issue

The Summer 2009 Issue of Trans Pennine is due for publication on 17th June would contributors please let the coordinator have their hand written and typed information by Wednesday 20th May and emailed information by Wednesday 27th May

THANK YOU. Email your contributions to david@whitlam145freeserve.co.uk.

