

TRANS PENNINE

The Magazine of the Pennine Railway Society



No.151 - Spring 2010

Photos

Front Cover

The photo taken by Andrew Barclay, came second in the Pennine Shield Competition held on 4th November 2009. It shows Hudswell Clarke 0-6-0ST No. 31 climbing the 1 in 13 gradient to Somersham. station on 3 June 2007 on the private Fawley Hill Railway.

If you wish to see your photo on the front cover of Trans Pennine, send it with details to the Magazine Coordinator, David Whitlam

Committee Briefs

Annual General Meeting

Unfortunately it was necessary to postpone the Society's AGM due to be held on Sunday 10 January 2010 and the one rearranged for Sunday 21 February due to the severe weather conditions in South Yorkshire on both occasions. For the latest information see the attachment at the end of the magazine.

Membership Fee - Renewal

We would like to thank all those members who have renewed their subscription to the Pennine Railway Society for 2010. 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 (and indicate whether you wish to receive a 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 time.

Social Evenings

Robin has produced an excellent programme of social events for 2010. Come and join us on the 1st and 3rd Wednesday of every month at The Salutation Inn, South Parade, Doncaster (approx 12 minutes walk from Doncaster BR and buses available from Doncaster Interchange). We have a well-furnished, private function room. All welcome, members and non-members. Details of the programme are shown elsewhere in this organ. Make it a date, Wednesdays at 8 (pm).

Pennine Shield

The result of the 2009 Pennine Shield quiz was: 1st Great Pretenders (69 pts) 2nd Dore Loco Group (56 pts) 3rd Pennine Railway Society (50 pts) Congratulations to the Great Pretenders team.

German Bid to Run Tyne and Wear

Deutsche Bahn is the preferred bidder to operate Tyne and Wear Metro from April 2011, beating an in-house bid from Tyne and Wear PTE.

Tony Smith Lands Golden Spanner

Congratulations to Pennine member Tony Smith, c2c fleet manager at East Ham depot for his role which led to the company receiving the Golden Spanner award for Best Reliability for the running of its Class 357 Electrostars.

Maltese Benders

Our foreign transport correspondent, Gerrio Collinski~ tells us of a possible new tourist attraction - bendy buses. If Arriva wins a contract to provide bus services to Malta, 60 of its 160 de-commissioned London bendy buses will be shipped to the island, with the remainder redeployed to other UK cities where the company operates.

Network Rail Rescues Workington

Network Rail has built a temporary station (Workington North) to reconnect the main part of Workington with a housing estate cut off by floods. The Derwent railway bridge was the only one available in the Workington area.

End of NX Rail

National Express, having lost its East Coast franchise, will lose its East Anglia franchise in 2011. It will be awarded to c2c.

Wolverton Open Event

Wolverton Works, home of the Royal Train, will be open to the public on 14-15 August 2010. It will be the first public event staged there since 1993.

Electrification Expansion

Further electrification plans have been announced in the North West. Lines to be electrified are; 15 mile line between Huyton and Wigan allowing electric trains between Liverpool and Wigan via St Helens; 25 mile line between Manchester and Euxton Jcn allowing electric trains between Manchester and Preston via Bolton; 17 mile line between Blackpool North and Preston allowing electric trains between Blackpool and Liverpool and Manchester. This will mean electrification of 2/3 of all passenger routes by 2017, and allow diesels to be redeployed to provide longer trains on busy routes elsewhere.

You Couldn't Make It Up

Following on from "this train will not be moving until the ash trays have been returned to the buffet car" (Robin Skinner) on a failed excursion, we now have a passenger refused purchase of an egg sandwich on a failed Newbury Racecourse - Paddington special for health and safety reasons because if the train had to be evacuated he indeed could choke to death on the said sandwich. First Great Western said it was not policy for stewards to refuse to serve customers on these grounds.

Bi-Modal Proposals

It is thought Bombardier is considering creating electric Voyagers and Meridian, but keeping their diesel equipment. A sixth car could be added to Class 221's which would carry a pantograph for overhead current collection. There could be a similar conversion on Class 222s on the Midland Mainline as the route is priority for further electrification.

Wrexham and Shropshire Update

WSMR continues its threat to end its services if Arriva Trams Wales receives a licence to run services between Aberystwyth and London, seeing this as "predatory" behaviour. WSMR is currently putting 4 refurbished trains into service.

Eurostar Expansion on Hold

It is unlikely that Eurostar services will run into Rotterdam and Amsterdam until the next generation of Eurostars have been built, as trains on the new Dutch high-speed line will need to be equipped for ERTMS.

Afternoon Peak Time Fares

There is a disturbing trend for some companies to introduce afternoon peak time fares. The latest is London Midland which proposes to introduce higher ticket prices for those travelling between Birmingham New St, Moor St, Snow Hill, the Jewellery Quarter and Five Ways between 16.35 and 18.00. Any off-peak fares would not be valid for travel during these times.

Steam to the Rescue

Amazing scenes on 21 December 2009 when services between Ashford and Dover were suspended when the cold weather disabled the electric rail. Over 100 commuters at London Victoria were offered free seats on the Cathedrals Express which beat the conditions, hauled by steam locomotive A1 Pacific "Tornado".

Lincoln High Street Barriers

Our bus correspondent Gerry Collins informs us that Stagecoach have got so fed up with their buses waiting at the Lincoln High Street barriers, that they are now rerouting 6 routes via Portland Street and Pelham Bridge. Residents of Portland Street now complain of 22 buses an hour along their busy and not very wide street. Thankfully, the outward routes still use the High Street Crossing. The barriers do stay down for long periods, so the railway imposes their will on the rest of us!!

Boris Bike Hire Scheme Under Threat

London Mayor Boris Johnson's bike hire plan for London is under threat when it emerged that the Velib scheme in Paris, introduced in July 2007, has seen 8,000 cycles stolen (each costing £550) and 18,000 damaged beyond repair. Start-up costs for the London scheme, due to begin in May 2010, are already estimated at £71m for 6,000 bikes.

Fluffy Snow Cripples Eurostar

Friday evening 18 December 2009, saw 5 London bound Eurostars fail in the Channel Tunnel due to snow penetrating ventilation grilles of the power cars and melting the electrical circuits after the trains entered warmth of the tunnel. Power cars were hastily modified, but services did not resume until the following Tuesday.

ECML Services to Glasgow Under Threat

A major timetable change on the ECML will come into effect from 2011. There are rumours suggesting services between Edinburgh and Glasgow are under threat.

GBRF Runs Passenger Service

14 December 2009 saw the introduction of rail freight company GBRf, with First Great Western, operating services between Taunton and Cardiff. First GBRf is providing Class 57s and Riviera Train "refurbished" rolling stock.

End of the Oldham Loop

Passenger trains have ceased over Manchester's Oldham Loop. The line is to be transformed into a new Metrolink route.

Magazines for Disposal

Tony Booth has the following magazines available free of charge (but would prefer a charitable donation). Interested parties must collect from his home address.

RCTS - Railway Observer 2004 to 2009

Railway Magazine 1997 to 2009 except Dec 2005/Nov 2006/Nov 2007/Nov 2008

Today's Railways UK 2008/2009 plus June/July/Aug/Oct/ Nov/Dec 2006 and Jan/Apl/May/Jun/Jul/Nov/Dec 2007

Rail Express 1997 to 2003 in binders.

Sheffield Railwayana Auctions

At the Sheffield Railwayana Auction held at the Derbyshire County Cricket Club's Gateway Centre on 5 December 2009 the following locomotive nameplates and worksplate all sold for £6,000 or more:

- . * LOCOMOTIVE NAMEPLATE: "CONQUEROR" as carried by the LMS "Jubilee" class 6P later 7P 4-6-0 No 5701 built at Crewe in April 1936 - £8,000
- . * LOCOMOTIVE NAMEPLATE "ERLESTOKE MANOR" together with matching CABSIDE NUMBERPLATE: "7812" as carried by the GWR 4-6-0 7800 "Manor" Class loco built at Swindon in January 1939 - £12,000
- * LOCOMOTIVE NAMEPLATE: "THE CHESHIRE REGIMENT" complete with original regimental crest as carried by the BR 1Co-Co1 2,500HP diesel electric type 4 loco D137 built at Crewe in 1961. The loco was named "THE CHESHIRE REGIMENT" at a ceremony in Chester in June 1966. Renumbered 45014 class 45 in March 1974 - £7,600
- * GWR LOCOMOTIVE NAMEPLATE: "EARL BATHURST", together with the matching CABSIDE NUMBERPLATE: 5051 as carried by the GWR, 4-6-0 4073 "Castle Class" loco built at Swindon in May 1930 and was named "DRYSSLWYN CASTLE" from new. It was renamed "EARL BATHURST" in 1937 - £11,000
- * LOCOMOTIVE NAMEPLATE: "COLORADO" as carried by the LNER A3 class 4-6-2 Pacific loco No 2748 built at Doncaster in December 1928. It was renumbered 94 in December 1946 and renumbered 60094 by BR in December 1948 - £9,000
- * LOCOMOTIVE NAMEPLATE: "JOHN MILTON" as carried by the BR Standard -Britannia class 7MT 4-6-2 Pacific No 70005 built at Crewe in April 1951 - £12,000
- * LOCOMOTIVE NAMEPLATE: "BELVOIR CASTLE" as carried by the LNER class B 17/2 4-6-0 loco No 2832 built at Darlington in May 1931. Rebuilt to B 17/6 in 1938, further rebuilt to B2 class at Darlington in July 1946 and renumbered 1632 at the same time - £9,300
- * LOCOMOTIVE NAMEPLATE: "STARLING" as carried by the GWR 4-4-0 3300 "Bulldog" Class loco No 3745, the last of the class built at Swindon in February 1904 - £9,600
- * LOCOMOTIVE NAMEPLATE: "LITTLETON HALL" together with matching CABSIDE NUMBERPLATE: "4939" as carried by the GWR 4-6-0 4900 "Hall" Class loco built at Swindon in July 1929 -£6,000
- * ENGRAVED BRASS LOCOMOTIVE WORKSPLATE: "LONDON NORTH EASTERN RAILWAY CO No 1872 DONCASTER 1938" as carried by a Gresley designed A4 class 4-6-2 Pacific loco which was ex-works in April 1938 numbered 4499 and named "POCHARD" - £9,000.

The Great Garratt Gathering by Paul Slater

Four years after Chris and I went to the "Riot of Steam" event at the Greater Manchester Museum of Science and Industry, I was at the museum again, this time for the "Great Garratt Gathering". The event took place over three days in August 2009, and I went on the Saturday, driving to Retford and travelling by train to Manchester, with a break for lunch at Sheffield. The Metrolink tramway was closed for upgrading in the centre of Manchester, and from Piccadilly station I went to the museum by taxi.

2009 marked the centenary of Garratt locomotives, the first engine of this type being built in 1909 at the Meyer Peacock works in Manchester. The original Garratt, 0-4-0+0-4-0 no. K1, has been preserved, and was on display, in light steam, on a low loader in the museum yard. It originally worked in Tasmania, and more recently has been on display at different times at the Ffestiniog Railway and at the National Railway Museum; it is now operated by the Welsh Highland Railway.

Another interesting locomotive on display in the museum yard was ex-National Coal Board 0-4-0+0-4-0 Garratt no. 6841 "William Francis". This formerly worked at Baddesley Colliery in Warwickshire, where it appears in steam on one of my videos. It was the largest locomotive built for industrial service in the United Kingdom, it was probably the last working Garratt in the country, and it is the only surviving standard-gauge Garratt to have worked in Britain. Its normal home is at Bressingham.

Inside the Power Hall was a huge South African Railways Garratt, 3 ft 6 ins gauge 4-8-2+2-8-4 no. 2352, one of the permanent exhibits at the museum, and alongside it were two 7¼ -inch gauge Garratts on display: 4-8-2+2-8-4 "Mount Kenya", a model of an East African Railways 3ft 6 ins gauge Garratt, and 0-6-0+0-6-0 "Myanmar", a model of a 2 ft 6 ins gauge engine. 4-8-2+2-8-4 no. 5928 "Mount Kilimanjaro" of the same type as "Mount Kenya", was, with 2-4-0T "Peveril" steaming up and down on 7¼ -inch gauge track outside. Many more model Garratt's were on display, with photographs and memorabilia, in the Special Exhibition Gallery.

The museum's replica Liverpool and Manchester Railway 2-2-0 "Planet" was hauling a passenger train composed of two replica early carriages, and it made a nice picture in the museum yard, passing the original Liverpool Road station building, and moving in front of a giant mural. Also in steam were an 0-4-0ST from the Foxfield Railway, originally the Beyer Peacock works shunter, and Lancashire and Yorkshire 0-6-0 no. 957 (BR no. 52044) from the Worth Valley Railway; later in the afternoon, these two locomotives took over from "Planet", double heading the passenger train. Against an original Liverpool and Manchester Railway warehouse of 1830, stood Hymek diesel-hydraulic no. D7076 from the East Lancashire Railway, built by Beyer Peacock.

I had a drink in the cafe by the museum entrance, then left. I had told Chris that I would be catching the 19.48 train from Sheffield, and I wanted to allow plenty of time for my journey back from Manchester. When I bought a souvenir brochure at the museum, I asked about buses to Piccadilly Station, and I was told about the network of free buses which operate in Manchester city centre. There was a bus stop in the street not far from the museum entrance, and a small bus soon came; it was bound for Victoria station, for Piccadilly I would have to ride on it for a few stops and then change. I duly got off in an unfamiliar city centre street and soon caught a second small bus. At the next stop a lively group of young women got on board. The ride through the city centre, with many turns and crossroads, seemed to take a long time, and I was not entirely sure of my whereabouts; but then I recognised the approach road to Piccadilly station, and alighted at the next stop.

Before catching a train to Sheffield I wanted to have a photographic session at Piccadilly, and there was plenty to see: Pendolino's nos. 390036 "City of Coventry", 390043 "Virgin Explorer" and 390044 "Virgin Lionheart", Voyager no. 220027, an Arriva Trains Wales Coradia on a service to Haverfordwest, and a variety of other diesel and electric units.

I rode back to Sheffield in a 158 on a Liverpool -Nottingham service; it was not too full, and after the Stockport stop I enjoyed the scenic ride through the Peak District in early evening sunshine. I glimpsed 66547 and 66610 in the sidings at Hope as we sped past. At Sheffield I had my evening meal, and then sat for a few minutes outside the main entrance, by the fountains and ornamental features. There was an opportunity for more photography: 220019 (formerly named "Mersey Voyager") on a service to Guildford, Meridian no. 222009 departing for St. Pancras, and two trams by the rear entrance of the station.

I was in plenty of time for the 19.48 all stations Pacer to Lincoln. At last I was driving home as darkness came down, and it was the end of an interesting day out.

Tosca's Travels (Beer and Bashing Abroad)

Part 11 (France, Spain, Italy!! Switzerland & Benelux)

In 1993 my parents had retired and emigrated to Spain. Once they had settled in my brother and I decided to go over for a week. My brother flew over, but being a basher, I had to go by rail. I decided to take two weeks off and have a round Europe bash.

Friday 18th June 1993

91005 Doncaster - Kings Cross

Had a pint of Wadworth 6X in the Grouse and Claret near Victoria station.

EMU 15 17 Victoria - Dover Priory via Rochester

Arrived at Dover around midnight. Shuttle bus provided to Eastern Docks for the 01.30 ferry to Calais.

Saturday 19th June 1993

Ferry Stena Invicta Dover Eastern Docks - Calais.

Arrived at Calais at 04.00 French tune. It was still dark but quite warm. The first shuttle bus to the station wasn't until 04.55 so I decided to walk it. Calais at the time, although not the nicest town scenery wise, did not have the problems of 1000s of asylum seekers that it now has. So although at the time the walk was quite pleasant; I wouldn't recommend anyone should try it now.

SNCF 67620 Calais Ville - Amiens

SNCF 17092 Amiens - Paris Nord

Walked to Gare de L'Est

SNCF 16696 Paris Est-Noisy Le Sec

SNCF 16596 Noisy Le Sec - Paris Est

SNCF 16591 Paris Est - Chelles Gournay

SNCF 16558 Chelles Gourney - Paris Est
SNCF 16625 Paris Est - Noisy Le Sec
SNCF 16578 Noisy Le Sec - Paris Est
SNCF 16582 Paris Est - Pantin
SNCF 16647 Pantin - Paris Est
Paris Metro Paris Est - Paris St Lazare
SNCF 17058 Paris St Lazare - Asnieres sur Seine
SNCF 17021 Asnieres sur Seine - Paris St Lazare.

I then spent a few hours doing the tourist thing. I visited Notre Dame, Sacre Coeur, the Eiffel Tower and most impressive of all the Arc de Triomphe.

SNCF EMU Z5394 Champ d'mars - Paris Austerlitz

SNCF 7321 - Paris Gare d'Lyon - Sens

SNCF EMU Z20674 Sens --Paris Gare d'Lyon

Had a large pizza and a couple of bottles of Kronenburg lager before going for the overnight train to the Spanish border town of Port Bou.

SNCF 6508 Paris Austerlitz - Port Bou.

Sunday 20th June 1993

Arrived at Port Bou at 0830. Had an excellent night's sleep in the front coach, well until Narbonne where the engine ran around the train. There wasn't anyone else in the coach and I never had a ticket check all night. Had a bit of a wait at Port Bou as the connecting train off the overnight was a unit. However at 09.50 there was a train to Madrid via Barcelona so I waited for it. After my experiences in France, Belgium and everywhere else, Spain was a bit of a culture shock at least railway wise. Although I had my railway free passes I still had to pay. This is due to the fact that everything faster than the local horse and cart has a supplement to pay. The supplement for the first train turned out to be the equivalent of a tenner.

Unfortunately the second was nearly double that!

RENFE 269325 Port Bou - Barcelona Sants

RENFE 252025 Barcelona Sants - Valencia Termini

The above two locos are electrics but at Valencia the 252 was replaced by a small diesel loco.

RENFE 350048 Valencia Termini - Alicante

On arrival at Alicante I found my way to the coach station for the 40 minute ride to Torre Vieja where my parents lived.

Dad met me there in his car and drove me the three miles out of town to their bungalow. My brother, Alan, had arrived earlier in the day. We spent a good week exploring the town and surrounding area. It was very nice, unlike nearby Benidorm. There were no loutish tourists being mainly a resort frequented by the Spanish from Madrid. However we did meet a group of Danish girls on the Tuesday night and ended up getting very drunk at their apartment

Saturday 26th June 1993

After having had a good week it was the day my brother was flying back to England. So it was also a good time for me to set off on some moves. We all went to the Airport to drop my brother off for his 8pm flight to Manchester. Then I took Mum and Dad for a meal in Alicante before going for the overnight train to Barcelona. This time the supplement was only about a fiver due to the train being a slow service. Ha, it was the best train I had in Spain, compartment stock and all to myself until Tarragona, about an hour from Barcelona. It was supposed to leave at 23.31 but eventually left about 00.20.

Sunday 27th June 1993

RENFE 333033 Alicante - Valencia Termini

RENFE 25M12 Valencia Termini - Barcelona Sants

RENFE EMU Barcelona Sants - Cerbere

Cerbere is the French side of the border and the two lines between there and Port Bou are different gauges. The French trains go to Port Bou and come back empty, whilst the Spanish trains run to Cerbere and again go back empty. So I had to change trains at Cerbere.

SNCF EMU Z7364 Cerbere - Narbonne

SNCF 9313 Narbonne - Marseilles St Charles

Found a cheap but nice hotel for the night and then went out to do some bashing.

SNCF 25669 Marseilles St Charles - Marseilles Blancarde

SNCF 25627 Marseilles Blancarde - Marseilles St Charles

SNCF 25658 Marseilles St Charles - Marseilles Blancarde

SNCF 25646 Marseilles Blancarde - Marseilles St Charles

SNCF 67484 Marseilles St Charles - Gardanne

SNCF 67542 Gardanne - Marseilles St Charles

As it was now 8pm the amount of trains to do was virtually non existent, this is usual for France except for Paris. I decided to go for something to eat. I found a nice restaurant and had a meal washed down with a carafe of red wine, after all when in France do as the French.

Monday 28th June 1993

I already had the gen that there was a diesel diagram to Toulon, so as it was on the way to Italy it was worked into the move.

SNCF 67438 Marseilles St Charles - Toulon

SNCF 22276 Toulon - Ventimiglia

Another new country and an odd way of buying a coffee. In the station buffet at Ventimiglia you go to one counter, where the till is, and pay for whatever you are having. Then you take your receipt to another counter to get served! This was also the case later when I got to Milan.

FS 656548 Ventimiglia - Genova Piazza Principe

FS 656273 Genova Piazza Principe - Milano Centrale

FS 633012 Milano Centrale - Monza

FS 633031 Monza - Milano Centrale

FS 646165 Milano Centrale - Milano Lambrate

FS 646200 Milano Lambrate - Milano Centrale

Had a meal in the station buffet washed down with Peroni beer, first time I had tried that, now every Italian restaurant in England serves it.

Then it was off for the Ancona to Calais overnight train.

FS 645071 Milano Centrale – Chiasso

Tuesday 29th June 1993

Didn't half get some funny looks from the station staff and police, when, at midnight, I walked down the platform to get the number of the Swiss loco being put on.

SBB 11609 Chiasso - Basel (SNCF)

Didn't get any funny looks when I went to get the number of the French loco at Basel around 05.15. The Swiss are so civilised.

SNCF15027 Basel (SNCF) - Strasbourg

SNCF 15028 Strasbourg - Sedan

SNCF 15021 Sedan - Longwy (run round at Longyion)

CFL 3616 Longwy - Luxembourg (first dud engine of the trip)

CFL 1808 Luxembourg - Ettelbruck

SNCB 5542 Ettelbruck - Luxembourg

DB 181211 Luxembourg - Wasserbillig

CFL EMU 2022 Wasserbillig - Luxembourg

Checked into the Carlton Hotel, aka 'Johnnys', with the usual greeting aah British Rail.

CFL 1809 Luxembourg - Walferdange

CFL EMU 2018 Walferdange - Luxembourg

SNCF 16612 Luxembourg - Bettembourg

CFL EMU 2012 Bettembourg - Luxembourg

CFL 1803 Luxembourg - Bettembourg

CFL 3609 Bettembourg - Luxembourg

The train I had planned to do next turned out to be a dud loco. So with nothing else to do I decided to get the Diekirch branch in. Little did I know that in years to come I would be on a Railtour on the line.

CFL EMU 2006 Luxembourg - Diekirch

CFL EMU 2006 Diekirch - Luxembourg

Decided to have a Chinese meal tonight before a few Belgian wheat beers in the bar round the corner from the hotel. After the overnight the previous night I was very tired.

Wednesday 30th June 1993

The plan was to get up at 05.30 for the morning rush hour trains, then come back for breakfast. I woke up about 07.00. So I had breakfast and then checked out.

CFL 1811 Luxembourg - Hollerich. Walked back to Luxembourg (about 1km)

SNCB 2009 Luxembourg - Namur

SNCB 2215 Namur - Liege Gullemins

SNCB 2206 Liege Gullemins - Flemalle Haute

SNCB 2230 Flemalle Haute - Liege Gullemins

SNCB 2354 Liege Gullemins - Liege Palais

SNCB 2230 Liege Palais - Flemalle Haute

SNCB 2238 Flemalle Haute - Liege Gullemins

SNCB 2720 Liege Gullemins - Bruxelles Nord

SNCB 2355 Banking out of Liege Gullemins

8NCB 2226 Bruxelles Nord - Bruxelles Central

SNCB 2224 Bruxelles Central - Bruxelles Midi

SNCB 2015 Bruxelles Midi - Bruxelles Central

SNCB 2146 Bruxelles Central - Bruxelles Nord

SNCB 2123 Bruxelles Nord - Bruxelles Central

SNCB 2156 Bruxelles Central - Bruxelles Nord

SNCB 2750 Bruxelles Nord - Bruxelles Central

SNCB 2734 Bruxelles Central - Bruxelles Midi

SNCB 2131 Bruxelles Midi - Bruxelles Central

SNCB 2122 Bruxelles Central - Bruxelles Midi

SNCB 2129 Bruxelles Midi - Bruxelles Central

SNCB EMU 336 Bruxelles Central - Gent St Pieters via Aalst

SNCB 6256 Gent St Pieters - Gent Brugge

SNCB 6216 Gent Brugge - Gent St Pieters

SNCB 6207 Gent St Pieters - De Pinte

SNCB EMU 661 De Pinte - Gent St Pieters

Obviously my plan of getting some new diesels for haulage hadn't been successful. Especially when the train back from De Pinte missed the plus 7.

I went to find a hotel but my evening got worse. I tried all the hotels near the station and they were all full due to a carnival. I retired to a bar and had a meal and some Kreik beers. The only move was to do an overnight, but Belgium is a small country so it wasn't the best of moves.

SNCB 1602 Gent St Pieters - Brugge

8NCB 2759 Brugge - Liege Gullemins

Thursday 1st July 1993

Liege at 01.30, the bar opposite the station is busy, the traffic steady and the beer is cold but nice.

SNCB 40106 Liege Gullemins - Namur

Namur at 02.30, the friterie outside the station serve me chips with cocktail sauce and a bottle of Jupiler lager.

SNCB 40109 Namur - Liege Gullemins

Liege at 04.00, bugger, the bars closed, the area around the station is quiet and there's nowt to do except a little window shopping! If you haven't been there ask someone who has. Having had a walk round, and resisted the temptation to spend a few francs, it was back to the station.

SNCB 2759 Liege Gullemins - Gent St Pieters

SNCB EMU 186 Gent St Pieters - Dendermonde

SNCB 5124 Dendermonde - Mechelen

SNCB 2504 Mechelen - St Niklaas

SNCB 1212 St Niklaas - Antwerpen Central

SNCB 6253 Antwerpen Central - Berchem

SNCB 1206 Berchem. - Antwerpen Central

SNCB 1185 Antwerpen Central - Berchem (95 mins late)

SNCB 1186 Berchem - Bruxelles Nord (40 mins late)

SNCB 1181 Bruxelles Nord - Bruxelles Central (wow an Amsterdam - Bruxelles on time!)

SNCB 2112 Bruxelles Central - Bruxelles Nord
SNCB 1806 Bruxelles Nord - Bruxelles Central
SNCB EMU 231 Bruxelles Central - Bruxelles Nord
8NCB 2247 Bruxelles Nord - Bockstael
SNCB EMU Bockstael - Bruxelles Nord
SNCB 2312 Bruxelles Nord - Bruxelles Central
SNCB 2023 Bruxelles Central - Bruxelles Nord
SNCB 2635 Bruxelles Nord - Bruxelles Schumann
SNCB 2216 Bruxelles Schumann - Bruxelles Nord
SNCB 2133 Bruxelles Nord - Bruxelles Central
SNCB 2002 Bruxelles Central - Bruxelles Nord
SNCB 1191 Bruxelles Nord - Mechelen
SNCB 2729 Mechelen - Dendermonde
SNCB EMU Dendermonde - Mechelen
SNCB 1190 Mechelen - Antwerpen Central

Checked into the Hotel Florida, I was absolutely shattered after the previous night's overnight I had a meal in the Steak House near the hotel and then had an early night. I wanted to be up to do the morning commuters.

Friday 2nd July 1993

Unlike in Luxembourg I managed to get up. This was to be the last day as I was going to a wedding reception on the Saturday night.

SNCB 1211 Antwerpen Central - Berchem
SNCB 2511 Berchem - Antwerpen Central
SNCB EMU 8 19 Antwerpen Central - Berchem
SNCB 2507 Berchem - Antwerpen Central
SNCB EMU 911 Antwerpen Central - Berchem
SNCB 2506 Berchem - Antwerpen Central
SNCB EMU 628 Antwerpen Central - Berchem
SNCB 6245 Berchem - Antwerpen Central

Went back to the hotel for breakfast and to check out. Again the Amsterdam -Bruxelles was running late so I had to take a unit.

SNCB EMU 828 Antwerpen Central - Bruxelles Nord
SNCB 2114 Bruxelles Nord - Tournai
SNCF DMU X4649/XR8444 Tournai - Lille Flandres
SNCF 67485 Lille Flandres - Calais Maritime Ferry 'Chartres' Calais - Dover Western Docks
EMU 1843 Dover Western Docks - London Victoria via Ashford
43085/43045 St Pancras - Sheffield via Derby
DMU Sheffield - Elsecar.

It had been a good trip, if a little tiring at times. It was great to see mum and dad settled into their bungalow in Spain, even if I didn't rate the Spanish railways. France was good and Belgium & Luxembourg excellent as usual. Italy was different. Having been to many countries in western Europe I was surprised that I felt Italy to be a totally different culture, when I didn't feel that with France, Belgium, Luxembourg and other countries I had been to. Having been to Italy in 2008 it feels the same as the others now but at that time felt so different. 87 new locos for haulage including my last Belgian 11 and next to last 12. My favourite engine of the week was SNCB diesel 5124, boy did that make a racket, and I presume there was something wrong with it because its return working later turned out to be electric 2729. I then fell into the old trap of meeting a new girlfriend. This one turned out to be a bit more serious than the others and, apart from a few holiday trips severely restricted my foreign trips.

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

Nov 26 66044 Sand, 66539, 66567, 66589 Freightliner,s 60054, 66056 Engineers, 66199, 66712 Intermodal, 66005, 66015, 66086, 66129 Light engines, 66514, 66519, 66548, 66581, 66707 Coal,

66711 Gypsum, 66103 Tornado with stock 1407, 35469, 3119, 3120, 1683, 3098, 3112, 3122, 3140, 3107, 1863, 5009, 5350.

Dec 2 66589 Containers, 66509, 66546 and 66601 Coal, 66044 and 66147 Mineral, 08762 Shunting, 47739, 47813, 47828 and 67020 Stabled.

Jan 21 67008 Thunderbird, 66185, 66702 Intermodal, 66524, 60063 Light engines, 66518, 66725, 66522 Coal, 66589, 66563, 66954 Freightliners, 66023, 66711 Gypsum, 66621 Limestone.

Jan 28 66006 Rails, 66176, 66716 Intermodal, 66622, 66248, 66618, 66156, 66561 Light engines, 66624, 66003, 66519, 66621 Coal, 67002 Thunderbird, 66577, 66537, 66575 Freightliners, 66621, 66040 Limestone.

Feb 4 31105 Track measurement train, 67027 Thunderbird, 66133 Rails, 66130 Intermodal and later engines, 66035, 66624, 66522, 66728, 66528 Coal, 66172 Cranes, 66167 Engineers, 66726 Intermodal, 66537, 66567 Freightliners, 66604 Limestone, 66725 Gypsum, 67019 In Wabtec.

Feb 11 67027 Thunderbird, 66248, 66719 Intermodal, 60011, 66172, 66728 Light engines, 66527, 66722, 66707, 66509, 66520 Coal, 66618 Engineers, 66540, 66572 Freightliners, 66105 Gypsum, 66089 Limestone, 67019 in Wabtec, 66620 refurbished binliner wagons.

Feb 18 67024 Thunderbird, 66132, 66122 Slingers, 67019, 66514, 66506, 66604 Light engines, 66729, 66703, 66525, 66023, 66548, 66051, 66201 Coal, 66241 Gypsum, 31233 Rail measurement, 66161, 66012, 66607 Limestone, 66598, 66589 Freightliners, 66730 Intermodal, 66001 Engineers, 66093 Rails, 66024 MEAs.

Recent sightings on the Gainsborough to Barnetby line have been:

Dec 5 66005 and 66193 on coal trains

Dec 11 6061 on oil train 66103 on coal train

Dec 12 66055 and 66103 on coal trains

Dec 22 66018 and 66159 on coal trains

Dec 24 66003 on coal trains 66015 on oil train

Dec 28 66707 light engine

Jan 4 66159 on coal train

Jan 5 66132 on coal train

Jan 16 66023 and 66105 on coal trains

Jan 29 66076 on coal train

Feb 2 66134 on coal train

Feb 5 66094 and 66136 on coal trains

Feb 6 66003, 66094 and 66728 on coal trains, 66023 on pw. train, 66074 on steel train, 66020+66177 light engine

Feb 7 66051 on goods train 66182 on coal train

Other recent sightings have been:

Dec 2 66531 on container train at Retford

Jan 21 66130 with 30 MT tanks at Lincoln, 66053 on coal train at Welham

Feb 3 66139 on goods train at Lincoln

Feb 4 66129 on oil train

Locos seen in East Anglia on 18 November were:

90042, 90043, 90044, 90045, 66001, 66530, 66536, 66531, 66539, 66540, 66567, 66576, 66574, 66575, 66955, 66728, 86501, 66505 and 66954 at Ipswich

20301, 20305, 37087, 37601 and 37608 at Stowmarket

90036 at Norwich Crown Point

47712 at Colchester

90006, 90012, 90013, 90011, 90008, 90035, 90005, 90015 and 90011 working Liverpool Street - Norwich services.

Locos seen top and tailing Norwich to Yarmouth services have been:

Feb 10 47832 /47712

Feb 47712 120304 (working of the year?)

Western Region

57602 was seen on the Penzance to Paddington "Night Riviera" on 17 November.

Midland Region

Locos seen top and tailing the free Maryport to Workington shuttle have been:

Dec 4 47832 / 37423

Dec 16 47790 / 157004

Dec 22 37423 / 57008

Dec 29 47796 / 37608

Jan 5 47790 / 57008

Jan 8 47501 / 57012

Jan 15-20 47501 / 57008

Jan 21 47790 / 57002

Jan 26 47790 / 57003

57012 worked when 57003 failed

Feb 1 37423 / 57012

Feb 9 47501 / 57012

Railtours and Charter Trains

Nov 28 (The Northern Belle) 67028

(The London Christmas Express) 60007 'Sir Nigel Gresley'

(The Yuletide York) 37609 and 37259

(The Festive York) 67008

(The St Nicholas Fayre) 67006 and 67017

Dec 5 (The Western White Rose) D 1015

Dec 12 (The Pye Bridge Pie-Man) 47270, 56312, 59204 and 60040

Dec 21 (Bridlington to Edinburgh) 47786 and 47804

Dec 30 (The Wellington Boot) 67006 and 67026

Preserved Railways

Locos working at the East Lancs Steam Gala on 23 January were 44781, 47324, 90733, 61994 and industrial No 32 Gothenburg.

Locos used at the Great Central Railway Winter Steam Gala on 30 January were 5690 "Leander", 42958, 44767, 45231 "The Sherwood Forester", 47406, 48476 (48305), 70013 "Oliver Cromwell" and 78019.

Locos working at the Keighley & Worth Valley Steam Gala on 13 February were 1744, 90733, 957, 41241, 80002, 47279 and industrial 1704 Nunlow.

Pennine Quiz No. 139

Settle & Carlisle Railway Quiz

(Between Settle & Petril Bridge Junctions)

by Ian Shenton

- 1 What was the date of opening?
- 2 What is the length of the line from Settle Junction to Petril Bridge Junction?
- 3 What is the highest numbered mile post on this section of line?
- 4 What is the name of the summit of the line?
- 5 What is the height above sea level in feet?
- 6 What is the most number of stations that have been on the line?
- 7 Name the stations.
- 8 Which was the last station to open?
- 9 Which one was the first to close?
- 10 Which year did it close?
- 11 How many are still open?
- 12 Name them.
- 13 How many level crossings are there on the line?
- 14 Name them.
- 15 How many tunnels are on the line?

- 16 Name them.
- 17 What is the total length of the tunnels in yards?
- 18 How many viaducts are on the line?
- 19 Name them.
- 20 A famous railway photographer died on the line what was his name
- 21 What was the date?
- 22 At which station did this occur?
- 23 Which steam locomotive was he photographing?
- 24 Which station as a restaurant named Brief Encounter?
- 25 What was the name of the driver that drove the first passenger train on day of opening

Pennine Quiz No. 138

The Answers

- 1 Corickle and Bransty or Corickle & Whitehaven
- 2 62 yards
- 3 14
- 4 Highland Railway
- 5 Scopwick
- 6 1952
- 7 Carmarthen
- 8 12
- 9 4
- 10 Feb 14th 1971 one day before D day to avoid congestion on a Monday morning for weekly ticket holders
- 11 Nottingham (16A)
- 12 Class B1 1251 Oliver Bury
- 13 15
- 14 5735 & 5736
- 15 Knottingley
- 16 60501 Cock o' the North
- 17 8
- 18 John Ramsbottom
- 19 Carnforth & Watford Junction
- 20 Arsenal
- 21 158860
- 22 70004 William Shakespeare
- 23 £15.00
- 24 Sir Brian Robertson
- 25 37254
- 26 28
- 27 60009
- 28 Mexborough
- 29 Sir Frederick Harrison
- 30 Bevercoates

Pennine Quiz No. 138

The Winners

- 1st John Dewing
- 2nd Malcolm Bell
- 3rd Ian Shenton

Congratulations to all the winners.

Pennine Meetings 2010

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

Wednesday 17th March 2010	Allan Dawson	'Normanton Shed 55E 1962-1968'
Wednesday 7th April 2010	John Foreman	Railways of Humberside'
Wednesday 21st April 2010	Andy Barclay	
Wednesday 5th May 2010	Peter Marsh	
Wednesday 19th May 2010	PENNINE SLIDE QUIZ	
Wednesday 2nd June 2010	Chris Nicholson	
Wednesday 16th June 2010	Phil Lewis / Geoff Bambrough	
Wednesday 7th July 2010	Derek Porter	
Wednesday 21st July 2010	Paul Micklethwaite	

Acknowledgements

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Next Issue

The Summer 2010 Issue of Trans Pennine is due for publication on 16th June would contributors please let the coordinator have their information by Wednesday 18th May - THANK YOU. Remember you can email your contributions david@whitlam145.freemove.co.uk

A Passion for Steam

An abundance of drama and superb technical detail are the essence of John Austin's distinctive style of railway art.

Light is the most important ingredient in any picture, according to renowned railway artist, John Austin. Several years' experience of professional fighting design combined with a love of railways make him more than qualified to say so.

It was always John's hope to become an artist specialising in railways. When he moved to a big, cold 1741 - built town house on the banks of the River Severn in Bridgnorth, Shropshire, close to the Severn Valley Railway, it was to provide the perfect inspirational environment.

He completed a large painting of an evening dining train departing from Bridgnorth, with plenty of smoke, steam and sparks, blasting into the night sky. This was hung on the wall of the Railwayman's Arms pub on the platform of Bridgnorth Station.

When the picture attracted much criticism from the SVR staff and volunteers, it became obvious to John that he needed a greater knowledge of the subject. He began working as a volunteer at the locomotive workshops, assisting with such tasks as minor repairs, boiler washouts and cleaning.

"If I was going to paint them," said John, "it was important to have some understanding of how they functioned. I feel that my paintings have improved through working in close proximity to the wonderful machines."

A few pictures started to sell, and commissions followed, including a painting for the Severn Valley Railway timetable leaflet and publicity poster. He applied and was pleased to be accepted as an associate member of the Guild of Railway Artists, who stage regular exhibitions of pictures by leading railway artists, the main one being the annual Railart exhibition. John has been successful in winning the GRA Picture of the Year Award on 15 occasions since the inception of the competition in 1993 and was even awarded first, second and third place in the 2008 exhibition.

Trains and railway art have always figured strongly in John Austin's life. In the 1950s, his father, an accountant for a Birmingham engineering firm, would take him to Water Orton Station, close to their home, to watch the trains. The sight of express steam engines thundering by captivated him. Family train- watching

trips further afield followed to such places as Leicester, Derby and Crewe, which seemed very far-off locations at the time. Posters on railway station hoardings encouraging rail travel to exciting seaside holiday destinations such as Aberystwyth and Torquay grabbed his attention, particularly those pictures by the celebrated artist, Terence Cuneo.

It was around this time that he attempted his first railway pictures. His parents must have spotted some potential for at the age of nine, they gave him some oil paints and canvases. "When I think back now," he says, "I'm extremely grateful for their patience when my daubings resulted in paint on towels, carpets and clothes."

It was also around that time that John read an article by Terence Cuneo of how he was commissioned by British Railways to paint pictures of Tay Bridge, in Scotland, and the Royal Albert Bridge at Saltash, in Cornwall, for publicity posters. He described how he set about finding the most attractive composition and John decided there and then that this was the profession for him. Thirty five years later, Cuneo's article came to mind as John walked across Victoria Bridge to prepare a sketch for a painting that had been commissioned by the Severn Valley Railway for its publicity leaflet and poster.

Many of John's paintings are commissioned by art collectors and railway enthusiasts, and usually start as an idea based upon the recreation of a past memory. Initially, this will involve discussing the location, type of train, time of year and weather conditions. By now, he starts to have an image of the finished painting in mind, before making a site visit and preparing a sketch of the proposed composition. Once he has determined the final composition, he begins work. Within a couple of hours, the first layer of paint will cover the canvas. The picture will eventually have seven or eight layers of paint, working from dark to light. Finally, highlights are added, which can comprise a mix of eight or nine colours. So that the painting doesn't lose vitality, he tries not to overwork the pictures. "It seems like every waking moment and every thought is spent on making the painting work," he says. "Upon completion and after delivery, I usually spend a few days out 'observing' ready to start the process all over again."

John works both in Devon and in Shropshire. Much of his non-commissioned work is of those locations, particularly the very special stretch of the old Great Western Railway line between Starcross and Teignmouth. He and his partner, Catherine, keep a close watch on the tide times and weather conditions, knowing that when an easterly wind is blowing, combined with spring tides, they will witness the dramatic spectacle of huge waves crashing over the railway tracks. Night time walks along the sea wall with a stormy sky and moon glimpses reflecting on the sea add more valuable reference for future projects.

To contact the artist, visit www.johnaustingra.com or phone 01626 867142 (Dawlish) or 01746 761231 (Bridgnorth).

Lancastrian Rail Tour

Robert Edom took an emotional Journey as British main line travel was gasping its final breath

The only smoke to be seen in Liverpool Lime Street came from the vertical exhaust of a multiple unit. At platform five stood seven coaches without motive power and a crowd of enthusiasts waited at the head of the coaches, peering expectantly into the tunnel. They stirred as a train came slowly into view, but relaxed again when it proved to be another diesel multiple unit. The departure of the Locomotive Club of Great Britain special was scheduled for 11.45am on Saturday, April 4th 1968, but the clocks already showed this hour when once again, there was movement far up the tunnel. This time, wisps of steam could be seen and the Stanier Black Five idled its way down the bank towards the waiting coaches.

It came almost apologetically, as if not sure whether British Railways would allow it to enter the station, but as it came nearer, it was evident there was someone who still cherished it. It had been freshly groomed for its appearance and its number stood out clearly - 45305. It was coupled to the waiting coaches and with only a few moments for photographs, was anxious to be away.

It climbed the bank from Lime Street more slowly than the electric locos and the diesels, but as it reached the top of the bank and passed its few surviving contemporaries at Edgehill sheds, it gained speed. It followed the main line through the Liverpool suburbs and passed the engine sheds at Speke, where only two or three engines were in steam, others standing derelict and rusting.

Shortly before Runcorn, it left the main line and took us past small abandoned stations, vast deserted factories and neglected sidings. The train crept through Warrington, passing the Manchester Ship Canal and then onwards through more deserted stations... Latchford, Thelwall, Lymm and many others.

Progress along these seldom used lines was slow and cautious, giving opportunities for enthusiasts who had gathered with their cameras.

Just before Stockport, the Black Five joined the main line from Euston to Manchester Piccadilly and stopped for water, allowing time to look at engines in steam at Stockport sheds, perhaps for the last time, since these sheds would close within the month.

We advanced through Stockport and over the long ageing but substantial viaduct straddling the valley, then quickly through the Manchester suburbs and towards Manchester Piccadilly. Rumour had it that British Railways would not allow steam locos into their newly decorated Manchester Piccadilly Station and sure enough, when the engine was almost at the head of the platforms, it turned away towards Oxford Road Station as if spurned.

Then it was on once again through more abandoned stations, Seedley, Weaste and then, surprisingly, one still open, Eccles, almost as decayed as those abandoned. The only evidence to show it was in use were the nameplates that graced its walls. At Eccles Junction the train once more diverted, passing the Patricroft sheds. There were few engines here and those that remained looked forlorn and uncared for. As the train continued on towards Wigan came more abandoned stations and now abandoned branches too - the line to Bolton with the track taken up, and then, further on, a spur, where not only had the track been removed but already the very embankment was being erased by giant earthmoving machinery.

Outside Wigan, with its deserted engine sheds in view, the Black Five once again stopped for water. There were locos here but only diesels; the giant D200 idled by, almost an antique itself living only on past glories. Then it was on into Wigan Station, where we waited patiently sipping British Railways' coffee whilst a diesel multiple unit bound for Southport came in, picked up Saturday afternoon trippers, and moved on. Our train was to follow the diesel to Southport and our driver gave it ample headway before proceeding. The line ahead was clear and the rhythm of the train changed appreciably as if the loco was relieved to be in open country and on a line that was still served by passenger trains. The Black Five pulled more briskly, the sun shone, the country became greener and the loco padded on, throwing back small wisps of clean white steam as if it was as contented as its passengers.

At Burscough Bridge the train made a scheduled ten-minute stop for photographs. Everyone flocked out of the carriages and jostled for position. The driver, fireman and two bowler hatted officials stood importantly on the footplate pretending to be disdainful of the attention but secretly, I suspect, rather proud. Much film was exposed before the whistles blew and everyone flocked back to the train. One enthusiast confided he thought we had been travelling at something in excess of 62mph along the stretch between Wigan and Burscough Bridge. Certainly the pace had been brisk.

Onwards we sped to Southport and past the long abandoned engine sheds before joining the electrified commuters, line from Southport to Liverpool; through the pleasant residential area where the line was flanked by large comfortable houses, golf courses, sand dunes and pine woods. The loco was anxious to show its paces once again but this time I suspected that a stopping electric train was ahead of us and several times the train was slowed by signals.

Soon we were back in the inner Liverpool suburbs and plunging down into a deep and gloomy cutting, walls running with slime and track sides lined with debris and junk hurled from the densely packed dwellings above. We passed more abandoned stations deep in the cutting and then the junction at Edge Hill.

Now the train was venturing down the long steep tunnel towards Riverside Station, built by the London and North Western Railways for its boat train passengers. Emerging down in the dock area, the train caused quite a stir. A hastily summoned policeman held up traffic as we passed over an ungated level crossing and here a crowd of photographers and train and enthusiasts awaited the train's arrival. We were then across the level crossing and over the Princes Dock Bridge, along rusted lines and then into the well kept Riverside terminal, now so seldom used.

Once again, enthusiasts flocked from the train to take photos of the loco as it ran round the train to pull it back up to Edge Hill with the engine running tender first. This was to be the piece de resistance, past the enthusiasts with their cameras once more, past the vast warehouses and docks and then up into the tunnel with a rush. For those of us who had been at the rear of the train, the engine having run round us was now only a few yards away and we could hear its immensely powerful beat as it thundered up the bank.

In the tunnel sparks flew past us and with them the faintly sulphurous smoke, which seeped in through the windows and brought back memories of so many steam-hauled journeys. As the Black Five neared the top of the bank she was flagging but emerged triumphantly from the tunnel and behind us, the smoke and steam she had expended billowed out from the tunnel mouth.

Close by Edge Hill Station we stopped and 45305 was uncoupled once again to run round the train and join it at the head. Unrestrained, she roared off down the track to find the points that would enable her to rush past us on the adjoining track and then again at the head of the train. Coupled once more, she took us on the final short stretch of our journey, back down the damp and grimy cutting and proudly and finally into Lime Street Station.

The enthusiasts emerged from the coaches to commune again with the engine and, if possible, have some small conversation with her driver and fireman. No one seemed to want to leave the engine and I found myself standing close to her trying to absorb as much as I could of her appearance and the very atmosphere of steam.

When I came close I could smell the sulphur from the smoke stack, the hot oil and coal dust and hear the steam sizzle within the cylinders. The driver, too, seemed to be saying some form of farewell; for it might be the last time his locomotive would stand at a passenger platform with, an admiring crowd looking on. Some anonymous electric or diesel locomotive silently moved off. The seven coaches and the Black Five stood alone at the platform and then, effortlessly, the driver opened the regulator and 45305 drew quietly up the platform. She drew out of the station as efficiently and smoothly as she had done all day; one of the last of her line and a direct descendant of those locomotives that had served us all so well for close on 150 years. She was a worthy representative of her breed, no dirty smoke, no steam leaks visible anywhere, hardworking and efficient to the last. She climbed the bank and up into the tunnel, disappearing quietly out of sight.

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