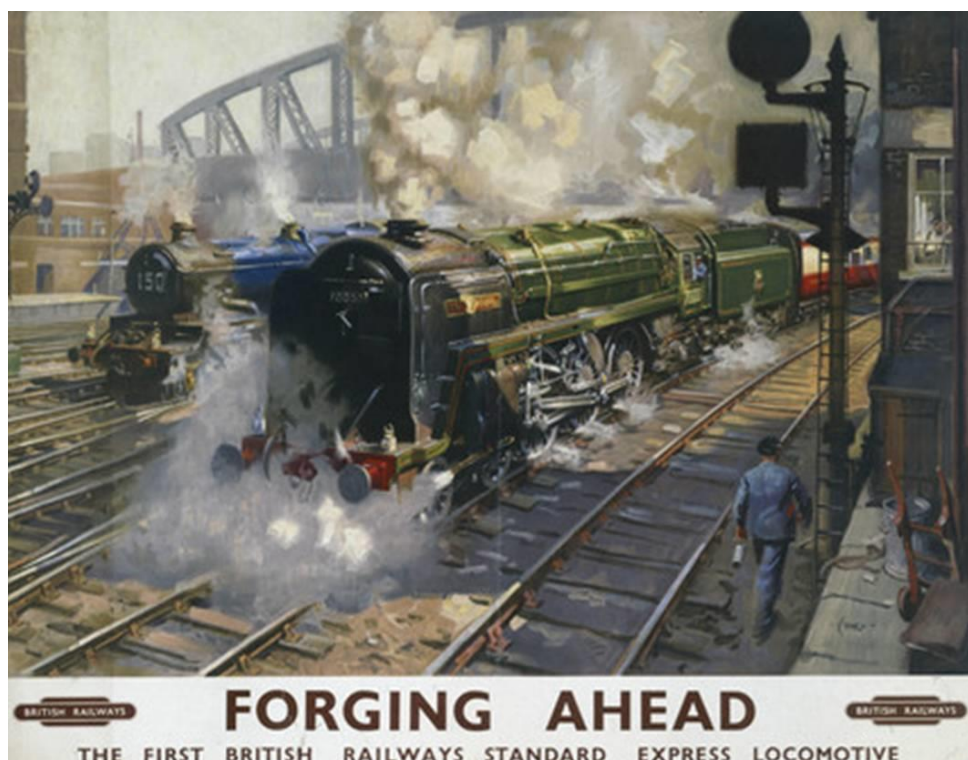


TRANS PENNINE

The Magazine of the Pennine Railway Society



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Photos

Front Cover

Poster, British Railways, Forging Ahead, The First British Railways Standard Express Locomotives" by Terence Cuneo, 1950. Depicts No 70000 'Britannia' leaving London Paddington station with an express train, with a King Class locomotive in blue livery in the background.

Back Page

Photo by David Whitlam, shows 6201 'Princess Elizabeth' at Carlisle after arrival on "The Cumbrian Mountain Express" on 31 July 2010.

Committee Briefs

'New Routemaster' Design Unveiled

Final designs for London's new Routemasters, have been unveiled, our bus correspondent Gerry Collins reveals. Buses will have 2 staircases and an open platform and 3 doors to speed up boarding. The contract to build the buses, which should enter service in 2012 has been awarded to Wrightbus. The original Routemasters were withdrawn from general service in December 2005 but are still used on 2 heritage routes. The then Mayor of London, "Red" Ken Livingstone favoured bendy buses as he realised upper classes were turning to cycling in increasing numbers, and the bendies were the best vehicles to knock them off.

Rail Companies Rescue Stranded

The grounding of flights in mid-April due to volcanic ash swung rail companies into action. Eurotunnel was running 4 shuttles at peak time and carried an extra 100,000 passengers + their vehicles in one week and Eurostar ran 33 extra trains in 7 days and carried 165,000 passengers, 50,000 more than were scheduled to travel. Nearly 400 trains ran between London and Paris and Brussels, connecting with trains across Europe. Services to Holyhead, Fishguard and Stranraer were strengthened and sleeper services were subjected to heavy demand. One benefit of privatisation is the spot-hire market in rolling stock.

ELR Opens

The East London Railway has been officially opened by Mayor of London, Boris Johnson, aboard 378154. The line replaces the former East London Line of London Underground. The last link will open in 2011 when a curve north of Dalston Jcn. is completed to take trains from Shoreditch all the way through to Highbury & Islington.

Germans on Way to London

Deutsche Bahn is confident of running trains into London before the start of the Olympic Games in 2012. HS1 was built to full European standards, including the generous UIC GB+ loading gauge that allows most European rolling stock, including double-deckers. The most likely German cities to gain the first direct services are Cologne and Frankfurt and it is also possible that DB could decide to run between London and Paris as well. Trains from Germany will probably run via Brussels. Under safety rules in the Channel Tunnel, standard 200 metre sets would have to work in pairs to ensure a stalled train is always alongside an entrance to the parallel service tunnel.

Beleaguered Wrexham and Shropshire

Wrexham and Shropshire have had to amend its plans for calling at Wolverhampton following objections from Virgin Trains.

National Express May End Rail Business

It appears likely that National Express will leave the rail business when its remaining two franchises, East Anglia and c2c terminate in 2011.

"Co-op" Plans Move Forward

A new open access operator, Go! Co-operative, has revealed plans to run trains from Yeovil Jcn to Birmingham Moor St via Westbury, Chippenham and Oxford, with a possible extension southwards to Weymouth, from next year. Rolling stock would probably consist of Mk2 or Mk3 vehicles on a push-pull basis.

Dynamo Specials - May 1940

Pennine's "Father?", Geoff Bambrough, tells us of his memories of the role played by the railways following the evacuation of 338,000 British troops by the Small Ships from Dunkirk in May 1940. 327 special trains carried troops away from Dover and 82 from Ramsgate. They were known as "Dynamo Specials" organised by the Southern Railway.

DB Buy Arriva

German state-owned rail company Deutsche Bahn has taken over Arriva which operates both Cross-Country and Arriva Trains Wales, plus numerous British bus companies (details available from Gerry Collins). DB already owns the former EWS freight operator, the Chiltern passenger franchise and has a stake in open access operator Wrexham & Shropshire.

Grand Central Launches New Service - Halted by Dandelions

GC has launched a new open access service between London and Bradford (the only open access operator to introduce a second route - it already runs between London and Sunderland). Bradford will be served by 3 trains a day, calling at other woollen towns, such as Halifax. Unfortunately on the first day of service one train was delayed 60 minutes due to dandelion seeds blocking air filters on 4 of the train's 5 engines on a return trip to Halifax from Kings Cross. A spokesman said the filters looked like Shaun the Sheep".

GBRF Taken Over

Channel Tunnel operator Eurotunnel has taken over rail freight company GBRF from First Group. It will be combined with the Europorte freight business. It will compete with EWS, owned by Germany's DB and Freightliner Group as major freight carriers.

Projects Axed

The recent review of public expenditure is likely to see cancellation of; Extension of Midland Metro from Birmingham Snow Hill to New Street; Tram extension in Nottingham; New rolling stock in the current year; Intercity Express Programme (HST replacement); Electrification of the GW main line and north west routes.

End of Waverley Steps

2012 should see the closure of the Waverley steps in Edinburgh, to be replaced by two 16-person glass lifts and 2 sets of escalators.

Radlett Job Blow

The Secretary of State for Communities and Local Government has denied construction of a large freight rail interchange near Radlett, on Green Belt land.

Eureka!

The Eureka! Timetable to be introduced in May 2011 will see a reduction in Glasgow-Kings cross trains to 2 per day by East Coast. However, Cross Country will launch new services from Glasgow to W Yorkshire and the Midlands as well as other Scottish towns. Other East Coast reductions sees the proposed 7 London - Lincoln direct services each way down to 1 each way, resulting in an additional fleet of Class 180s no longer required. The direct Lincoln services will be replaced by 4 London-Newark services each way, with a

change onto Lincoln trains.

Sleeper Demand

First Great Western has increased the number of berths on the Night Riviera Sleepers due to increased demand, the number of sleeping cars increasing from 3 to 4.

Freight News

The first of Freightliner's Class 86s (86637) has been repainted in the Group's new streamlined livery, launched with the delivery of the new PowerHaul locos in late 2009. GB Railfreight has a new logo following the recent sale of the operator by First Group to Eurotunnel.

Clacton Reopens

Clacton depot, closed for a decade, has been reopened by National Express East Anglia to maintain its Class 321s on the Great eastern route.

Safety Achievement

No one, either passenger or staff, was killed in a train accident in 2009-10.

Thames Cable Car Plan

TfL is developing a proposal to build a cable car link across the Thames between the Greenwich Peninsula and Royal Docks, providing an aerial connection between the Dome and Excel Exhibition Centre. Journey time would be 5 minutes and the link could carry 5,000 passengers an hour. If private funding can be agreed it could be open by the 2012 Olympics.

German News

Our German correspondent, Gerhald Collinsmacher, reports that new Class 380s for ScotRail have been rolled out at Wildenrath. The first vehicles are due to arrive in Glasgow in September from builders Siemens. The 380s will run on commuter services on the Inverclyde and Ayrshire Coast lines and will also be used on the North Berwick branch. Displaced 334 Junipers will be moved to the Glasgow/Airdrie/Bathgate/Edinburgh line for its reopening in December.

Irish News .

Our Dublin correspondent, Gerald O'Collins, reports that Irish Rail has announced suspension of train services between Waterford and the port of Rosslare, blaming a steep fall in passenger numbers due to low cost airlines. However, the outlook is brighter in other areas; Proposals for an Underground line in Dublin (operational in 2018); The reopening to passenger traffic of the link between Limerick and Galway after 34 years of closure; Reopening of the commuter belt line between Midleton and Cork.

Blackpool News

Further sales of trams are:

- Balloon 716 to new owners Ptarmigan Transport Solutions based in Perth. The car which was withdrawn from service in June 2003 with severe underframe defects and has been heavily cannibalised since it left Rigby Road on Fri 2nd July. Later reports suggest the tram made a fine sight and caused much amazement when observed on its low-loader crossing the Forth Road Bridge - surely a first for any Blackpool tram?
- Replica Vanguard 619 has been loaned to the Heaton Park museum in Manchester. Despite officially only classed as a temporary arrangement whilst Manchester 765 resides in Blackpool for the 125 celebrations it is likely this will become a permanent home for 619.
- In early August it was reported that Brush car 626 had been sold to the Merseyside Tramway Preservation Society at Birkenhead.

On a happier note Brush car 632 which was sold to the Lancastrian Transport Trust earlier this year has been repainted in 1970s livery with roof mounted advert boxes advertising the new 'BLACKPOOLTRAM SHOP' on North Pier. An agreement is in place with Blackpool Transport to run the tram on specials as often as possible at weekends and during the busy illuminations period. The LTT's other recent purchase, Balloon 715, is currently in the BTS paint shop for a return to 1970s livery and again will be available for use during the lights period.

Sheffield Railwayana Auctions

At the Sheffield Railwayana Auction held at the Derbyshire County Cricket Club's Gateway Centre on 12 June 2010 the following locomotive nameplates all sold for £6,000 or more:

* LOCOMOTIVE NAMEPLATE: "DUMRIES-SHIRE" as carried by the LNER Gresley D49/1 "Shire" Class 4-4-0 built at Darlington in March 1929 as number 2757. Renumbered 2732 in April 1946 and 62732 by BR in September 1948. Withdrawn from Darlington in November 1958 and scrapped at Darlington Works - £7,100

* LOCOMOTIVE NAMEPLATE: "SIR GALLERON" KING ARTHUR CLASS as carried by Southern Railway NI5 "King Arthur Class" 4-6-0 built at Eastleigh in 1927 as No. 806 (later BR 30806) the last of the class. Withdrawn in April 1961 from Eastleigh shed and scrapped at the Works -£8,000

* LOCOMOTIVE NAMEPLATE: "SIR FREDERICK HARRISON" as carried by the LMS Fowler/Ivatt "Patriot" Class 4-6-0 built at Crewe in 1933. The original LMS number was 6027 and then in 1934 renumbered 5531 eventually becoming BR 45531 (the name had previously been carried by 5524 (5907) which became "Blackpool"). The loco was withdrawn from Carlisle Kingmoor in November 1965 and cut up by Campbell's of Airdrie, one of the last of the class - £8,000

* LOCOMOTIVE NAMEPLATE: "NORTON HALL" as carried by GWR Collett "Hall" Class 4-6-0 No. 5935 built in July 1933 at Swindon. It was initially allocated to Wolverhampton Stafford Road. By August 1950 it could be found at Didcot and by March 1959 at Bristol St. Philip's Marsh. Its final shed was Cardiff Canton from where it was withdrawn in May 1962 and sent for scrap to Cooper Metals at Sharpness - £7,100

* LOCOMOTIVE NAMEPLATE: "NEDERLAND LINE MERCHANT NAVY CLASS" as carried by the Southern Railway Bullied design Merchant Navy Class 4-6-2 Pacific loco which entered service in February 1945. It was rebuilt in 1956 minus the original "air-smoothed" casing and withdrawn in March 1967 from Weymouth shed being scrapped at Cashmore's of Newport the following September. It was originally numbered 21C14 by the Southern Railway and became 35014 in BR days - £26,500

* BRASS LOCOMOTIVE NAMEPLATE: "FITZHERBERT WRIGHT" as carried by the LNER Thompson B 1 class 4-6-0 built by the North British Locomotive Company No. 26150 in 1947. Entered service in October 1947 and nameplates fitted at Doncaster in December 1947. The loco was withdrawn from Canklow in June 1964 and scrapped by Cohen, Ickles, Rotherham - £6,000

* LOCOMOTIVE NAMEPLATE: "KIRBY HALL" Was carried by GWR Collett "Hall" Class 4-6-0 No. 5993 built in December 1939 at Swindon. It was initially allocated to Tyseley and was still there in the mid 1950s. However by March 1959 it was allocated to Reading and was withdrawn from there in May 1963. Scrapped at Swindon - £7,400

Terminus

by Paul Slater

"Terminus" is a documentary film made in 1961 by John Schlesinger, portraying a day at Waterloo station. It was shown in cinemas as a short film before the main feature; my brother saw it in London and said how much he had enjoyed it, and not long afterwards I saw it myself. It was a great novelty to see a railway based film at the cinema, and I liked "Terminus" very much. More recently I have bought a video which includes "Terminus" as well as another railway classic, 'Night Mail', and highlights from "Terminus" are also on another video I have, so I can now watch it at home, either the short version or the long one, whenever I wish. The film is in black and white, and has some atmospheric music by Ron Grainer, who also wrote the music for 'Steptoe and Son' and another of my railway favourites, the television documentary 'Giants of Steam'. "Terminus" won several awards, but was not universally appreciated. I remember reading in a newspaper of an Englishman on holiday in America who was at a cinema where "Terminus" was shown. He found the portrayal of Waterloo in shades of grey such an unflattering image of Britain that he was embarrassed and walked out. The final straw was seeing a group of convicts being escorted by police and warders to a train for the West Country which was presumably taking them on their way to Dartmoor prison. A wide variety of people appear in "Terminus". We see crowds of commuters as well as race-goers, an

invalid, a bag lady, important officials, lovers, trains potters, mourners, nuns, immigrants, soldiers and honeymooners, not forgetting the prisoners. Boat trains for Southampton were still running at the time the film was made, and they provide some of the human interest in "Terminus", with tearful farewells and happy reunions. One young lady is meeting someone off a boat express, but the person is not on the train. In another scene, press photographers gather round a celebrity who is boarding a Pullman car.

The people who work at the station also appear in the film. We see the stationmaster in his office, the signallers in the power-box, porters, ticket-sellers, inquiry office staff, a florist, a wheeltapper, and a nurse in the first-aid room. The station announcer in her lofty glass-sided cabin calls out the stopping-places of departing trains, warns of late arrivals, and appeals for the mother of a lost child. We see the cavernous lost property rooms, where anxious travellers hope their missing items can be found, and the crowded bar. A night newspaper train is loaded, and afterwards the empty trolleys are driven through an almost deserted station. Long-distance trains from Waterloo were still mainly steam-hauled when "Terminus" was made, and there are plenty of sights and sounds of working steam in the film. Some locomotives are only fleeting glimpses or distant plumes of steam, but there are reasonable views of three "Lord Nelson" 4-6-0s, three BR Standard class 5 4-6-0s, a "Merchant Navy" pacific and an M7 0-4-4 tank. Southern Electric units are seen on suburban workings. The film ends with the dawn of another day, seen from the roof of Waterloo. The view eastwards is dominated by St. Paul's Cathedral, with none of the tall office blocks which are now so prominent. I like "Terminus" for its portrayal of the varied activities of a busy station as well as for its depiction of the London of nearly fifty years ago, and it brings back pleasant memories of teenage excursions to the capital and sightings of Southern steam. A recent television programme about railway films revealed that some of the incidents in "Terminus" were deliberately staged, using actors, but this did not spoil my enjoyment of it. "Terminus" can be considered one of the best productions of British Transport Films.

Tosca's Travels (Beer and Bashing Abroad)

Part 14

It had been nearly 6 months since my last trip abroad, so when I got the gen about a Railtour in Ireland that was going to do the then freight only line from Athenry to Claremorris, I planned a week there. My then girl friend Colleen came along so we did a little sightseeing as well as bashing.

Friday 7th April 1995

Having had a DMU from Leeds to Piccadilly and then an EMU to Crewe we had time for a couple of beers. The Albion was a regular Beer Guide pub in Crewe and was a common place to bump into a few fellow bashers. This night was no exception as a few of the lads going on the tour were already enjoying a few pints of the house beer brewed by the Trent Brewery. A few of us then called for a pint at the British Lion on the way back to Crewe station. They had Shepherd Neame best bitter on which was sampled but hadn't travelled very well and seemed a bit bland. We all then went back to the station where a healthy road show of about 50 cranks were waiting for the 21.52 Birmingham International to Holyhead Service.

37420 Crewe - Holyhead

Saturday 8th April 1995

The overnight accommodation was the ship Stena Hibernia and a full night's doss was had. Well I did; don't know about anyone else as I slept so well. I do know that the sea was very calm, which was a new one for me.

We arrived at Dun Laoghaire to find that the DART EMU's were not running due to over running engineering works.

This didn't bode well as the first part of the tour was Dublin to Bray and back. A bus was had to Dublin Connolly where the gen was that the tour would be going to Bray as the engineering had now finished. Thus we joined the tour and I scored the nice new 201 class of loco that IE had provided for the tour. This was not to everyone's liking as the tour was advertised for a pair of single cab 121 class locos.

IE 202 Dublin Connolly - Bray

IE 202 Bray - Dublin Connolly

On arrival back at Dublin a mixed pair of 121 class and 141 class were waiting to be put on the train. It turned out that one of the 121s had failed at Inchicore Depot and had been taken away by the other one. To keep the train to time IE had put the 201 class onto the train whilst the pair was reformed. As it turned out

they needn't have bothered as late running cost us an important part of the tour.

IE 131 & IE 172 Dublin Connolly - Galway via Islandbridge Junction

IE 172 & IE 131 Galway - Claremorris via Tuam

A farce ensued at Claremorris as the signalman refused to allow the engines to run round until the late running Westport to Dublin Train had left, the problem was that it was still at Westport running round its own train after a late arrival.

Eventually the run round happened and we left an hour late. However, on arrival at Athenry we were held again for the Galway bound service that was due. Eventually we left, by now 1 hour 40 late.

Still one of the tour highlights was yet to come - The Athlone - Mullingar freight line.

At least that is what should have happened. What actually happened was some bright spark from the Irish Traction Group was worried that any passengers for that night's ferry crossing to Holyhead might miss the boat. It was therefore decided to divert the train via the way we had come out to save time. I was livid as to go via the Mullingar line was roughly the same distance to Dublin and although slower track there was no other traffic that the tour would clash with. A lot of the people on board were not happy and let the ITG know about it. I have chosen never to do one of their tours again.

IE 131 & IE 172 Claremorris - Athlone via Tuam and Athenry

About 10 minutes after the train had arrived at Athlone it was announced that it would be held again to allow the last Westport to Dublin train through. As the tour was going to Connolly and I had prebooked accommodation near Heuston we decided to get off the tour and catch the service train. We then passed another train at either Tullamore or Clara which would have further delayed the tour. I never knew if the tour did make the boat but I bet it would have got there quicker if it had stuck to the booked route.

IE 211 Athlone - Dublin Heuston.

Checked into the Kingsbridge Hotel and had a pint in Ryans Bar before a Chinese.

Sunday 9th April 1995

Today was to be a leisurely day looking around Dublin before a little cranking later. As it turned out by 1pm we had seen enough of the shops so caught a DART EMU out to Howth to see what was there. Not a lot as it turns out but it is a pleasant little place.

IE EMU 8113/8313 Dublin Connolly - Howth

IE EMU 8328/8128 Howth - Dublin Connolly

IE 181 & 11E 165 Dublin Connolly - Maynooth

IE 084 Maynooth - Dublin Connolly

We then were at a loss as what to do but as we had not yet had dinner we got back on 084 which was now forming the Rosslare train and went to Bray.

IE 084 Dublin Connolly - Bray

We walked to the Porterhouse pub and had dinner there. I had a couple of pints of stout just to kill time.

IE 076 Bray - Dublin Connolly

Monday 10th April 1995

Went down to Cork and had a look around the town.

IE 210 Dublin Heuston - Mallow

IE 161 Mallow - Cork

Having had lunch and seen the town centre we elected to have a ride to Cobh and spent an hour browsing around.

IE 147 Cork - Cobh

IE 147 Cobh - Cork

Then it was up to Mallow for a pint of the dark stuff in the Roundabout Bar.

LE 212 Cork - Mallow

IE 147 Mallow - Cork

We finished the day drinking pints of Murphys in a bar opposite Cork station.

Tuesday 11th April 1995

With Colleen suffering a bit of a hangover I got up early to cover both of the Cobh turns.

IE 161 Cork - Glounthaune

IE 147 Glounthaune - Cork

I then had breakfast before forcing Colleen to get up as the plan was to go to Killarney and Tralee.

IE 201 Cork - Mallow

IE 216 Mallow - Killarney

We spent an hour at Killarney before catching the train to Tralee.

IE 155 Killarney - Tralee

On arrival at Tralee Colleen had recovered enough to be hungry. We found a really great pub that did traditional Irish food. I had a fantastic mutton pie with boiled potatoes in a massive bowl covered in farmhouse mushroom soup.

It was so filling I only managed 1 pint of Murphy's with it. We then made our way to Limerick as I had pre-booked B&B in Boylans.

IE 155 Tralee - Mallow

IE 215 Mallow - Limerick Junction

IE 219 Limerick Junction - Limerick

Having checked in to the B&B we went to the Railway Hotel for a couple of pints.

Wednesday 12th April 1995

The morning was taken up by having a good look around Limerick. We then made our way to Waterford.

IE 224 Limerick - Limerick Junction

IE 149 Limerick Junction - Waterford

We checked into our hotel and then spent the evening around the bars in Waterford.

Thursday 13th April 1995

This day was to be a treat for Colleen as I had a surprise for her.

IE 075 Waterford - Kildare

At Kildare I had arranged for a Taxi to meet us at the station. Colleen was very interested in horses and just south of Kildare is the Irish National Stud that breeds racehorses. The place is open to visitors and also has ornate Japanese gardens. We spent about 3 1/2 hours at the place and, although I am not particularly bothered about horses, I enjoyed it immensely. After that it was back to Dublin to check into the hotel and apart from a trip out to the bar at Portarlinton, that was the end of the locos.

IE 079 Kildare - Dublin Heuston

IE 217 Dublin Heuston - Portarlinton

IE 210 Portarlinton - Kildare

IE DMU 2610/2613 Kildare - Dublin Heuston

Friday 14th April 1995

IE EMU 8337/8137 Dublin Connolly - Dun Laoghaire

Jetfoil Stena Sea Lynx 11 Dun Laoghaire - Holyhead

37420 Holyhead - Crewe

DMU 156403 Crewe -Derby

43062/43 100 Derby - Sheffield

Overall a good week, the low point being the Railtour and the high point being the Irish National Stud. 13 new locos and plenty of stout and the place was as good as ever.

Pennine Observer

Notes

Eastern Region

Recent sightings at Doncaster have been:

May 27

67023 Thunderbird

66197, 66095, 66715 Intermodal

66050 Rails

66721, 66139 Gypsum

66619 Light engine

66004, 66021, 66722 Coal

20901, 20905 stabled in West Yard

08428 Crane

66517, 66533 Freightliners

66142 Stone

66117 Sand

66607 Limestone
66529 Binliner flats

Jun 2

66095 on mineral train
66502 on container train
66508 and 66513 on coal trains

Jun 3

67023 Thunderbird
66723, 66134, 66078 Coal
66080 Rails
66076 Light engine
66716, 66017 Intermodal
66534, 66592 Freightliner
66206 Sand
66604 Limestone
66077 Stone
08495 Ballast wagons

Jun 16

66008 on coal train
66056 on goods train
66567 and 66728 on container trains
66060 and 66107 in yards
08495 shunting

Jun 24

67027 Thunderbird
66182, 66129, 66720 Intermodal
66046 Rails
66046/60040 Engineers to Toton
66115 Nacro Tanks
66561, 66531, 66530 Coal
66569, 66537 Freightliners
66545 Light engine
66134 Sand

Jul 8

67022 Thunderbird
66606, 60054 Light engines
66007, 66154, 66023, 66952, 66704, 66545 Coal
66060, 66156, 66706 Intermodal
66618 Limestone
66070 Gypsum
66238, 66166 Engineers
66126 Sand
66109 Stone
66501, 66539 Freightliners
66401 hauling 3132 10 to Wabtec

Jul 29

66063, 66712 Intermodal
47739, 66619 Light engines
67028 Thunderbird
66709 Gypsum
66542, 66537 Freightliners
66605 Limestone

66070 Stone
66706, 66134, 66727, 66705, 66554, 66514 Coal

Aug 12

67023 Thunderbird
60054 Engineers
66213 66145, 66714 Intermodal
66505: 66536, 66591 Freightliners
66008, 66051, 66513, 66706, 66719, 66720, 66722 Coal
90021 Excursion Kings Cross – Edinburgh

Aug 19

67006 Thunderbird
66153 Engineers
66952, 66609, 66595 Light engine convoy
66077, 66522 Light engines
66719 unknown
66405, 66143, 66115 Intermodal
66955, 66503 Freightliners
66616 Stone
66401, 66513, 66515, 66158, 66951, 66701, 66711, 66730, 70003 Coal

Recent sightings on the Gainsborough - Barnetby line have been:

Jun 1 66200 on oil train
Jun 10 60011 on oil train
Jun 11 60010 on oil train
Jun 12 66732 on coal train
Jul 23 66149 on oil train 66717 on coal train 66723 on goods train
Jul 26 66706 on coal train 66724 on goods train
Jul 27 66703 on goods train 66706 on coal train
Jul 30 66706 and 66717 on coal trains
Aug 2 66119 and 66716 on coal trains 66717 on goods train
Aug 5 66105, 66124 and 66716 on coal trains
Aug 9 66134 on coal train
Aug 10 66143 on coal train
Aug 11 66150 on coal train

Other recent sightings have been:

Jun 2 66716 on container train at Retford
66413 stabled at York steam loco
47406 on South Yard shuttle at NRM
Jun 12 92012 on goods train at Eaton Lane Crossing
Jun 16 66118 on container train at Retford
66200 on oil train at Fitzwilliam,
66596 on mineral train at Horbury Junction
Jun 18 66182 on Tilcon aggregates train at Hull
Jun 19 66054 on coal train, 66135 on stone train and 66557 light engine at Moorthorpe \

Jul 3 66004 and 66194 on iron ore trains, 66058 on oil train and 66513 on coal train at Melton Ross
Jul 7 66046 on Tilcon aggregates train at Hull
Jul 15 66138 on container train at School Lane Crossing
Jul 24 66716 at Potters, Selby
Jul 28 66059 and 66094 on iron ore trains and 66075 and 66149 on oil trains at Melton Ross
Aug 7 66703 light engine at Denaby 66118 on coal train at Swinton
Aug 10 43060 and 43059 (East Midlands set) working 16.55 Newcastle - Kings Cross, on hire to East Coast
Aug 11 66076 on oil train, 66092 on goods train and 66722 on coal train at Hatfield and Stainforth

Locos seen on Liverpool Street to Norwich services on 19 May were 90002, 90005, 90006, 90003, 90008, 90010, 90015 and 90001.

Locos noted at Ipswich on 19 May were 66956, 66571, 66589, 66206, 66536, 66588, 66501, 66590, 90043, 90045, 90047, 90048 and 70001.

Also noted on the same day were 66575 and 47802 at Colchester, 37038 at Stowmarket and 66122, 66232, 66711, 66717, 66709, 66719 and 66403 at Peterborough.

Locos seen at Scarborough on 20 May were 67005 and 67006 on the Royal Train (a visit of the Queen).

Locos noted at Kings Cross on 26 May in connection with the filming of the next Harry Potter's film were 67003 top and tailed with 67022 and 5972 Hogwarts Castle top and tailed with 37906.

The locos that worked the Northern Rail specials for the Tall Ships event at Hartlepool, 7 to 10 August were 57004 top and tailed with 47712 and 57009 top and tailed with 47802.

Western Region

On 29 June, 57602 was noted on the Paddington - Penzance sleeper.

The 08.00 Cardiff - Paignton and 12.47 Paignton - Cardiff was observed from Monday 9 to Thursday 12 August top/tailed with 67017/029 with stock M6117, M6046, M6008 and 9520.

The steam fotters at Langstone Rock Dawlish Warren were bowled on 8 August when instead of the booked but failed "Duke of Gloucester" DBS liveried 67018 was hastily substituted on the weekly Torbay Express excursion train from Bristol TM to Kingswear.

Local DMU services in the Exeter area are at the moment mainly in the hands of class 142/143 pacers, often in pairs on the busy Paignton - Exmouth circuit. Examples noted in the week commencing 7 August were 142001/009/030/063/064/068 143603/617/619/621. On 7 August, 142009 was given a chance to stretch its legs over the south Devon banks when allocated to work the 12.58 Exeter - Plymouth.

Silverlink liveried 150127 was noted on 10 August in combination with 150247 working on the busy St Erth/St Ives shuttle whilst later that afternoon at the sidings at Long Rock (Penzance) 57603 was stabled on the stock of that evenings "Night Riviera" sleeper.

Midland Region

Locos seen at Stafford on 4 June were 70003, 90046, 66173 and 66589.

Locos noted on Wrexham. - Marylebone services on 5 June were 67010 and 67014.

Locos seen at Crewe Gresty Road on 5 June were 20315, 20308, 37038, 37069, 66421, 66425, 66433, 37610 and 47802.

Also noted on the same day were 66060, 66001, 66085, 66201, 66557, 66100, 66127, 66508, 66545, 66237, 66063, 66618 and 66091 at Bescot.

Locos noted at Carlisle on 22 June were 66843, 66061, 66175 and 66596.

The following were observed in North Wales in July:

Jul 3 57306 (Pendolino 390029) 08.50 Euston Holyhead and 14.36 Holyhead - Euston from/ to Crewe

Jul 5 67013 15.25 Wrexham - Marylebone 57314 16.15 Cardiff- Holyhead

Jul 8 67013 11.20 Marylebone - Wrexham.

Jul 10 57316 (Pendolino 390047) 08.50 Euston Holyhead 57315 14.36 Holyhead - Euston (loco swap for the Mon-Fri only Holyhead - Cardiff service - the stock stables at Holyhead at weekends)

Possibly the first time (?) mentioned in TP but - 139001 was observed/sampled on the Stourbridge Junction - Town shuttle on 31 July.

The best that can be said about the "Parry Peoplemover" is that thankfully it works on a branch that is about 1/4 mile in length and that it makes travelling on a Pacer seem the height of comfort!!!

Railtours and Charter Trains

Locos seen on railtours and charters have been:

Jun 5 (Northern Belle) 67005 and 67006

("The Powys Chugger") 59202, 92017, 37423 and 37607

Jun 12 ("The Wrexham. and Lancashire") 40145 and 67018

Jul 24 ("Seaside Scarborough & the Yorkshire Coastline") 66015

Jul 28 ("Scarborough Spa Express") 45407

Jul 31 ("The Cumbrian Crusader III") 57003, 37610, 66434, 66421, 37608 and 37259

("The Grand Settle & Carlisle Circular Tour") 67024 and 67021

Jul 31 ("The Cumbrian Mountain Express") 6201 Princess Elizabeth

Aug 7 ("York, Moors & Tall Ships Excursion") 67029

Aug 7 ("The Tall Ships in Hartlepool") 67027 and 67021

Aug 10 ("Scarborough Spa Express") 45690
("Scarborough Spa Express") 47760
("Scarborough Spa Express") 45115

Preserved Railways

Locos working at the Midland Railway Diesel Gala on 21 May were 37264, 20048, 31271, 31206, 45133, 47401, 08590 and 14901.

Locos used at the Keighley and Worth Valley Diesel Gala on 10 June were 37194, 37901, 33109, 50015, 25035, 25059, 20037 and D 1501.

Locos noted working on the North Yorkshire Moors Railway have been Jul 28/29 - 92214 and 45428, Jul 31 92214 and 76079 and Aug 1-63395, 92214, 53809 and D7628 (after 53809 failed)

Trips to London

The following were seen on a trip to London on 17th June 2010:

Doncaster: 66107, 67022, 66008, 47739, 66403, 66404, 92034, 66119

Peterborough: 66704, 66717, 66720, 31465, 66134, 66152

Hitchin: 66080

South end of ECML.: 313027/038/039/041/048/054/057/061, 317339/341/346/347, 321402/404/405/408/410, 365524/540

Kings Cross: 365502/506/510/527/536

St. Pancras Thameslink: 319363/383/423/450, 377503/517

Blackfriars: 377502

London Bridge: 375605/617/629/703/802, 376004/009/021/027, 377210, 465032/159/901/903/921

New Cross Gate: 171804/806, 319003/214, 377130/143/158/162/435/436/468, 378136/137/139/141/143/147-154/225, 455833

Surrey Quays: 378135/138/140/142/145/146/152/154/226

Between NXG. & East Croydon: 319445, 377203/210/411/461/510/518, 378136/148/151

Norwood Junction: 31602, 171801/802

East Croydon: 171803/806, 319362/423/424/431/448/450, 377501/502/503/506/508/511/514/515/517/522, 377102/104/109/115/119/122/128/130/137/142/148/152/153/158/162/163, 377203/208/311, 377410/411/413/417-419/421/423/424/426-429/431/434/442/450/453/461/462/464/465/468, 240312406t2414/2417 and 460001-04/008 on Gatwick Expresses

Clapham Junction 159004/011/012/017/020/107, 377104/106/117/122/124/126/129/135-137/142/146/147/153/157/202/215,

377406/413/415/416/420/421/424/427/439/441/446/447/450/454/456/460/463/464/470/473, 378007/011, 444004/005/008/011/012/014/015/018/020/022/023/025/026/030/033/034/036/038/039/041/043/044, 450001/002/007/010/013/015/018/021/023/025/026/032-035/041/075/078/080/085/086/093/095/097/105/110/113-116/122/123/126/543-547/549/551/552/554-556/558/559/563/565/567/570,

458004/005/008/011/018/020/023/028

Willesden Depot: 172004, 313134, 378009/018/023/228/229

Willesden High Level: 378003-005/011-013/016/017/019/020/022/024, 59004, 66536

Willesden (passing): 350106/111/120/125/126/128/233/235/240/249-251/256/257/259/260/264

West Hampstead: 319217/362/377/380/421/431/452/457/458

St. Pancras International: 395008 17.44 to Faversham,

395016 17.58 to Broadstairs,

395026 17.48 to Ebbsfleet

395021/23 18.10 to Margate/Dover

395012 18.14 to Faversham.

395011 18.18 to Ebbsfleet

395010 18.25 to Broadstairs

395006115 18.40 to Margate/Dover

395007 18.55 to Faversham

395003 19.12 to Dover

Eurostar's 3009/10/11/12/3211/12/17/18/23/24

The following were seen on a trip to London on 5th August 2010:

Doncaster Station: 60054, 66030/716
Doncaster Yards: 661690/707/719/722, 92007
Peterborough: 66057/097/144/207/403/706/710/721/723/724/730, 170112/202, 153355
Bounds Green: 08571
Welwyn: 321407/420
Ferme Park: 66402/728
London area: 313042/043/048/049, 317344/346, 365516
St. Pancras Thameslink: 319218/219/365/374/422/434/436/442/443/446, 377504/513/520/521
Kentish Town: 319379/428
West Hampstead: 377515
West Hampstead (NNL.): 378003/024
Kensal Rise: 378009/013, 66046
Willesden Depot: 172002/004/005/007, 313121, 378012/019/208/231, 150120/128
Willesden High Level: 378004/006/007/014/018/020/021/023, 66074/086
Willesden passing LL.: 59102, 66535, 86605/632, 350102/117/119/122/124/237/251/256/265
Gospel Oak: 150123/130/131, 66176/417/590/709, 378017/018/020/021/024, 172004
Upper Holloway: DR73942/73943
Barking: 172006, 357004-006/009/025/027/028/033/202/203/212/2171228, 66058/605
Dagenham, Dock: 357028
Ripple Lane: 66025/844
East Ham Depot: 357013/015/017/022/026/035/208/222/224/225,150129
West Ham: 357002/023
Limehouse: 357002/013/026/207/210/224
Shadwell: 357002/006/011/019/022/024/028-030/036/040/215/220/223/224/227
DLR.: 01-07/09/11/27-29/32/33/36/39/41/47153/54/57/68/72/76/78/80/82-84/96/102-104/106/114/116/
120/121/126/130/134/136/138-141/143-145/147/149/152-154
Shadwell (ELL.): 378138/147/151
Whitechapel: 378148
St. Pancras International: 395002/003/005/008/010/016/020/021/026-029
Eurostar's 3011/12/19/20/3217/18/31/32
Farringdon: 3190021008/0091011/368-
370/374/375/379/381/382/384/422/426/427/429/432/434/436/439/441-443/448/451/452,
377501/503/507/512/516/518/520/522
Blackfriars: 375309/910
London Bridge: 171726, 319013/218/453, 375303/608/614/623/704/707/711/819/829/906/912/916,
465902/911/912/916/933
Kings Cross: 313003/051, 365505

Pennine Quiz No. 141

Locoshed Quiz (Part 2) by Roger Griffiths

(Supplied by Tony Booth)

All the answers to these cryptic clues are the names of locosheds (past and present).

1. Just the place for Anne's Ley Line!
2. Keep adding up!
3. Ray goes back to the river entrance with a car from Luton.
4. Sounds like writing tools and insects are here!
5. Pros? No the opposite, with a point to the motorcycle race.
5. The veiled lady has feasted but changed 4th direction - for nought!
6. Just the place to get cleaned up!
7. Where to find an insane Commander--- on the left side of the ship!
8. Loud noise - or, somewhere in North Wales.
- 10 No green space on the front here, it is too industrialized
- 11 Where you could always find Halls from North, East and West!
- 12 Where the first lady got her piece of pork!
- 13 Do "choppers" land here?

- 14 Take a note to a sheltered inlet, at the foot of a big climb.
- 15 Ten trees would be out of place here!
- 16 A vehicle, a cotton fabric and a waterway gets you here!
- 17 In Germany it is *Braunschweig!*
- 18 (Lord), OC, BEF, is not off here!
- 19 (Lord), OC, fated 600!
- 20 Socks worn? Then repair the lot!
- 21 Was this shed found in his lea? Definitely not!
- 22 Where you'll find *trois ponts!*
- 23 Is this what the policeman's ice cream did, on a hot day?
- 24 Go here for lots of beer, dear!
- 25 Dearest one, wait! (Or sounds like it).

Pennine Quiz No. 140

The Answers

- 1 Reading
- 2 Palace Gates
- 3 Thornaby
- 4 Willesden
- 5 Taunton
- 6 Old Oak Common
- 7 Newton Heath
- 8 Edge Hill
- 9 Lowestoft
- 10 Heaton
- 11 Macduff
- 12 Preston
- 13 Dover
- 14 Cardiff Cathays
- 15 Holyhead
- 16 Leighton Buzzard
- 17 Aviemore
- 18 Scarborough
- 19 Wolverhampton Stafford Rd
- 20 Kirkby Stephen
- 21 Weymouth
- 22 Ramsgate
- 23 Barrow
- 24 Oban
- 25 Chester

Pennine Quiz No. 140

The Winners

- 1st= Malcolm Bell
1st= Ian Shenton
1st= Ken King

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 15th Sept 2010 Chris Theaker `European tramways and trains; from Bratislava to Kerry'

Wednesday 6th October 2010	Les Nixon	'Railways Round Scotland'
Wednesday 20th October 2010	Tony Smith	AT THE RAILWAY (<i>Note change of location</i>)
Wednesday 3rd November 2010	PENNINE SLIDE COMPETITION	
Wednesday 17th November 2010	Rhys Jones	
<i>Thursday 25th November 2010</i>	<i>Pennine Shield Round] at Dore Loco Society</i>	
Wednesday 1st December 2010	PENNINE SHIELD Round 2	
Wednesday 15th December 2010	Ken Grainger' The Master Cutler'	

Acknowledgements

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Next Issue

The Winter 2010 Issue of Trans Pennine is due for publication on 15th December would contributors please let the coordinator have their information by Wednesday 17th November - THANK YOU. Remember you can email your contributions to david@whitlam145.freerve.co.uk.

A Rail Journey to Hell and Back

Benedict Le Vay takes to the rails in Norway and finds a land of green valleys and glaciers

Go to Hell, they said, so we did - and found ourselves in heaven. Let me explain. It was a railway tour of Norway, and we reached Hell, a junction in the north, as we viewed this country of globe-beating beauty in a relaxing, non-polluting way.

And it exceeded all our expectations.

We started at Bergen in the south - me joining friends and family via a cheap Norwegian Airlines flight - and returned from Trondheim in the north.

Bergen is a wonderful port; its old harbour lined on one side with the Bryggen, a quayside area of quaint, tarred, clapboard houses jammed in against narrow-planked alleyways.

We took the Floybanen funicular railway up the 1,000ft hill behind the city and saw tall ships set sail into the fjord beyond. Afterwards, we walked back down to the fortress-like railway station for one of the best train journeys in the world. This is the spectacular line to Oslo, a journey interrupted - unbelievably - by an even better branch line. After climbing and climbing to the treeless ice fields of Europe's highest main line, you eventually pass glacier ends with their eerie, green light coming through the ice.

Then, after going through snow sheds to limit the blockage of the line by drifts, you come to Myrdal, the most dramatic railway junction you could imagine - and, as an author on travel and railways, I've seen a few. There, you are well over 800m high, in the grassy bowl at the top of a very steep glacial valley, which descends like an abyss via cliffs and waterfalls to the fiord, 20km away.

The line from Bergen emerges from one mountainside, goes into the horseshoe-curve station and then enters another snow shed and tunnel at high level for the journey to Oslo.

Joining this, at an insanely steep angle, is another line coming up from the ravines below down to the village of Flam beside the fiord. It charges inside the granite mountain, does a 180-degree turn in a solid-rock tunnel and emerges lower down. At one point, four levels of the railway are visible as it snakes and turns. At another, Kjosfossen station has been built in a waterfall with froth plunging down right next to and under the platform where passengers alight.

Flam is at the head of a fjord where sheer mountains drop to orchards and then disappear into the deep, where massive cruise ships call at the tiny quay.

Returning the next day to Myrdal junction, it seemed this lovely green valley of meadows, cliffs and waterfalls climbing through clouds was the way to heaven, not Hell at all. Back on the main line, we

continued the scenic route to Oslo and spent a couple of days there before catching the train north to Trondheim.

A word about prices in Norway: it's about 50 per cent more expensive than in the UK for food and drink, so be prepared. The Trondheim train was another fast Regiontog (inter-city service) and on these it's well worth paying the small Komfort class supplement.

You pass Norway's longest lake, Mjøsa, plied by the same paddle steamer, the Skibladner, since 1856. The views get better and better, with a stave church just before Ringeby.

We stayed a couple of days at Trondheim. Some of our party took a trip out to the monks' island in the fjord, the more puerile of us took a Lokaltog to Hell, a junction 30km up the fjord, where a line to Sweden diverges from that to the far north.

There is nothing to Hell, apart from a few houses. A modern book informed us drily that only a certain type of silly Englishman bothers to stop there.

But this travelling to places with silly names is not a new trend. When we looked it up in a 1936 guide, we found: North of Trondheim there is a small junction known as Hell - to which the facetious Englishman, alas!, has a fondness for buying a ticket so that he may display it to his friends on his return home.'

More seriously, we wanted to experience the Arctic Circle, so we took the last long line north to Bodo. This was a daunting ten-hour trip (almost like going to Wick or Thurso from London), but it was beautiful and restful in a gloriously comfortable, old-style train.

On the return journey we would go by sleeper, which had three levels of ticket: luxury cabins (£75 for two people); couchette-style, curtained-off bays in a lovely polished wood and glass carriage; or the normal reclining seating.

After hours rolling past lakes, forests, mountains and one glorious glacial valley, we were determined not to miss the Arctic Circle.

We needn't have worried. The train climbed, the guard announced in English that we should look out for the small pyramids on either side of the tracks in this empty wilderness, and the locomotive gave a long, mournful whistle at the very spot.

Then we descended towards Bodo terminus. The fishing town, some 450 miles north of even the Shetlands, offered views of a sea dotted with mountainous islands leading to the North Pole.

'We've come to the very northern tip of the railway system,' I said.

Not exactly,' said a pedant.

'There's a tiny bit of Swedish railways which pokes in near the top to reach Narvik, with only about 30 miles in Norway.'

It's a few more hours in a bus. Or a very long way round through Sweden by train.

Back to Hell, everyone!'

Benedict le Vay is the author of the Eccentric Britain series of books, published by Bradt, and Britain From The Rails. This article first appeared in the Daily Mail (17th December 2008) and can still be found on their website (www.dailymail.co.uk).

